

ARIZONA STATE TRANSPORTATION BOARD

Douglas A. Ducey, Governor

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

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

BOARD AUTHORITY

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

PUBLIC INPUT

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

MEETINGS

The Transportation Board typically meets on the third Friday of each month. Meetings are held in locations throughout the state. **Due to the risks to public health caused by the possible spread of the COVID-19 virus at public gatherings, the Transportation Board asks that people attending Board meetings in person take safety precautions they feel appropriate to protect themselves and others. In addition, for the time being the Transportation Board will conduct concurrent telephonic/WebEx virtual meetings.** In addition to the regular business meetings held each month, the Board may conduct at least one public hearing each year to receive input regarding the proposed five-year construction program. Meeting dates are established for the following year at the December organization meeting of the Board.

BOARD MEETING PROCEDURE

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

BOARD CONTACT

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

NOTICE OF PUBLIC SPECIAL BOARD MEETING OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a board meeting open to the public on Friday, March 18, 2022, at 9:00 a.m. Due to ongoing health concerns regarding Covid, participants will still have the option to participate by joining telephonically/WebEx. The Board may vote to go into Executive Session to discuss certain matters, which will not be open to the public. Members of the Transportation Board will attend either in person or by telephone conference call. The Board may modify the agenda order, if necessary.

EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.02, notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation of legal advice with legal counsel at its meeting on Friday, March 18, 2022, relating to any items on the agenda. Pursuant to A.R.S. 38-431.03(A), the Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

CIVIL RIGHTS

Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons that require a reasonable accommodation based on language or disability should contact the Civil Rights Office at (602) 712-8946 or email CivilRightsOffice@azdot.gov. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

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

AGENDA

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

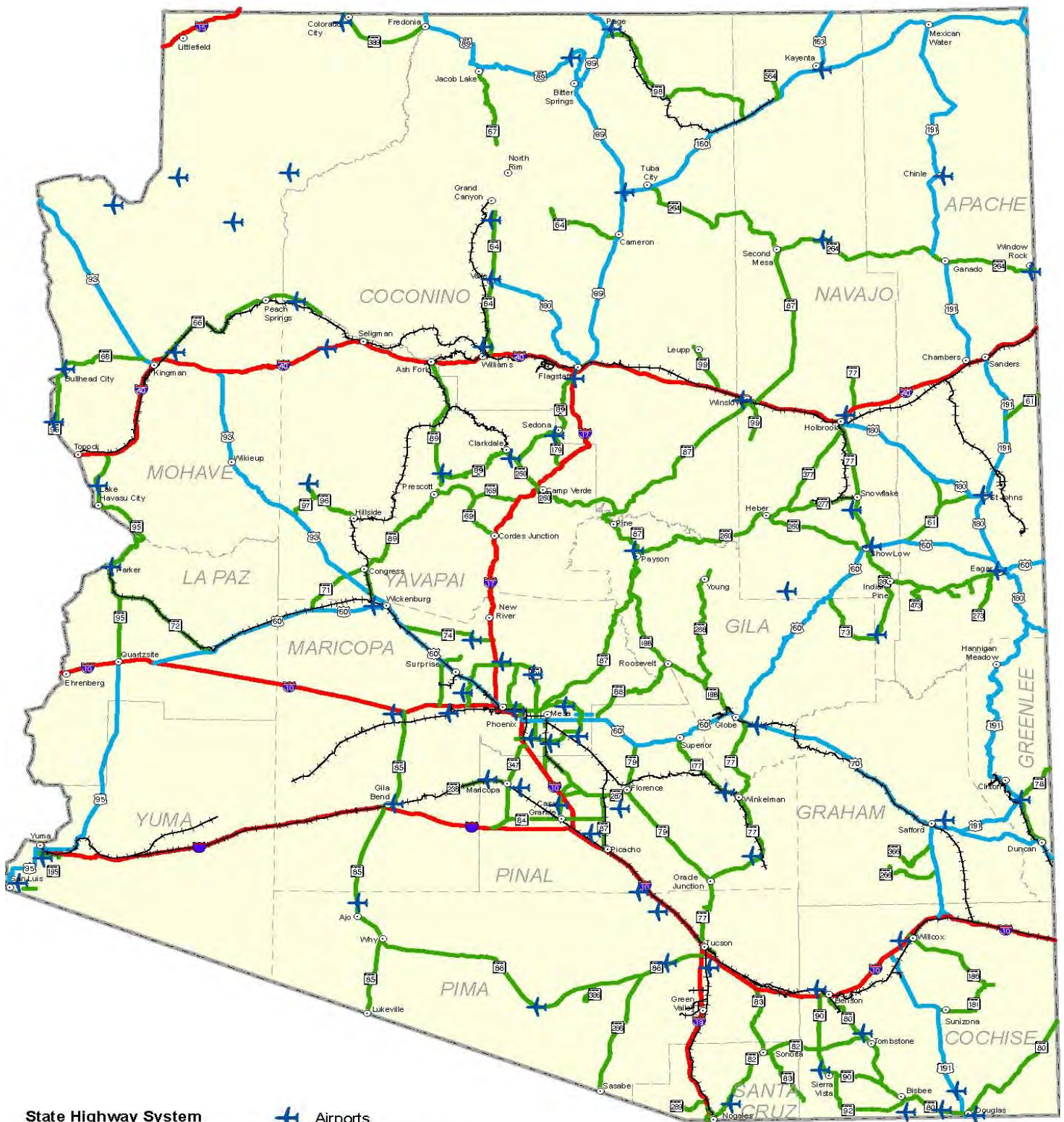
ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION

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

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

Dated this 11th day March, 2022

Arizona Highways, Airports, and Railroads

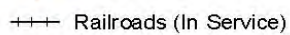


State Highway System

- Interstate
- State Route
- US Highway



Airports



Railroads (In Service)



Cities and Towns



County Boundaries



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

July 2009

0 20 40 60 80 Miles

ARIZONA STATE TRANSPORTATION BOARD

STATE TRANSPORTATION BOARD
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE
BOARD MEETING
Town of Marana
11555 West Civic Center Drive
Marana, Arizona 85653
9:00 a.m., Friday, March 18, 2022

Telephonic Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a board meeting open to the public on Friday, March 18, 2022, at 9:00 a.m. Due to ongoing health concerns regarding Covid-19, participants will still have the option to participate by joining telephonically/WebEx. The Board may vote to go into Executive Session, which will not be open to the public. Members of the Transportation Board may attend in person at 11555 West Civic Center Drive, Marana, Arizona 85653, or by telephonic/WebEx. The Board may modify the agenda order, if necessary.

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

EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.03 (A)(3), notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation for legal advice with legal counsel at its meeting on Friday, March 18, 2022. The Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

PLEDGE

The Pledge of Allegiance led by Floyd Roehrich, Jr.

ROLL CALL

Roll call by Board Secretary

OPENING REMARKS

Opening remarks by Jesse Thompson

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

Reminder to fill out survey cards by Floyd Roehrich, Jr.

https://docs.google.com/forms/d/e/1FAIpQLSc4D2Claw1iAlkGtVgGx_BqtrFgSE_ASd26of6JnVkd3HiKcg/viewform

CALL TO THE AUDIENCE (information only)

VIRTUAL:

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

To raise your hand over the phone:

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

To raise your hand using the WebEx computer or internet browser application:

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

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

If you have joined us using the WebEx iPhone or Android application, select the three dot menu icon on the bottom of the screen. When it opens, select "Raise Hand" at the top of the menu screen. You will be unmuted by the meeting moderator and asked to make your comment. When you have finished speaking, the moderator will mute your line and we ask that you please lower your hand by clicking on the hand icon again.

IN PERSON:

An opportunity for members of the public to discuss items of interest with the Board. Please fill out a Request for Public Input Form and turn in to the Secretary if you wish to address the Board.

A three minute time limit will be imposed.

BOARD MEETING

ITEM 1: Director's Report

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

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

A) State and Federal Legislative Report

B) Last Minute Items to Report

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

ITEM 2: District Engineer's Report

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

(For information and discussion only—Rod Lane, Southcentral District)

***ITEM 3: Consent Agenda**

Page 8

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

Items on the Consent Agenda generally consist of the following:

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

ITEM 4: Financial Report

Staff will provide an update on financing issues and summaries on the items listed below:

(For information and discussion only — Kristine Ward, Chief Financial Officer)

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

ITEM 5: Multimodal Planning Division Report

Staff will present an update on the current planning activities, including tribal transportation issues, pursuant to A.R.S. 28-506.

Five-Year Plan Survey link:

<https://www.surveymonkey.com/r/ADOTFiveYearSurvey>

Tentative Five-Year Program web page link:

<https://azdot.gov/planning/transportation-programming/tentative-five-year-program>

(For information and discussion only — Paul Patane, Division Director, Multimodal Planning Division)

ITEM 6: Priority Planning Advisory Committee (PPAC)*Page 200**

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

(For discussion and possible action — Paul Patane, Division Director, Multimodal Planning Division)

ITEM 7: State Engineer's Report**Page 216**

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

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

ITEM 8: Construction Contracts*Page 222**

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

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

ITEM 9: Suggestions

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

***Adjournment**

*ITEMS that may require Board Action

Items on the Consent Agenda generally consist of the following:

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

MINUTES APPROVAL

- *ITEM 3a:** Approval of the February 3, 2022 Board Study Session Meeting Minutes Page 14
- *ITEM 3b:** Approval of February 18, 2022 Board Meeting Minutes Page 72

RIGHT OF WAY RESOLUTIONS (action as noted) Page 184

***ITEM 3c:**

RES. NO. 2022-03-A-011
 PROJECT: N-810-603
 HIGHWAY: STATEWIDE FACILITY SITES
 SECTION: Slick Rock Wash Material Site No. M. S. 6451
 ROUTE NO.: U. S. Route 70
 DISTRICT: Southeast
 COUNTY: Graham
 DISPOSAL: D – SE – 009
 RECOMMENDATION: Extinguish and relinquish to the United States Department of the Interior Bureau of Land Management, all right, title, and interest in and to easement rights of way acquired for Material Site M.S. 6451 and Haul Road, established on BLM Serial Register Page AZA 31732, and granted by that certain Highway Easement Deed, dated September 02, 2003, recorded October 03, 2003, in Document No. 2003-06204, records of Graham County, Arizona.

***ITEM 3d:**

RES. NO. 2022-03-A-012
 PROJECT: N-810-603
 HIGHWAY: STATEWIDE FACILITY SITES
 SECTION: Fort Thomas Material Site No. M. S. 8595
 ROUTE NO.: U. S. Route 70
 DISTRICT: Southeast
 COUNTY: Graham
 DISPOSAL: D – SE – 010
 RECOMMENDATION: Extinguish and relinquish to the United States Department of the Interior Bureau of Land Management, all right, title, and interest in and to easement rights of way acquired for Material Site M.S. 8595 and Haul Road, established on BLM Serial Register Page AZA 31596, and granted by that certain Highway Easement Deed, dated September 02, 2003, recorded October 03, 2003, in Document No. 2003-06205, records of Graham County, Arizona.

Contracts: (Action as Noted)

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

*ITEM 3e: BOARD DISTRICT NO.: 6

BIDS OPENED: FEBRUARY 11, 2022

HIGHWAY: YUMA-CASA GRANDE HIGHWAY (I-8)

SECTION: 4TH ST TI – COUNTY ROAD 31E

COUNTY: YUMA

ROUTE NO.: I-8

PROJECT : TRACS: 008-A(235)T: 008 YU 000 F017201C

FUNDING: 99.34% FEDS 0.66% STATE

LOW BIDDER: COMBS CONSTRUCTION COMPANY, INC.

LOW BID AMOUNT: \$ 5,450,153.55

STATE ESTIMATE: \$ 4,983,175.45

\$ OVER ESTIMATE: \$ 466,978.10

% OVER ESTIMATE: 9.4%

PROJECT DBE GOAL: 6.24%

BIDDER DBE PLEDGE: 7.84%

NO. BIDDERS: 1

RECOMMENDATION: AWARD



Contracts: (Action as noted)

Page 231

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

*ITEM 3f: BOARD DISTRICT NO.: 5
 BIDS OPENED: FEBRUARY 18, 2022
 HIGHWAY: FLAGSTAFF – HOLBROOK HIGHWAY (I-40)
 SECTION: SECOND MESA – JOSEPH CITY
 COUNTY: NAVAJO
 ROUTE NO.: I-40
 PROJECT : TRACS: 040-D(243)T: 040 NA 259 F040801C
 FUNDING: 100% FEDS
 LOW BIDDER: FNF CONSTRUCTION, INC.
 LOW BID AMOUNT: \$ 5,686,595.00
 STATE ESTIMATE: \$ 5,402,004.00
 \$ OVER ESTIMATE: \$ 284,591.00
 % OVER ESTIMATE: 5.3%
 PROJECT DBE GOAL: 3.18%
 BIDDER DBE PLEDGE: 3.24%
 NO. BIDDERS: 3
 RECOMMENDATION: AWARD



Contracts: (Action as noted)

Page 235

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

*ITEM 3g: BOARD DISTRICT NO.: 5

BIDS OPENED: FEBRUARY 18, 2022

HIGHWAY: SHOW LOW – SPRINGVILLE – EAST HIGHWAY (US 60)

SECTION: INTERSECTION OF US 60 AND CR 3148

COUNTY: APACHE

ROUTE NO.: US 60

PROJECT : TRACS: 060-F(202)T: 060 AP 356 F033801C

FUNDING: 100% FEDS

LOW BIDDER: TECHNOLOGY CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 108,560.00

STATE ESTIMATE: \$ 113,406.00

\$ UNDER ESTIMATE: \$ 4,846.00

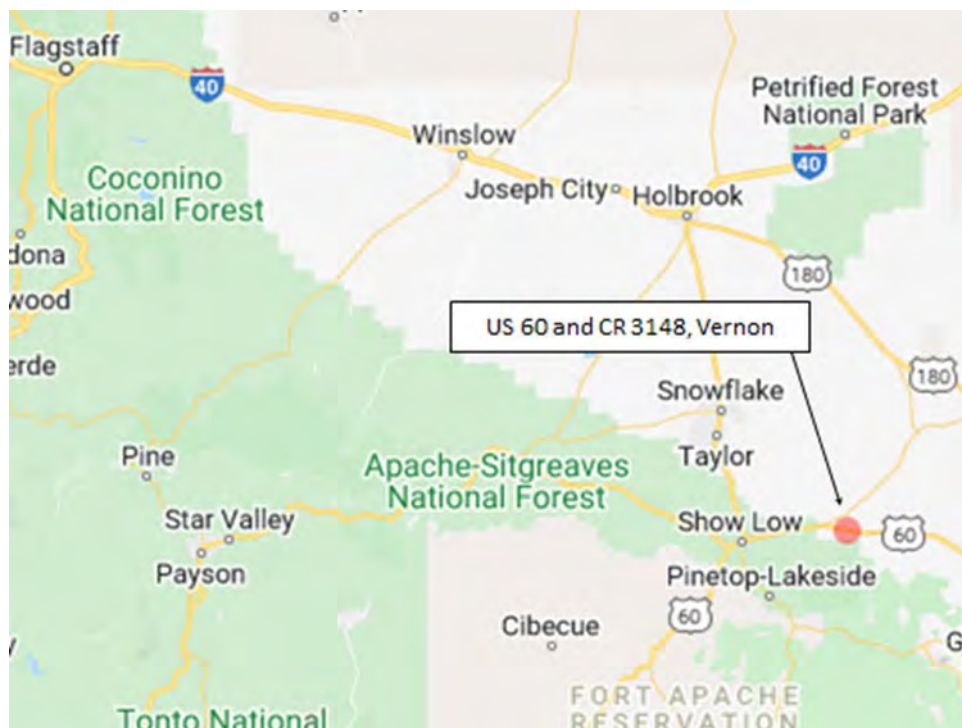
% UNDER ESTIMATE: 4.3%

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 1

RECOMMENDATION: AWARD



Contracts: (Action as Noted)

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

*ITEM 3h: BOARD DISTRICT NO.: 6

BIDS OPENED: FEBRUARY 11, 2022

HIGHWAY: QUARTZSITE – WICKENBURG HIGHWAY (US 60)

SECTION: CENTENNIAL WASH TO AGUILA

COUNTY: LA PAZ

ROUTE NO.: US 60

PROJECT : TRACS: 060-A(215)T: 060 LA 063 F041501C

FUNDING: 94.3% FEDS 5.7% STATE

LOW BIDDER: SUNLAND ASPHALT & CONSTRUCTION, LLC

LOW BID AMOUNT: \$ 1,634,000.00

STATE ESTIMATE: \$ 1,698,432.80

\$ UNDER ESTIMATE: \$ 64,432.80

% UNDER ESTIMATE: 3.8%

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 4

RECOMMENDATION: AWARD



Contracts: (Action as Noted)

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

*ITEM 3i: BOARD DISTRICT NO.: 5

BIDS OPENED: FEBRUARY 11, 2022

HIGHWAY: CHAMBERS – MEXICAN WATER HWY (US 191)

SECTION: CHINLE – BLACK MOUNTAIN WASH

COUNTY: APACHE

ROUTE NO.: US 191

PROJECT : TRACS: 191-E(217)T: 191 AP 448 F0193 01C

FUNDING: 94.67% FEDS 5.33% STATE

LOW BIDDER: FANN CONTRACTING, INC.

LOW BID AMOUNT: \$ 13,777,777.00

STATE ESTIMATE: \$ 12,857,631.50

\$ OVER ESTIMATE: \$ 920,145.50

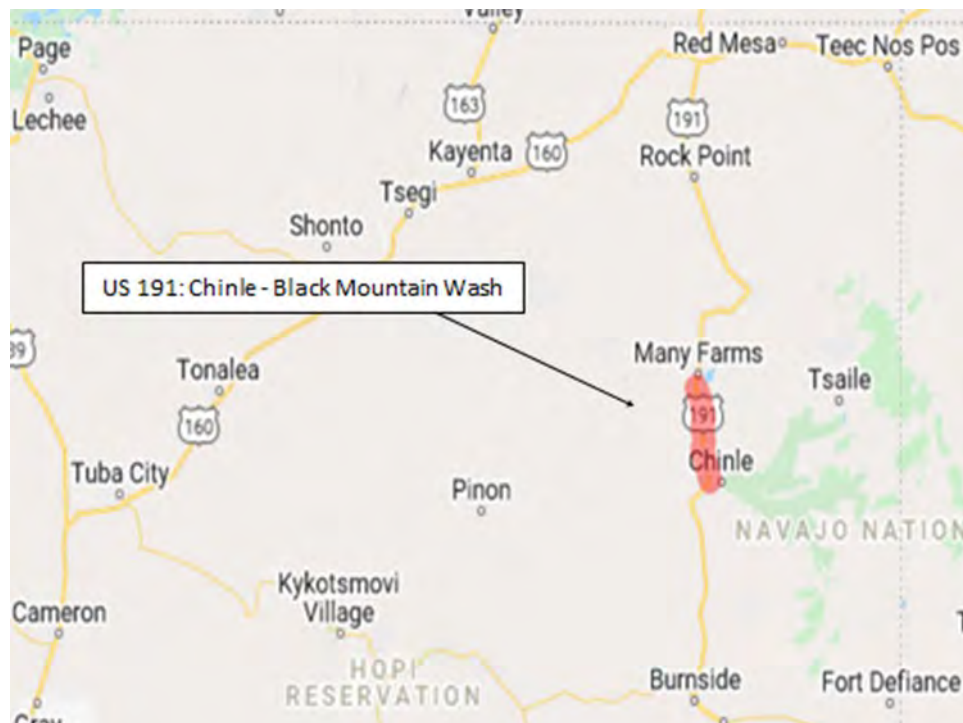
% OVER ESTIMATE: 7.2%

PROJECT DBE GOAL: 3.16%

BIDDER DBE PLEDGE: 3.20%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



**STATE TRANSPORTATION BOARD STUDY SESSION
TELEPHONIC/WEBEX ATTENDANCE
9:00am, February 3, 2022**

Call to Order

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

Pledge

The Pledge of Allegiance was led by Chairman Jesse Thompson.

Roll Call by Sherry Garcia

A quorum of the State Transportation Board was present. **In attendance (via WebEx):** Chairman Thompson, Vice Chairman Knight, Board Member Searle, Board Member Maxwell, Board Member Daniels, and Board Member Meck and Board Member Stratton. There were approximately 42 members of the public in the audience.

Opening Remarks

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

Title VI of the Civil Rights Act

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

Call to the Audience

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

ARIZONA STATE TRANSPORTATION BOARD

STUDY SESSION

REPORTER'S TRANSCRIPT OF PROCEEDINGS

VIA WEBEX

February 3, 2022
9:00 a.m.

REPORTED BY:
TERESA A. WATSON, RMR
Certified Reporter
Certificate No. 50876

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

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

6
7 PARTICIPANTS:

8 Board Members:

9 Jesse Thompson, Chairman
10 Gary Knight, Vice Chairman
11 Steve Stratton, Board Member
12 Richard Searle, Board Member
13 Tex Maxwell, Board Member
14 Jackie Meck, Board Member
15 Jenn Daniels, Board Member

AGENDA ITEMS

Item 1 - Overview of the Executive Budget, Kristine Ward, Chief Financial Officer	5
Item 2 - 2023-2027 Tentative five-Year Transportation Facilities Construction Program Overview Kristine Ward	15
Greg Byres, Deputy Deirector of Transportation/State Engineer	30
Item 3 - Discussion on Public Hearing Process regarding the 2023-2027 Tentative Five-Year Transportation Facilities Construction Program, Greg Byres	45

1 (Beginning of excerpt.)

2 CHAIRMAN THOMPSON: I noticed that there's not --
3 that there does not seem to be anybody that's on to make
4 comments on the call to the audience, but I'll go ahead and move
5 forward to what we will be expecting (indiscernible).

6 Everyone will be muted, those that are on
7 telephonically or Webex, when they call in to the meeting. When
8 your name is called to provide your comments, you will indicate
9 your presence by virtually raising your hand using your phone
10 keypad or through your Webex application. The Webex host will
11 guide you through the unmuting and muting process following the
12 instructions included with the meeting agenda. A three-minute
13 time limit will be imposed.

14 MR. ROEHRICH: Mr. Chairman, we have no requests
15 to speak that have been submitted.

16 CHAIRMAN THOMPSON: Even though -- all the
17 information about this meeting has been sent out, right?

18 MR. ROEHRICH: Mr. Chairman, this meeting was
19 posted as we do every public meeting that the Transportation
20 Board holds. So it has met public notice requirements as we
21 normally and traditionally would do.

22 CHAIRMAN THOMPSON: Thank you, Floyd.

23 I think we're -- as I mentioned earlier, I think
24 we're getting the word out about the transportation issues that
25 we have to deal with, and there's a lot of -- enough information

1 out there on our website that they're probably getting a lot of
2 information that they have concerns about.

3 We will now move on to Item 1, overview of the
4 executive budget. Kristine.

5 MS. WARD: Yes, sir. Good morning, Mr. Chair.
6 board members. I am going to start off for the morning with
7 giving you an update on what came out in the executive budget as
8 it pertains to the transportation system that you oversee. So
9 the first -- the Governor came out with a couple of
10 recommendations that were -- are important for the Board to know
11 about.

12 First off, the executive budget includes
13 providing \$400 million for the expansion of I-10 between Phoenix
14 Loop 202 and SR-387 in Casa Grande. The recommendation for the
15 additional \$400 million comes after the executive had previously
16 recommended and the Legislature appropriated \$50 million for
17 right-of-way acquisition, and that is currently in progress. In
18 addition, the executive had allocated 33 million from COVID
19 relief funds to -- and added that to the \$50 million that this
20 board committed to address the funding gap for the Gila River
21 Bridge. When you combine that also with MAG having committed
22 160 million to the project, we're looking at total cost
23 estimates that are being -- you know, they're being reviewed
24 right now, but for the proposed project, we're looking at a
25 total -- at a current estimate of around \$700 million.

1 Given the large amount of State funds that are
2 being proposed, the hope is that we can actually go out -- that
3 the department can go out and secure additional funding through
4 the competitive grants. If you'll recall, there were quite a
5 few competitive grants identified in the new infrastructure
6 bill, in which case, if the department is able to secure one of
7 those grants for the project, the executive would like any
8 dollars that are freed up from this project, from the I-10
9 widening, if there are dollars freed up because of a -- of a --
10 the winning of a federal grant, the award of a federal grant, it
11 would like the dollars to be applied to I-17 and expanding that
12 project to Cordes Junction.

13 The second item of relevance to the Board's
14 authority is the state is a recommendation for -- a state -- a
15 program called State Match Advantage For Rural Transportation,
16 the SMART Fund. The executive budget recommends providing
17 \$50 million for grants to rural communities and the department
18 to assist with the costs of applying for -- again, these
19 numerous competitive grants that have been included in the
20 infrastructure bill.

21 I'm sure you've heard it before, but applying for
22 federal grants can actually be a pretty costly experience,
23 including everything from making sure that you have projects
24 shovel ready that meet federal design requirements, the actual
25 costs of applying for the grants, and then you've got the costs

1 associated with matching funds.

2 So the program as recommended by the executive,
3 the program would provide grants to political subdivisions
4 outside of Maricopa and Pima County, with 40 percent of the
5 funding going to counties. Half of -- half of that 40 percent,
6 half would be to counties with populations above 100,000 and
7 half going to counties with populations less than 100,000.

8 The next 40 percent would go to municipalities,
9 with half going to municipalities with populations above 10,000
10 and half going to municipalities below 10,000. The remaining
11 20 percent would be available for grants to the department for
12 projects that are outside of Maricopa and Pima County.

13 Now, the overall funding for this -- for this
14 program is \$50 million for these grants. The program would be
15 developed and administered by the department, and the executive
16 recommendation also specifies that, you know, in a local
17 government that had the ability to provide matching funds, you
18 know, show a greater participation, those -- that would be
19 considered a positive factor in evaluating the grant application
20 submitted.

21 With that I would be happy to take any questions.

22 CHAIRMAN THOMPSON: Kristine, I have a couple
23 questions.

24 Number one is in the Governor's budget, is there
25 any funding that's appears to be allocated for rural

1 communities?

2 And the other one is -- the other question is
3 that on that 40 percent -- 40 percent, 20 percent, I don't know,
4 you might not have the information on this, but would tribal
5 funding, NDOT funding as well as the Bureau of Indian Affairs
6 funding, federal funding be considered as matching dollars?

7 MS. WARD: Mr. Chairman, so with regards to
8 funding for rural areas, this grant program is specifically
9 focused on rural -- on rural areas. It is -- Maricopa and Pima
10 County are specifically excluded from the recommendation. So
11 that would be the answer to your first question.

12 The answer to your second question, I actually do
13 not know the answer to that. I would have to -- I would have to
14 look that out -- seek that out.

15 CHAIRMAN THOMPSON: Okay. Thank you very much.

16 Board members, you heard Kristine give her
17 presentation. Are there any comments and/or questions that you
18 may have for her?

19 MS. DANIELS: Chair Thompson, this is Jenn
20 Daniels. I have a question.

21 CHAIRMAN THOMPSON: Jenn, go ahead.

22 MS. DANIELS: Kristine -- thank you.

23 You made a statement about the cost to apply for
24 federal grants from an ADOT perspective. Can you give us a
25 ballpark? Obviously there's all the prep work that goes on, the

1 tier one, the tier two and all of those other components, but
2 you -- I think you just said not to mention the cost of just
3 applying for the grant. Is there a fee? What were you
4 referring to?

5 MS. WARD: Mr. Chair, Ms. Daniels, specifically,
6 I was referring to we typically bring on a consultant, as do
7 others applying for grants, bring on a consultant in order to
8 complete the applications for these grants. They can be quite
9 arduous, and they tend to run and cost somewhere between 75- to
10 125,000 dollars per application. So that can be quite onerous
11 for -- well, not just the department, but smaller communities,
12 certainly.

13 MS. DANIELS: So if there's a -- I guess a large
14 quantity of upcoming federal grants, would it not behoove us as
15 an agency to hire a grant writer and to do those in house rather
16 than having those done since I -- I know our ADOT team has a lot
17 of expertise and is probably doing most of the legwork that's
18 being fed to the consultant in order to have that analysis done.

19 DIRECTOR HALIKOWSKI: Mr. Chair, if I could
20 intervene, let's back up here a couple steps.

21 ADOT does do its own grant writing, and we have
22 in-house people that do that. I don't want to conflate tier one
23 and tier two with grant costs. Those are actually separate
24 things, because not all grant applications require tier one and
25 tier two studies. So our multimodal planning division and our

1 research group does a lot of prep.

2 Where we see issues, especially in rural areas,
3 is that smaller communities don't usually have that staff and
4 horsepower to do that. So we will engage in helping them, and
5 sometimes consultants are used because preparing these grant
6 applications can run anywhere up to \$100,000 in cost, and they
7 have to be prepared in such a way as to meet all of the federal
8 requirements. So I would turn to our new state engineer, former
9 MPD director, Greg Byres, if you have any further comments to
10 Board Member Daniels' question about how grants are prepared in
11 ADOT and how you help out the smaller communities.

12 MR. BYRES: So one of the big things is, is each
13 federal grant that comes out has a notice of funding
14 opportunity, and it's basically the guidelines for every single
15 grant, and they can be very arduous.

16 So one of the things and one of the reasons why
17 we engage consultants is there's a couple of items that occur
18 within that, that preparation. One of the big ones that is the
19 -- the largest cost associated with it is the cost benefit
20 ratios that we have to include as part of the application.

21 There are some very stringent requirements in
22 order to do that. There's modeling that has to be done in order
23 to be able to come up with those numbers, and in most cases, we
24 don't have that kind of expertise in house. That's a very
25 special item, and there's a few consultants out there that are

1 very good at it, and we try and elicit their assistance because
2 they are so good at it. And this SMART program gives that same
3 capability to those smaller communities to hire those same
4 consultants and have that same advantage on any potential grants
5 that might be coming out.

6 DIRECTOR HALIKOWSKI: But to the point the board
7 member made about legwork, you're not -- I mean, we do a lot of
8 work in house, but you're not feeding the legwork to the
9 consultants. They're doing the specific work for the modeling
10 on top of that. And in order to hire in-house folks, I don't
11 know that that would be a good use of the transportation dollar,
12 because I'm not sure there would be a constant need for them,
13 whereas consultants, we call on them when we need them. And the
14 other thing is, you know, consultants are keeping up with the
15 latest. So from our perspective, you would have to increase
16 ADOT's budget to do that, and then that means something else,
17 you know, would have to come out if we're using highway funds to
18 increase the personnel budget to do that. So --

19 MS. DANIELS: Sure. I can appreciate that,
20 Director.

21 DIRECTOR HALIKOWSKI: Okay.

22 MS. DANIELS: Thank you for the explanation.

23 I know that there are times when it makes sense
24 to hire in house and times that it doesn't, and I'm a big
25 believer in going to the experts. So I obviously support that

1 element.

2 How often do we apply for a federal grant, spend
3 the dollars to do so and then do not receive the grant?

4 DIRECTOR HALIKOWSKI: Greg, go ahead.

5 MR. BYRES: So it depends on the different types
6 of grants. Now, one of the -- one of the things that's
7 occurring now with IIJA or BIL, with the extensive amount of
8 discretionary dollars that are out there and the different
9 grants programs, we don't know. These are brand-new programs
10 that we're seeing. In the past, when you'd look at the RAISE
11 grant or the INFRA grants, we -- we're usually -- we run
12 somewhere between 15 to 20 percent positive on receiving grants
13 for the number of grant applications that we put out.

14 DIRECTOR HALIKOWSKI: I would say because of the
15 cost, we are extremely judicious in the grants that we apply
16 for. We do a bit of risk analysis to see do we really have a
17 chance, because it's not just the project itself, as you know.
18 It's how much money we can bring to the table for the match.

19 MS. DANIELS: Understood. Do we know from a
20 percentage standpoint how we might compare to other states that
21 are also applying? If we get 15 to 20 percent of what we apply
22 for, is there some sort of clearinghouse or opportunity to
23 understand how that compares to other states?

24 DIRECTOR HALIKOWSKI: Well, I think it depends
25 again, because each DOT has different responsibilities under it.

1 For instance, a lot of states, let's say back east, have transit
2 that they're applying for, and it's not just the states that are
3 applying for the grants. It's often regional planning agencies
4 or other city governments.

5 MS. DANIELS: Sure. We'd want to make sure it
6 was apples to apples comparison, but I think it would be a good
7 exercises for us to find out how competitive we really are in
8 the federal grant space, and if we're not as competitive as we
9 want to be or need to be or -- maybe we extend that goal.
10 Obviously it's an investment to apply for these grants, and we
11 want to bring those dollars back to Arizona, you know, whenever
12 possible, and so I'd just kind of flag it as a potential
13 opportunity for us.

14 DIRECTOR HALIKOWSKI: Thank you. If I could
15 finish my thought, what I was trying to say is that it isn't an
16 apples to apples comparison. We'll be happy to take a look at
17 it, but I think you're going to find that these grants are very
18 different in nature, as are the political subdivisions going
19 after them. So I'm not sure we're going to be able to come up
20 with a valid comparison, but we will take a look at it. Thank
21 you.

22 MS. DANIELS: Thank you, Director. Thank you,
23 Chair.

24 CHAIRMAN THOMPSON: Thank you, Jenn.

25 Are there any other members that wish to make a

1 comment or question regarding Kristine's presentation?

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

3 CHAIRMAN THOMPSON: Ted, go ahead.

4 MR. MAXWELL: Yeah. As the new -- newbie on the
5 board, I've just got a question. So obviously last year we had
6 a lot of influx for specific projects, and this year we do as
7 well in the current budget. And as I recall, not -- we won't
8 address the impact that would have on the five-year plan until
9 after final approval of budget, and then is there anything
10 specific about the process that we have to go through to
11 effectively add more funding into our five-year plan?

12 MS. WARD: Mr. Chair, Mr. Maxwell, I'm not
13 entirely sure I understand your question. Is it -- is it do we
14 have a difficulty in adding funds to the five-year program at --
15 after the program has been voted upon?

16 DIRECTOR HALIKOWSKI: Mr. Chair, Kristine, I
17 think I understand his question. Essentially, Mr. Maxwell,
18 we're modifying the five-year program each month, if needed. So
19 even though you'll complete a five-year program by July, it
20 doesn't mean the Board can't come back and make additions to it
21 to address whatever situation has come up.

22 MR. MAXWELL: Thank you, Mr. Director. Thank
23 you, Mr. Chair.

24 CHAIRMAN THOMPSON: Thank you, Ted.

25 Any other board member?

1 There being none, it appears that we're pretty
2 much well accepting the -- Kristine's report, and that -- should
3 there -- I always think about if there's an issue of concern, I
4 always think about how can we make that happen and that person
5 with -- that has that concern? You know, I know there's a lot
6 of policies, there's a lot of regulations, but I think it would
7 be a good idea to at least look at, you know, this is an issue.
8 How do we make this happen or even try to consider it.

9 So anyway, that -- thank you for the conversation
10 on that. Let's go on down -- if there's no other question
11 regarding Kristine's presentation, we'll now move on to Item 2,
12 2023-2027 Tentative Five-Year Transportation Facilities
13 Construction Program Review. Again, I guess it's Kristine and
14 Greg.

15 MS. WARD: Yes, Mr. Chair. I am still on the hot
16 seat. So I'm not sure --

17 CHAIRMAN THOMPSON: Okay.

18 MS. WARD: Oh, goodness. Are we starting -- I
19 think we usually start with the financials. Is the --

20 UNIDENTIFIED SPEAKER: Yeah. We're just pulling
21 it up. So sorry, Kristine.

22 MS. WARD: Oh, no problem. I'm like, uh-oh. I
23 won't be able to speak to Greg's slides very well.

24 So board members, what I want to do is as I go
25 through this, we'll first review the revenue forecasting

1 process, how we established the revenues available for the
2 program. We'll review the forecasts themselves for the Highway
3 User Revenue Fund, Regional Area Road Fund and federal funds,
4 review the planned use of debt for the tentative program, and
5 then we'll review the total funding available, you know, in
6 aggregate for the program from all of the sources.

7 So if you'd advance to the next slide, and then
8 let's go to the one even after that. The next one. There we
9 go.

10 So the fund sources that we are working with that
11 support the highway program are the Highway User Revenue Fund,
12 which those revenues then flow in to the State Highway Fund, one
13 of the beneficiaries of the Highway User Revenue Fund. We then
14 have Regional Area Road Fund, the freeway portion of the
15 Regional Area Road Fund, a/k/a RARF. We then have federal funds
16 that support the program, and then there are other funding
17 sources, competitive grants, appropriations and private funding.
18 The funding that we're talking about going through the revenue
19 forecasting process are the Highway User Revenue Fund and the
20 Regional Area Road Fund. And those forecasts are completed by
21 the risk analysis panel, our RAP process.

22 So if you'd go to the next slide, please.

23 So, you know, what is it that we're actually
24 forecasting? This shows -- what this slide shows you is the
25 variables that we are forecasting that fold into and we have

1 found correlative with Highway User Revenue Fund and the
2 Regional Area Road Fund. So in the case of HURF, Highway User
3 Revenue Fund, the panelists are forecasting non-farm employment,
4 personal income, populations, gas prices, so forth. And in the
5 Regional Area Road Fund, some of those variables are the same
6 that are being forecasted, some are different.

7 Ones that are being forecasted for RARF, 30-year
8 mortgage rates, airport passenger traffic and construction
9 employment. So panelists are giving us their forecasts over the
10 next -- for the next 20 years associated with these variables.

11 Next slide, please.

12 So in terms of what the process is, we begin this
13 process in May and July where we prepare the information, the
14 financial data, the economic information for the panel. We
15 provide that information to the panel and convene the panel in
16 the month of August. So August of '21, we held the panel that
17 is -- that has resulted in the forecasts that I am communicating
18 to you today.

19 So the panel receives those -- that information,
20 and they then provide their estimates for those variables I just
21 reviewed with you. And those inputs, those inputs that the
22 panelists provide us, we then turn over to HDR, our consultant,
23 to produce the forecast results, and that takes place in August
24 and September time frame. From September through November, we
25 finalize those forecasts and then publish the results.

1 Next slide, please.

2 In terms of who's involved in the actual
3 forecasting process, it's very important that you have -- you
4 know, you're not saying, okay, my forecast comes from the wizard
5 behind the curtain over there. That's not how it's done. We
6 have a very sound process that involves a number of
7 transportation experts and economists, and you can -- as you can
8 see here, we involve folks from MAG, transportation --
9 professional from MAG, a fiscal specialist from Peoria,
10 Treasurer's Office, a financial professional, Office of Economic
11 Opportunity, an economist, and then other economists as well.
12 Elliott Pollack Company, ASU, and then we have HDR, our
13 consultant, that we contract with to develop and run a
14 forecasting model, the forecasting model.

15 Next slide.

16 What we actually get as a product from this
17 process is a series of revenue estimates. These are -- the ones
18 you're looking at are HURF revenue estimates, and they are
19 estimates of revenue given a level of various -- levels of
20 probability. So we then take this information, look at the data
21 behind it, and generally we go with the 50 percent probability
22 level. And you'll see that these forecasts cover a 20-year
23 period.

24 The next slide, please.

25 So what this slide is about is to communicate the

1 accuracy of that, of those forecasts. So the RAP panel, as I
2 mentioned, it's convened annually. Each year they're
3 forecasting the next 20 years, and what this chart shows is that
4 the panel's long range forecasts tend to fall in plus or minus
5 5 percent, barring a Great Recession and a global pandemic.
6 That one threw us off a little, but typically we run a very
7 effective -- a very accurate forecast, and you'll see that what
8 this communicates is we -- in 2010, we're forecasting 2019, and
9 in this case, in 2010 we were -- we had a variant from actual of
10 about 2.9 percent.

11 Next slide.

12 This is the same as the last one, but it shows
13 the Regional Area Road Fund variant from previous forecasts, and
14 as you can see, again, we're within -- largely within that plus
15 and minus 5 percent.

16 Next slide, please.

17 So the benefits of this -- of this process is, as
18 I mentioned, we are involving a number of professionals in the
19 process. It's not just a -- these are not just numbers that
20 come out of the department. It uses very well-known and
21 accepted statistical methods. This is run through -- provided
22 over to HDR. They isolate what variables are most correlative,
23 and they run these estimate -- these projected growth rates
24 through a Monte Carlo simulation that you saw the product of
25 just a moment ago. It provides very objective data and accurate

1 results, and that is fortunately very recognized by our bond
2 rating agencies as being stable and effective.

3 Next slide.

4 So let's start off with the Highway User Revenue
5 Fund forecast.

6 Next slide, please.

7 So, you know, calculating the funding that's
8 available for the upcoming program begins with gathering the
9 data from last year. So I want to start with how we ended 2021,
10 and as this slide shows you, it goes all the way back to 2007
11 when we were on our peak and --

12 (Interruption.)

13 MS. WARD: I'm sorry. Was there a question?
14 Okay. I think that...

15 And you can see in these most recent years, you
16 can see when the pandemic hit in '20, in that downturn, and in
17 '21 as we have experienced the revenues of that with -- the
18 revenues of 2021 with all of the federal stimulus that has
19 flowed in, and what you can see is in '21 we were 9.9 percent
20 growth over FY '20, with about 1.6 billion in revenues
21 collected.

22 Note how we had been experiencing steady growth
23 and revenues 2013 to 2019 that ranged anywhere from 3 to 5
24 percent, and then the pandemic hit in 2020, and that has really
25 given us a major -- thrown us a major curveball in doing revenue

1 projections when you've got, you know, unemployment, you've got
2 remote work, you've got federal stimulus, all that are key
3 factors that have impacted our revenue projecting ability.

4 Next slide, please.

5 This shows you the revenue sources for '21, the
6 major sources that flowed into the Highway User Revenue Fund,
7 and you'll see that VLT support was approximately 34 percent,
8 but you'll notice our fuel tax has been diminishing as an
9 overall source flowing into the Highway User Revenue Fund. This
10 is pertinent as we look into -- that funding makeup is relevant
11 as we look into forecasting going forward.

12 And if you go to the next slide, please.

13 You can see this, how that funding -- those fund
14 sources have changed over time that flow in and how they have --
15 some have grown and some had shrunk. In FY '21, it was the
16 first year that we actually -- might have been the second year.
17 No. Yeah. Second year where VLT revenues eclipsed gas tax
18 revenues flowing into HURF, and so this, of course, impacts as
19 we -- how we look at the forecasts going forward.

20 So in terms of where we ended up in the
21 forecast -- if you go to the next slide, please -- for HURF.
22 Where we ended up is that based on that 50 percent confidence
23 interval growth rate applied to our forecast -- interim
24 forecast, the panel estimated a compound growth rate of around
25 3.8 percent going forward over the five-year program.

1 If you go to the next slide, what this means in
2 terms of comparing what were our forecasts last year compared to
3 what are our forecasts this year, well, HURF forecasts were
4 increased by 13.1 percent for almost \$1.2 billion. I will say
5 that since I have been with the department, this has -- this
6 year's program has been the most unique in terms of growth.
7 This -- it will show you -- this slide will show you year by
8 year how much each year the panel estimates grew over last year.
9 So in '23, we added 207 million to the estimate, '24, 212, and
10 so forth.

11 Moving on to the next slide.

12 Cover the Regional Area Road Fund forecast. So
13 in '21, we experienced in Regional Area Road Fund, RARF, 13.8
14 percent growth over -- over 2020. And that was about 8.7 over
15 forecast, meaning an additional -- bringing an additional
16 \$45 million that had not been forecast.

17 Going into the next slide, please.

18 The funding makeup of the -- those -- the
19 revenues that came into RARF last year, you can see that retail
20 sales eclipsed the balance of the fund sources flowing in.

21 And if you go to the next slide, you can see this
22 quite dramatically. When you look at FY '21, you can see over
23 the years how retail has grown as the primary source of funds
24 flowing in.

25 Now, I expect, you know, we'll be looking at a

1 very different graph in 2022, because if you look at restaurant
2 and bar, which is the red segment, you'll see that decline that
3 happened in '20 and '21 largely associated with the pandemic.
4 So it will be interesting to see how that -- what this chart
5 looks like next year.

6 Moving on to the next slide.

7 In terms of what we are forecasting, again, based
8 on that 50 percent confidence interval, we are estimating a
9 compound growth rate of around 4.8 percent.

10 As compared to last year's forecast -- if we
11 could go to the next slide -- that adds \$336 million. That is
12 \$336 million greater than the forecast that we completed last
13 year, or a 15.4 percent increase. So, again, that's -- it's --
14 we've got some very positive movement in revenues.

15 Moving on to -- you'll recall I said, okay, so
16 what are the fund sources that are supporting the program?
17 We've got the -- we've got HURF, we've got RARF, and we've got
18 then federal funding. Now, you're going to note that these next
19 slides haven't changed much since I spoke with you. They
20 haven't changed.

21 We don't know any more information or I don't
22 have anything that I can add since I spoke with you in Yuma a
23 couple of weeks ago. We are still waiting for Congress to pass
24 a budget and fully fund the infrastructure bill, but until we
25 have that budget and some additional guidance from FHWA, it

1 isn't clear the amount of formula funds -- additional formula
2 funds that will be available for the program.

3 So as I've showed you before, we do know our
4 apportionment levels. We have the continuing resolution carries
5 us through February 18th, and we -- I updated you on the bridge
6 formula program that we received additional information.

7 But if you go to the next slide --

8 MR. STRATTON: Mr. Chairman. It's Steve.

9 CHAIRMAN THOMPSON: Go ahead, John -- Steve.

10 MR. STRATTON: Kristine, I'm sorry to interrupt
11 you, but I have a question on the bridge formula.

12 MS. WARD: Sure. Yes, sir.

13 MR. STRATTON: One of the meetings I've been in,
14 there was some mention of 135 million for bridges in Arizona.
15 So I'm concluding that we had already -- we're going to receive
16 90 million, and this new program is giving us an additional 45;
17 is that correct?

18 MS. WARD: So, Mr. Chair, Mr. Stratton, the --
19 you are correct in the 45 million. So we have got -- we have
20 received the notice from FHWA, and it identified the 45 million
21 for bridge formula funds for FY '22.

22 MR. STRATTON: So the 135 number that I heard was
23 somewhat -- it made it seem like we were getting an additional
24 135, but we're not? We're getting an additional 45?

25 MS. WARD: We are getting -- correct, sir. We

1 are getting the 45 million, and I apologize. I don't know where
2 the 135 number...

3 MR. STRATTON: Okay. That's --

4 MS. WARD: It doesn't come to mind.

5 MR. STRATTON: That's fine. Thank you. That
6 answers my question.

7 Thank you, Mr. Chair. Thank you, Kristine.

8 CHAIRMAN THOMPSON: Thank you very much. You
9 want to go -- move...

10 MS. WARD: So moving on -- Mr. Chair, I'm sorry.
11 Would you like me to continue?

12 CHAIRMAN THOMPSON: Yeah. Go ahead and continue.
13 Yes.

14 MS. WARD: Thank you, sir.

15 So as I mentioned, we don't know the obligation
16 authority available. So you might be asking, okay, if we -- if
17 you don't know anything more than you knew two weeks ago, if
18 you'll -- what -- what have you included in your estimate as to
19 funding flowing into the program? Because, you know, we're
20 clearly going to get more funding. We just don't know how much.
21 We don't know how much of it is going to be suballocated. We
22 don't know, you know, the -- how much Congress is actually going
23 to fund of this overall thing, but we do know there's a very
24 high probability we're going to get additional funds.

25 So what have we built into the forecast? What

1 we've built in is \$100 million in each year, with the
2 anticipation that -- and this will go back to Mr. Maxwell's
3 question -- as soon as we know the additional -- the actual
4 additional funding that we'll be receiving, we will be coming
5 back to the Board and reporting on the total additional funding
6 available. At this time, what we have done is we have added
7 \$100 million into each year of additional federal funding over
8 the FAST Act.

9 So if we could move on to the next slide.

10 And let's just skip this one and go on to the
11 next one, because I've just spoken to these.

12 So the next component of the funding available
13 for the five-year program is the amount of debt that we will
14 issue to support the program and thus accelerate projects. So
15 the total planned debt that has been built into the '23 through
16 '27 program is as depicted on this slide. We are -- the program
17 is built upon the planned HURF issues of 1.5 billion. Because
18 the Regional Area Road Fund and PROP 40 is coming to a
19 conclusion, we have no more planned debt issuances for RARF, and
20 we intend to issue \$350 million of GANs, grant anticipation
21 notes. And just in case you might have forgotten, those -- the
22 grant anticipation notes are -- we are bonding against our
23 future federal revenues.

24 So the HURF funds and the federal funds -- RARF,
25 of course, is exclusive to -- to MAG, and the planned debt

1 issues all compile together to speak to what funding is
2 available for the overall program.

3 If you go to the next slide. And let's move
4 right on.

5 So what this slide shows you is the tentative
6 program funding by year. Because we had such a change in the
7 revenue estimates, we have gone back and modified the first four
8 years of the program, '23, '24, '25 and '26, and of course,
9 established our new fifth year, FY '27.

10 Into the '23 program, we've increased that
11 program by 2- -- that year of the program by \$254 million. Some
12 of that is just a small amount. 4.5 million of that is
13 associated with projects that were previously funded by either
14 general fund or (indiscernible) fund.

15 Then in 2024, the program has been increased by
16 \$421 million. In '25, it has been increased by \$500 million.
17 '26, \$550 million. And in '27, the new fifth year, we are
18 looking at a \$1,450,000,000 program. The individual increments
19 there you can see. For the statewide program, the MAG, RTP
20 program -- that should not say major projects -- I apologize --
21 and the PAG program.

22 So with that, let's move on to the next slide.

23 So in terms of what risks we've got to the
24 forecast, I would say one of the larger risks is inflation at
25 this point. We have been witnessing it. We've been bringing it

1 to this board when we have to bring forward the awards and
2 estimates. And then we've also got Congressional action or
3 inaction that's kind of a threat to the overall forecast in that
4 we really don't know -- we need -- we need a budget. We need a
5 federal budget and the funding behind that infrastructure bill.

6 We are -- we have not had an economic downturn in
7 the traditional sense for some time. I do not know -- you know,
8 it's a bit of a mystery right now given the challenges and what
9 we've been experiencing with the pandemic, and then state
10 legislative action, you know, we're always subject to the
11 variability of various legislative actions that could pose a
12 risk or -- positive or negative.

13 So with that, that concludes my presentation, and
14 I would be happy to take any questions.

15 CHAIRMAN THOMPSON: Kristine, I do have one
16 question, and --

17 MS. WARD: Yes, sir.

18 CHAIRMAN THOMPSON: -- that has to do with what,
19 if any, is being planned or proposed by the State Legislature to
20 begin addressing some of the funding for the highway improvement
21 construction program?

22 MS. WARD: So, Mr. Chair, I believe you're asking
23 what bills are out there that are proposing projects or
24 additional funding for the highway system; is that correct, sir?

25 CHAIRMAN THOMPSON: Yes, ma'am. Yes, ma'am.

1 MS. WARD: I would defer to Katy to run through
2 bills and what bills are out there that are being considered.

3 Katy, can you -- are you on the line?

4 CHAIRMAN THOMPSON: If she's coming up, we can
5 wait until she's given that time, and if not, I guess she can go
6 ahead and address it. If not, we can wait until we come to her.

7 MS. WARD: So, Mr. Chairman, if nothing else, we
8 can provide you a listing of the bills that incorporate
9 additional funding for the system. Would that -- we could
10 provide that to the Board. Would that be all right?

11 CHAIRMAN THOMPSON: That would be fine.

12 MS. WARD: Very good, sir.

13 MR. SEARLE: Jesse.

14 CHAIRMAN THOMPSON: With that, any questions?
15 Yes.

16 MR. SEARLE: Jesse, this is Ricarhd.

17 CHAIRMAN THOMPSON: Yeah, Richard. Go ahead.

18 MR. SEARLE: I have a question. In the last
19 year's plan, we basically phased out expansion projects in 2025.
20 With this additional federal funding, are we going to revisit
21 that decision?

22 MS. WARD: Mr. Chairman, Mr. Searle, I would -- I
23 would defer that question to the next presenter, which would be
24 Greg Byres, as we go into what the actual tentative program
25 recommendations are. Would that be all right, sir?

1 MR. SEARLE: That's fine. I just would like to
2 know whether we're going to be looking at expansion projects in
3 the future or not.

4 MS. WARD: Yes, sir.

5 CHAIRMAN THOMPSON: Thank you, Richard.

6 Any more questions for Kristine? If not, other
7 board members, do you have any questions or comments?

8 There being none, we will now move on to Item 2,
9 2027 Tentative Five-Year Transportation Facilities Construction
10 Program Review.

11 Greg, I'm assuming that this, again, is your
12 presentation?

13 MR. BYRES: Yes, it is, Mr. Chairman. Thank you
14 very much. Board members, good morning. I do have a
15 presentation on the tentative five-year program, and if we can
16 go to the next slide.

17 So I'm going to go through some background as
18 well as an overview of our asset conditions. We're going to
19 skip the P2P process for now, but we'll go on to the five-year
20 highway delivery program, as well as MAG's program, PAG's
21 program, what we're looking at for the airport program and then
22 the process of the tentative program for approval eventually
23 coming up in June.

24 So next slide, please.

25 So as far as background goes, again, the five-

1 year program must be fiscally constrained. As far as the
2 approval process in the schedule, what we're looking at,
3 February 18th at the board meeting, we will be doing a
4 presentation on the tentative five-year program, as well as
5 asking or requesting the Board's approval to put it out for
6 public hearing.

7 As far as the public hearing goes, we're actually
8 going to kind of get into that in Item 3 that's coming up.

9 June 2nd is the next study session that we're
10 going to have prior to approval of the five-year program, which
11 would occur June 17th, and then, of course, the -- FY '23 begins
12 July 1.

13 Next slide.

14 So as far as asset conditions go -- if you can go
15 to the next slide. Right now, the value of the system that
16 we're looking at is 23.5 billion. Of course, if we were to
17 reconstruct it right now, it's currently valued as far as
18 reconstruction goes at 300 billion. So it's -- this is a
19 substantial system that we're dealing with across the state.

20 Next slide.

21 So to get into the bridges, a lot of you have
22 already seen this, but we're going to go through. We've updated
23 some of the numbers here, but we do rate everything in good,
24 fair and poor condition across the state. If a bridge is in
25 poor condition, it is not unsafe. Unsafe bridges are closed.

1 Next slide.

2 So with this, as you can see, we've been actually
3 very good with our bridge program over the last three years.
4 What you can see is we've actually maintained fairly close with
5 what's good, fair and poor on our bridges for the last -- from
6 2018 to 2020. We've basically stayed within .1 percent of our
7 bridges in poor condition. We've tried to stay on top of those.
8 That's been -- as you've seen in the past, a very large portion
9 of our five-year program is dedicated to bridges. So we've
10 actually done very well. Arizona, as far as nationally goes, is
11 one of the number one states for bridge condition across the
12 United States.

13 MR. STRATTON: Mr. Chairman.

14 MR. BYRES: Yes.

15 CHAIRMAN THOMPSON: Go ahead.

16 MR. STRATTON: Greg, I have a question for you.
17 I know that -- I believe, and correct me if I'm wrong, that when
18 the bridge failure in Minnesota happened several years ago, it
19 changed the criteria of the rating system and what they looked
20 for. I was wondering if, with the recent failure in
21 Pennsylvania, if the criteria was going to change again or what
22 your thoughts are, and if it did, what -- if it got more
23 stringent, what effect would it have on our ratings here. Would
24 we have more bridges going to poor or would it stay reasonably
25 the way it is now?

1 MR. BYRES: With the new rating system or
2 actually, the means of how we do our inspections, we've changed
3 that up, as you just mentioned. We now look at structural
4 components instead of the different -- or actually, it's the
5 structural segments of the bridge are what's inspected now, not
6 components. So we don't -- we don't break it down to just the
7 deck and the substructure and the superstructure or the
8 foundations. We now look at each component of the bridge, which
9 that's about as far down as you can take inspections. So I
10 can't see that system changing, because it's actually really
11 good, and it allows us to rate bridges on all components, not
12 just on the major portions of the bridges. So I don't -- at
13 this point in time, I don't see any changes foreseen.

14 MR. STRATTON: Very good. Thank you.

15 CHAIRMAN THOMPSON: Thank you, Steve.

16 MR. BYRES: Yeah.

17 CHAIRMAN THOMPSON: Go ahead and move forward.

18 MR. BYRES: Thank you.

19 Next slide, please.

20 For our pavements, again, we go with good, fair
21 and poor condition. We do break it up into three different
22 segments. So we'll start with the first one.

23 Next slide.

24 So for our interstate pavement, what you're
25 looking at here, we have updated these slides all the way --

1 running from 2010 through to 2020. If you'll look at 2020, on
2 the good condition, you'll see that we actually have a bit of an
3 uptick. That is mostly due to several preservation projects
4 that we have been able to complete over the last couple of years
5 thanks to the Board's assistance, and so we're actually starting
6 to make a little bit of difference.

7 Now, this is -- we got to be careful here in
8 jumping for joy, because we're -- we threw an awful lot of
9 money, and the Governor helped us out with our special line item
10 funding that we've been throwing at projects as well, so we've
11 seen that it's helped, but there's still a long way to go to try
12 and get this going. So -- but it's good that we're seeing some
13 improvements.

14 Next slide.

15 On our national highway system, this one, as
16 you'll see, we really haven't made a lot of progress. We're
17 still going in the negative direction. So we're still -- have,
18 like I said, a long way to go and trying to not only get this
19 going in a positive direction, but trying to get where it really
20 needs to be. We've let this -- from 2010 to 2020, we've lost,
21 you know, 36 percent of our good condition pavements.

22 Next slide.

23 On the non-NHS, again, we're kind of in that same
24 boat. We did see a little bit of an uptick in 2020, and a lot
25 of that is because we did go through a lot of the non-NHS

1 roadways with our SLI program. We've been able to make some
2 inroads, but we're still -- we still have a long way to go on
3 it, but because of what we have put into preservation, we are
4 starting to see some improvements.

5 Next slide.

6 As far as, you know, where we're at, this slide,
7 you've seen this slide before, and we're running some scenario
8 changes with the latest data that we have, but we're still
9 looking at, you know, just to maintain good condition pavements
10 and bridges, you know, we're looking at a huge cost of that --
11 that 4.2 billion still holds true. It's actually probably a
12 little bit more when we're -- finish up our scenarios, but
13 that's the range that we're looking at. It's not a quick hit
14 and we're done. This is a major, long-term commitment that we
15 have to maintain.

16 Next slide.

17 In the Long Range Transportation Plan, we set our
18 investment categories, preservation, modernization and
19 expansion, and that's how we -- we have been running our five-
20 year program, and we'll continue to keep doing that.

21 Next slide.

22 So this is our program, and in answer to the
23 question earlier, yes, we do plan on doing more expansion. We
24 had in the future years, last year when we presented the five-
25 year program, we had two years of the program without any

1 expansion projects. As you can see, this year we have expansion
2 all the way through the five years. There is several projects
3 that we're looking at that are desperately needed for expansion,
4 and so we are looking at taking and moving those projects
5 forward in this tentative program.

6 One of the other big things to see here is that
7 \$320 million horizontal line that we've been trying to hit with
8 our preservation, we're well exceeding that. So this is an
9 attempt to really make those inroads that we need to in our
10 preservation so that we can -- we can really reverse the curve
11 that we're seeing and try and recoup some of those good
12 pavements that we've been lacking over the past ten years.

13 So next slide.

14 So with this, this is the overall tentative
15 program, which includes MAG and PAG. As you can see, we
16 basically have maintained almost the same percentages. We've
17 actually expanded the expansion program somewhat. So we're
18 really looking at what we can do with that. This, again,
19 includes MAG and PAG. So that 49.8 percent, the majority of
20 that is in those two areas.

21 Next slide.

22 As far as Greater Arizona goes, again, that 13.3
23 percent that we have in expansion is greater than what we've had
24 in the past. We still do the majority of our funding set for
25 preservation, but we're looking at what we can do for expansion

1 within the program itself.

2 Next slide.

3 So in 2023, we have three major projects that
4 we're looking at. We have SR-69, the Prescott Lakes at
5 10.3 million. We'll continue with the I-17 project at
6 83 million, and we're also looking at the I-10, the Gila River
7 Bridge, which is still scheduled for '23, and that's at
8 83 million as well.

9 Next slide.

10 For that I-10 project, I wanted to kind of slip
11 this in, because it's a large project that's going to span
12 several years, but this is kind of what we're looking at. That
13 \$400 million that Kristine had talked about earlier that the
14 exec. has put forth in the proposed budget is included in this
15 as far as the costs of what we're looking at for this project.
16 Altogether, it is somewhere in the neighborhood of \$700 million,
17 but this kind of gives you an idea of the different segments
18 that we're looking at and the time frame that we're looking at
19 as well.

20 Next slide.

21 In 2024, we are looking at a large project up on
22 I-40 and 93. This is the West Kingman TI at 125 million.
23 You'll notice that that number is little bit larger than what
24 you'd seen last year in the five-year program, and the reason
25 for that is that big red inflation number that Kristine was

1 talking about. We also have 50 million set aside for the first
2 project on I-10, which is projected for '24.

3 Next slide.

4 In '25, we're looking at a new project that we
5 hadn't had on here before. This is a new expansion project.
6 This is on US-93. This is Cane Springs for \$40 million.

7 Next slide.

8 And in '26, we have project number two that we're
9 looking at on I-10. This right now is set for \$50 million.
10 These projects that you're looking at on I-10, the two
11 \$50 million projects, we've got these set in here so that, you
12 know, we're looking regardless of the funding that may come
13 through with the Legislature right now. We want to make sure
14 that these funds are there and we are able to pursue the I-10
15 projects, regardless of how any potential funds come through
16 with the Governor's budget that's being expressed right now in
17 the Legislature.

18 Next slide.

19 The next project we have is, again, on US-93.
20 This is \$60 million. This is the Big Jim Wash. This will
21 pretty much -- between the two projects that we have on 93, this
22 will pretty much complete US-93 as a four-lane route up to I-40,
23 which is desperately needed. The safety concerns that we have
24 seen over the last couple years on 93, we've seen some
25 horrendous crashes, and it isn't just a few. It's pretty --

1 become very commonplace, and these are desperately needed
2 expansion projects.

3 Next slide.

4 For future years, at this point in time, we're
5 showing -- we are not showing expansion projects, and the reason
6 being is because this is projected so far out, it's much easier
7 to hold these as we've done in the past and not shown the
8 expansion. As planning comes through, we've got a lot of stuff
9 in the -- in the works right now with several tier two projects
10 that we're potentially looking at, as well as expansion projects
11 all the way across the state that are desperately needed. But
12 for planning purposes, this is -- this is what we're looking at
13 for years six to ten as we go forward. As we progress over the
14 next five years, these will cascade out with expansion projects
15 more than likely being added.

16 We do have a --

17 MR. STRATTON: Mr. --

18 MR. BYRES: -- our Long Range Transportation Plan
19 is getting underway. It is projected to be completed within
20 about 18 months, and with that, that will give us a whole new
21 idea of where we can take future plans. This is projected based
22 on the current Long Range Transportation Plan that we're
23 utilizing.

24 MR. STRATTON: Mr. Chairman, I have a question.
25 This is Steve.

1 CHAIRMAN THOMPSON: Go ahead, Steve.

2 MR. STRATTON: Greg, what happened to Lion
3 Springs? I know we've spent -- it's been in the program, in and
4 out, and in and out of the program for over 20 years. That's a
5 problem that ADOT made with the bottleneck, and I know we spent
6 federal money on design, which is, I believe, over half done, if
7 I'm not mistaken. I could be. But where does that stand in the
8 system now? I was under the understanding that it might
9 possibly reappear in this five-year plan.

10 MR. BYRES: So Lion Springs is in our P2P
11 expansion list. The 93 projects were ahead of it, which is why
12 they were selected to go into the program. But yes, Lion
13 Springs is in our P2P. It gets considered every year. It was
14 not within the top two projects that we were looking at, the 93
15 were, and that's why they were selected.

16 MR. STRATTON: I understand that, but you're not
17 showing it in the six- to ten-year program either, which
18 means --

19 MR. BYRES: No.

20 MR. STRATTON: -- at that point, we have to repay
21 the federal funds, I believe, that we've used, haven't we, if we
22 don't build it within ten years?

23 MR. BYRES: The -- those particular funds will be
24 coming due within -- yes, probably within the next two years.
25 So we will be looking at that -- those within the P2P process as

1 we go forward. Lion Springs actually didn't fare too bad in
2 P2P. So it's sitting right there on the edge, and it will start
3 accelerating as we go through over the next year or two.

4 MR. STRATTON: Thank you.

5 CHAIRMAN THOMPSON: Thank you, Steve.

6 Greg, go ahead. Continue.

7 MR. BYRES: Thank you.

8 Next slide.

9 This gets us into the MAG program. What you're
10 looking at here, we kind of changed this up a little bit so it's
11 a little easier to read, but again, our freeway program within
12 the valley is the major items that they have, as well as major
13 arterial roadway projects. One of the things that you can see
14 is Item 6, which is SR-30, that they're -- MAG has been looking
15 at, to start looking at funding on it, as well as several other
16 projects that we have throughout the valley.

17 Next slide.

18 Down in the PAG region, we have several projects.
19 The majority of those are on I-10. However, we do have one
20 project on I-19 that is projected going forward in this five-
21 year program.

22 Next slide.

23 As far as the airport program goes -- next
24 slide -- with this, one of the things that we have changed is
25 our FSL amount has increased just slightly. The reason for that

1 is FAA funding coming into the state has increased. So
2 therefore, the money that we utilize to help match those federal
3 funds, we've had to jump up just a little bit. But our
4 state/local program is still substantial, as well as our airport
5 pavement preservation is still very prevalent. Grand Canyon is
6 getting funding as well, as well as the planning services that
7 we utilize for aeronautics. The total that we have is
8 \$31 million for FY '23.

9 Next slide.

10 So the next steps, as I'd kind of started out,
11 February 18th, the tentative program will be presented to the
12 State Transportation Board for approval for public hearings.
13 The planned public hearings, we're going to speak about with
14 Item 3.

15 June 2nd will be the next study session that
16 we'll be looking at for the tentative program, and then the
17 final program will go forth to the Board for approval June 17th.

18 Next slide.

19 With that, I stand for any questions anybody has.
20 Thank you very much.

21 CHAIRMAN THOMPSON: Greg, I do have one question.
22 And I know that a lot of these projects are existing projects
23 that are going to be funded. I want to know if there are any
24 other right-of-ways or new construction that are being proposed
25 other than what we're going to be funding in this five-year

1 plan.

2 MR. BYRES: So, Mr. Chairman, yes, there are.
3 What we're looking at in detailing out the five-year program,
4 we've got several new projects that would be coming into the
5 third year of the program. Those projects currently are going
6 through our planning-level scoping process. We were actually
7 able to go quite a bit further down our P2P list in putting new
8 projects into the program due to the additional funding that
9 we're looking at. So that's been really nice to be able to do
10 that. And then, again, as I had mentioned, we were able to tap
11 into the expansion portion of the P2P program to put some
12 projects into it as well.

13 CHAIRMAN THOMPSON: The reason why I'm putting
14 this question forward is there's concerns or interest in
15 bringing more construction revenues to the Native American
16 communities for the purpose of improving their economy in the
17 various locations. So that is apparently the concern.

18 One concern that was expressed to me was, you
19 know, I'm hauling my horse and my trailer. Sometimes I want to
20 go directly to the location where I want to go, but knowing the
21 bad conditions of those roads, I have to go around 50 or 60
22 extra miles. Again, there's a different way of the public
23 presenting their concerns to us. So anyway, that's the only
24 comment.

25 And are there any questions by the board members

1 for Greg?

2 MR. KNIGHT: Mr. Chair, this is Gary.

3 CHAIRMAN THOMPSON: Go ahead, Gary.

4 MR. KNIGHT: Greg, US-95 widening down here in
5 Yuma, that project is actually underway. It's got -- there's --
6 project to projects have been -- some part of the projects have
7 been awarded, and the work is ongoing, however, as you well
8 know, we haven't come up with enough funding yet to completely
9 finish it, but will that remain -- will that -- the fact that
10 it's already started, the fact that it's already under
11 construction have any bearings on where it sits in the P2P
12 process?

13 MR. BYRES: Mr. Chairman, Board Member Knight,
14 yes, it does, because the fact that we have actually already
15 done it, but one of the big things where the influence is is
16 that we've got some -- we already have clearances for basically
17 that corridor. By that I mean environmental clearances. So
18 that helps out substantially in looking at potential projects.

19 One of the big reasons why the US-93 projects
20 came to the top of P2P is because we already had environmental
21 clearance for those two expansion projects. So we're in the
22 process of still getting the expansion -- the clearances for
23 Lion Springs, which kind of dropped it just a little bit, but
24 yes, for -- to answer your question, it does make a difference.

25 MR. KNIGHT: Great. Thank you. Thank you,

1 Mr. Chair.

2 CHAIRMAN THOMPSON: Thank you, Gary.

3 Any board member want to ask a question to Greg?

4 Hearing none, one last comment I'd like to -- and
5 I always bring this up in that the state of Arizona has --
6 certainly do have interest in the transportation part of the
7 education of our young people that are going to school at public
8 schools on the reservation, and I wish there was some way of
9 beginning to address that. And I know there's a lot of policies
10 that it needs happen, those policies have to be modified or
11 amended or changed, and of course, again, that is my concern.

12 Other than that, let's go -- we will now move on
13 to Item 3, discussion on public hearing process regarding the
14 2023-2027 Tentative Five-Year Transportation Facility
15 Construction Program.

16 So again, I believe this is your item, Greg.

17 MR. BYRES: Thank you, Mr. Chairman, board
18 members.

19 What we're -- what we're looking at here is we're
20 putting in a request to the Board to change how we've been doing
21 our public hearings in the past. State statute requires us to
22 have a public hearing. In the past we've done three public
23 hearings. What we've found, especially over the last couple
24 years, is that when it comes to comments that we receive on the
25 tentative program, we're now receiving the majority, and by far

1 the majority of the comments, coming in either through social
2 media or through our website. And that is how more people are
3 viewing the tentative program.

4 So what we're proposing is instead of doing three
5 in-person public hearings, we do one in-person public hearing,
6 but at the same point in time, we take and we have to present
7 the tentative program to the Board for approval for public
8 comment. We would like to take that presentation and put it on
9 our website so that it can be accessed by anyone at any time.
10 So instead of just having to come to those three public
11 hearings, they now can see that presentation at any time. So it
12 would be a recorded presentation that would have all the
13 information that they get in the public hearings that we've had
14 in the past.

15 The one public hearing that we are looking at
16 would probably be held in May. What that does is that gives the
17 public as much time as possible to take and consolidate their
18 comments to try and get as many comments in as we possibly can
19 so that they can be addressed in that one public hearing. So
20 there's -- you know, it's -- the way we've done public
21 outreach has really changed over the last couple years,
22 obviously, for obvious reasons. And so we're -- we think this
23 is the best way to get the information out to the public, to get
24 as many comments as we possibly can back and be able to address
25 them in a timely manner before we have the final program put

1 together in June.

2 So this is a request that we're putting forth to
3 the Board. It will be -- depending on what kind of comments we
4 get from the Board today, we would like to put this as an agenda
5 item on the next board meeting.

6 So with that, I'm trying to elicit comments from
7 you, the Board, on if you think this would be something that we
8 -- we would like to pursue it, but we want to hear from the
9 Board on what you all think.

10 CHAIRMAN THOMPSON: Well, Greg, will this give
11 enough time to the public to begin following this year's
12 schedule? Is it out there already? I mean, I'm sure it has
13 now. I guess it's the timing on how we're changing this
14 scheduling.

15 MR. BYRES: So, Mr. Chairman, the time is exactly
16 the same as it has been in the past where we initiate the
17 tentative program in February. We take it all the way through
18 to May when we have the study session, and then, of course, the
19 voting of the final program in June. So that timing doesn't
20 change. What this does is it allows that information to be out
21 in front of everybody a little bit sooner but a whole lot more
22 accessible to everyone.

23 CHAIRMAN THOMPSON: Thank you, Greg. Any
24 questions for Greg? Board members?

25 MR. KNIGHT: Mr. Chair, it's Gary.

1 CHAIRMAN THOMPSON: Gary, go ahead.

2 MR. KNIGHT: Greg, I like the idea. I think it
3 will work better. I think from my experience, the three --
4 particularly, the three hearings we have, the in-person part of
5 it, we just hear the same thing over and over and over and over
6 again, and I think it would have more impact if it were done
7 online, and you guys can -- the staff can see what kind of merit
8 there is and what kind of -- what could be done to each one of
9 the comments that are made. I think it's more -- would be more
10 productive than just having us listen to the same comments time
11 and again. So I think it's worth a try.

12 I think from what you're showing us here,
13 certainly the way that you've been receiving comments in the
14 last couple years has certainly changed compared to previous
15 years. So I think it would behoove us to change -- to meet that
16 demand and see how it -- see how it works out for us. I mean,
17 nothing's locked in stone. If we do this for a year and we
18 decide we don't like it, we can always -- we can always change
19 it back, but I think it's worth -- worth the effort to try it.

20 Thank you, Mr. Chair.

21 CHAIRMAN THOMPSON: Thank you, Gary.

22 Any other comments?

23 MR. MAXWELL: Mr. Chair, this is Ted.

24 CHAIRMAN THOMPSON: Yeah, Ted. Go ahead.

25 MR. MAXWELL: Okay. Thank you, Greg.

1 I mean, looking at the numbers, I honestly think
2 2021 may have been an anomaly. There may be something at least
3 on the SurveyMonkey numbers, but obviously the impact of COVID
4 hurt the in-person meetings significantly. I tend to agree. I
5 don't know if it's necessary to have three.

6 I guess my question to you would be: Is there a
7 plan for the one in-person meeting to have the hybrid function?
8 There is something for about -- a lot of people about speaking
9 in person. That's part of what our role and responsibility is
10 to be outward and interacting with the communities.

11 So I hate to lose -- you know, yes, the majority
12 of the speakers probably would be available in the Maricopa
13 area, but that, you know, for some in Pima County and/or the
14 rural parts of the state, they may not.

15 And there's just something about in-person
16 comments made to us when we are considering changes to the five-
17 year plan that's significant. So I want to make sure that
18 everybody has it. So I guess long story short, my question is:
19 Do you have a plan for a hybrid combination for that in-person
20 meeting?

21 MR. BYRES: Mr. Chair --

22 MR. ROEHRICH: Mr. Chairman --

23 MR. BYRES: Go ahead, Floyd.

24 MR. ROEHRICH: Mr. Chairman, Mr. Maxwell, yes, we
25 are planning to hold hybrid meetings in person and simulcasted

1 Webex virtual meetings basically at least for the rest of this
2 fiscal year to June, and then we are contemplating if we need to
3 continue that on the rest of the year, which we would support
4 that, but we wanted to make sure that we are committing -- as
5 you said, the compliance of reaching the public, meeting
6 expectations of the board members and doing it in a safe manner.
7 So we are intending to hold hybrid meetings at least through
8 June.

9 MR. MAXWELL: I understand that, Floyd. I was
10 specifically talking on the public comment meeting, that if
11 we're going to go from three statewide down to one, you know,
12 I'd like to make sure that with the technology going forward,
13 there's no reason that we can't during that one public comment
14 meeting where people actually get to speak in person versus
15 either a letter or an email, a phone call or SurveyMonkey. I'd
16 like to make sure everybody -- we have the opportunity for as
17 many people to speak to us in person at that public meeting.

18 MR. ROEHRICH: So again, Mr. Chairman,
19 Mr. Maxwell, yes. The June meeting would be a hybrid meeting.

20 CHAIRMAN THOMPSON: Thank you, Floyd.

21 With that response, I think on top of it, I'd
22 also like to say that as long as we don't have any problem
23 getting our message out to the rural and remote area
24 communities, and I think it would be very critical, to me it is,
25 to be able to meet person to person with the people that we are

1 working for.

2 Again, is there any other comments that needs to
3 be made at this time?

4 MR. STRATTON: Mr. Chair.

5 CHAIRMAN THOMPSON: Go ahead.

6 MR. STRATTON: Having been through several years
7 of sitting in the public hearings and following them for many
8 years prior, Gary is exactly right. The same comments are made
9 over and over and over again by the same people, and I'm very
10 guilty of that when I was lobbying the board for years.

11 I think with the pandemic, our eyes were opened
12 to how many people tuned in to the webcast, and over the last
13 year, when we have had the opportunity to do a dual, in-person
14 and webcast, many of the people that we would see at every
15 meeting over the years are now tuning in through the webcast to
16 various reasons. It saves a lot of money for their entities.
17 They don't have to travel and have those expenses.

18 So personally, I think it's worth a shot. I
19 think it's a good thing to try this year, and the Board can also
20 correct it next year if it doesn't prove to be fruitful.

21 Thank you.

22 MR. KNIGHT: Mr. Chair, it's Gary.

23 CHAIRMAN THOMPSON: Go ahead, Gary.

24 MR. KNIGHT: One other consideration is a lot of
25 people -- there are a lot of people out there that are not

1 comfortable getting in -- up in front of a group of people and
2 speaking. However, they have no trouble at all sitting down in
3 front of a keyboard and expressing their thoughts in that
4 manner.

5 So that group of people, I think that's probably
6 why they -- we've seen an increase in online, like, SurveyMonkey
7 and whatever other online method is being used, but I think a
8 lot of people are just more comfortable sitting in front of a
9 keyboard, and I think they tend to express themselves probably a
10 little better than when they're standing up in front of a group
11 of people when they're -- and they're nervous and -- so anyway,
12 I really think it's beneficial to our constituents that do want
13 to express concerns or whatever it might be to have them be able
14 to do it online and not have to stand up in front of us in a
15 public forum. Anyway, that's another outtake on it, too.

16 CHAIRMAN THOMPSON: The only request I would like
17 to make is that, again, my concern on how this would impact
18 those people that don't really have access to the way we've been
19 operating for a couple years. Even I certainly have a lot of
20 problems just trying to tune in on all the conversation Webex or
21 telephonically. So that is -- maybe you can look at that a
22 little bit more, Greg, see how that would impact those people
23 out there.

24 And the other question is I know that you, the
25 staff, would not have any problems joining any group that wish

1 to hear a little bit more about that issue that the Board has to
2 deal with and present and getting the five-year plan forward.
3 So, again, that's more a comment. I don't know if you want to
4 respond to it or whatever. Greg.

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

6 Yes, you're absolutely right. As -- once the
7 public hearing -- once the tentative program is approved for
8 public consumption, basically, yes, we make that information
9 available to everyone that asks, and we try and make sure that
10 that gets out to the public as much as possible. So whether
11 it's through an electronic means or through personal
12 presentations that we do, and we would continue to do that.

13 CHAIRMAN THOMPSON: A couple of things that are
14 now coming up up here in the northwestern part is that we do
15 have as part of being ADOT that we created a Hopi transportation
16 partnership organization, you know, coming to Flagstaff, and the
17 other one is Navajo Nation transportation partnership meetings,
18 and we are hoping to rejump that -- restart that pretty quickly.

19 And the other one is that -- the Navajo Nation to
20 (indiscernible), the Bureau of Indian Affairs, the counties, the
21 Navajo Nation transportation staff and the state together to
22 begin talking about similar issues like what we're doing with
23 our budget for the next five years. So I just wanted to bring
24 that up to your attention that we will notify you when that is
25 scheduled or made. So with that, are there any other comments

1 or questions by the board members?

2 This went pretty quick. Is there a motion --
3 there's no action regarding this five-year plan at this time?

4 MR. ROEHRICH: Mr. Chairman, this is Floyd. Yes,
5 that is correct. This was only agendaed for discussion for the
6 Board to deliberate and think about it, and we will bring it
7 back as a formal action at the next board meeting on February
8 18th.

9 CHAIRMAN THOMPSON: So with that, does that
10 complete our agenda at this time?

11 MR. ROEHRICH: Mr. Chairman, that is all that is
12 on the agenda. You've completed the agenda.

13 CHAIRMAN THOMPSON: Very good. Now going back to
14 the board members, there's a couple of ways we do this
15 apparently, and this -- I can -- as the Chairman of the Board, I
16 can just say that during the meeting. The other way we've done
17 it before is to have a motion and a second for adjournment. So
18 I'll take the latter one. I'll need a motion --

19 MR. STRATTON: So moved.

20 CHAIRMAN THOMPSON: -- to adjourn.

21 MR. KNIGHT: Second.

22 CHAIRMAN THOMPSON: Motion and a second to
23 adjourn, one by Stratton and then the second by Gary. So all
24 those in favor say aye.

25 BOARD MEMBERS: Aye.

1 CHAIRMAN THOMPSON: We don't need a roll call, do
2 we?

3 MR. ROEHRICH: No, Mr. Chairman. That's all you
4 (indiscernible). You have completed your meeting. Thank you,
5 everyone, and have a safe day.

6 CHAIRMAN THOMPSON: Thank you, everyone.

7 (Meeting adjourned at 10:37 a.m.)
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1 STATE OF ARIZONA)
) ss.
2 COUNTY OF MARICOPA)
3

4 BE IT KNOWN that the foregoing proceedings were reported by
5 me, TERESA A. WATSON, Registered Merit Reporter, Certified
6 Reporter, Certificate No. 50876, State of Arizona, from an
7 electronic recording and were reduced to written form under my
8 direction; that the foregoing 55 pages constitute a true and
9 accurate transcript of said electronic recording, all done to
10 the best of my skill and ability.

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

14 DATED at Phoenix, Arizona, this 7th day of March 2022.
15
16

17 /s/ Teresa A. Watson

18 TERESA A. WATSON, RMR
19 Certified Reporter
 Certificate No. 50876
20
21
22
23
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Adjournment

Chairman Jesse Thompson moved to adjourn the February 3, 2022, State Transportation Board Study Session.

Meeting adjourned at 10:37 a.m. PST.

Not Available for Signature

Jesse Thompson, Chairman
State Transportation Board

Not Available for Signature

John S. Halikowski, Director
Arizona Department of Transportation

**STATE TRANSPORTATION BOARD MEETING
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE
9:00am, February 18, 2022
City of Flagstaff
211 East Aspen
Flagstaff, Arizona 86001**

Call to Order

Board Chairman Thompson called the State Transportation Board meeting to order at 9:03 a.m.

Pledge

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

Roll Call by Sherry Garcia

A quorum of the State Transportation Board was present. **In attendance (in person):** Chairman Thompson, Board Member Maxwell. **In attendance (via WebEx):** Vice Chairman Knight, Board Member Daniels, and Board Member Meck and Board Member Stratton. **Absent:** Board member Searle. There were approximately 69 members of the public in the audience.

Opening Remarks

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

Title VI of the Civil Rights Act

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

Call to the Audience

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

ARIZONA STATE TRANSPORTATION BOARD

BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

VIA WEBEX VIDEOCONFERENCE AND IN PERSON

City of Flagstaff
211 East Aspen Avenue
Flagstaff, Arizona 86001

February 18, 2022
9:03 a.m.

REPORTED BY:
TERESA A. WATSON, RMR
Certified Reporter
Certificate No. 50876

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

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

6
7 PARTICIPANTS:

8 Board Members:

9 Jesse Thompson, Chairman
10 Gary Knight, Vice Chairman (via Webex)
11 Ted Maxwell, Board Member
12 Steve Stratton, Board Member (via Webex)
13 Richard Searle, Board Member (Absent)
14 Jenn Daniels, Board Member (via Webex)
15 Jackie Meck, Board Member (via Webex)
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CALL TO THE AUDIENCE

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Regina Salas, City of Flagstaff Councilmember.....	8
Adam Shimoni, City of Flagstaff Councilmember.....	10
Kee Allen Begay, Junior, Navajo Council Delegate, Many Farms Chapter.....	11
Darryl Ahasteen, Commission President (via Webex).....	14
Alberto Peshlakai, Navajo County Supervisor (via Webex)....	15
Fern Benally, Navajo County Supervisor (via Webex).....	18
Michael Hulse, Attorney (via Webex).....	20
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1 (Beginning of excerpt.)

2 CHAIRMAN THOMPSON: So moving on, let's go to the
3 call to the audience. Everyone will be muted when you call in
4 to the meeting. When your name is called to provide your
5 comment, you will indicate your presence by virtually raising
6 your hand using your phone keypad or through the Webex
7 application. The Webex host will guide you through the unmuting
8 and muting process following the instructions included with the
9 meeting agenda.

10 Those that are in person, this is an opportunity
11 for members of the public (indiscernible) the Board. Please
12 fill out a Request For Public Input Form and give it to the
13 board secretary (indiscernible) the Board. In the interest of
14 time, a three-minute time limit will be imposed. I know there
15 may be others that (indiscernible) that opportunity to fill out
16 the form if you wish to speak.

17 So with that, I would like to turn this over to
18 Floyd. Those people (indiscernible) calling in somehow have to
19 register (indiscernible) over to Floyd. Floyd.

20 MR. ROEHRICH: Thank you, Mr. Chairman. We have
21 a number of people present, so we'll have to address the people
22 present first and then the people on the phone.

23 Our first speaker is Mayor Paul Deasy, City of
24 Flagstaff.

25 MAYOR DEASY: Chair Thompson, Vice Chair Knight,

1 and members of the State Transportation Board, on behalf of the
2 City of Flagstaff and the Flagstaff City Council, I welcome you
3 to our community. We appreciate our partnership with ADOT and
4 the way we work together to accomplish the means of our
5 citizens. It's our belief it's been almost three years since we
6 have welcomed you here, and we are glad to have you back.

7 COVID has been an interesting and challenging
8 time for us all, and I am pleased to recognize all of those that
9 continue to make sure our transportation systems (indiscernible)
10 both here in northern Arizona and around the state.

11 I also want to particularly recognize and thank
12 Jesse Thompson, whose not only chair of the State Transportation
13 Board, but who has also served as chair of Greater Flagstaff
14 (indiscernible).

15 MetroPlan, the metropolitan planning organization
16 for our region, and three of my colleagues on the city council
17 served with Mr. Thompson and provided leadership of the
18 MetroPlan: Council Member (indiscernible), Council Member
19 Regina Salas, and Council Member Jim McCarthy, and also, Jim
20 McCarthy is our chair as well. We want to thank them.
21 (Indiscernible.)

22 We appreciate our partnership with ADOT
23 (indiscernible) Bridge overpass, the Rio de Flag Bridge, I-17
24 and I-40 investments, among other projects. (Indiscernible) and
25 we appreciate it.

1 Once again, welcome to Flagstaff and best wishes
2 for a successful meeting.

3 MR. ROEHRICH: Thank you.

4 CHAIRMAN THOMPSON: Thank you very much
5 (indiscernible). Thank you.

6 MR. ROEHRICH: Our next speaker is Council Member
7 Jim McCarthy, City of Flagstaff.

8 MR. MCCARTHY: Hi. Chair Thompson, Vice Chair
9 Knight and members of the State Transportation Board, my name is
10 Jim McCarthy. As a Flagstaff City Council member and chair of
11 the Greater Flagstaff MetroPlan, I appreciate the work of ADOT
12 and the State Transportation Board. As Mayor Deasy pointed out,
13 Supervisor Thompson serves with me on the MetroPlan board, and I
14 appreciate your service, Mr. Thompson.

15 Our region is invested heavily in transportation
16 infrastructure based on locally-approved voter initiatives of
17 2018. These projects include the Fourth Street corridor, the
18 Lone Tree corridor and dozens of other projects in our
19 community. We have over \$200 million worth of road, street,
20 bicycle and pedestrian investments, a nationally-recognized
21 public transit system and community that continues to move
22 forward. We recognize there are many needs statewide and the
23 dollars are limited. We greatly appreciate your support in your
24 partnership with ADOT.

25 The Bipartisan Infrastructure Law passed last

1 November presents even more opportunity for our city, our region
2 and our state. As you know, these resources need to be invested
3 wisely and timely so that we can meet the transportation needs
4 that are (indiscernible). All of us (indiscernible).

5 We recognize that transportation is a serious
6 (indiscernible). No, it isn't. It's a system. The system
7 needs to work together at -- through strategic investment, and
8 we recognize that the State Transportation Board and ADOT are
9 responsible for the entire system. Rest assured we as the
10 Greater Flagstaff Metropolitan Plan, working with ADOT, Northern
11 Arizona University, the City of Flagstaff, Coconino County and
12 Mountain Line public transit, we are doing our part to help the
13 system, as the system.

14 So anyway, thank you for coming to Flagstaff, and
15 I really do appreciate it. The City appreciates it, and you're
16 sitting in my seat. Thank you.

17 DIRECTOR HALIKOWSKI: (Indiscernible.)

18 CHAIRMAN THOMPSON: (Indiscernible.) Thank you.
19 (Indiscernible) up next.

20 MR. ROEHRICH: Our next speaker is House Member
21 Regina Salas, also MetroPlan, City of Flagstaff.

22 MS. SALAS: Good morning. And in addition to my
23 hat wearing MetroPlan Greater Flagstaff, I'm also on the
24 Statewide Rural Transportation Advocacy Council, which is a
25 collective of ten metropolitan planning organizations and

1 (indiscernible) representing Greater Rural Arizona.

2 Mr. Chair, (indiscernible) online and members of
3 the State Transportation Board, thank you for being here and
4 sharing Flagstaff with us. Building on the welcome provided by
5 my colleagues, I want to welcome you all and call your attention
6 to an important piece of legislation that is moving through the
7 State Legislature, House Bill 2396, which is being
8 (indiscernible) by Rural Transportation Advocacy Council.
9 (Indiscernible) is not responsibility of the State
10 Transportation Board. We (indiscernible) to know how important
11 it is.

12 House Bill 2396 will provide up to 100 million of
13 state budget service for transportation projects in rural
14 Greater Arizona across the state, from Yuma to Fredonia, the
15 projects identified for funding still have been (indiscernible)
16 Arizona Department of Transportation (indiscernible).

17 House Bill 2396 will provide care in northern
18 Arizona, may fund a \$40 million project (indiscernible) and a
19 (indiscernible) to the Grand Canyon.

20 I also want to point out that Master Plan Greater
21 Flagstaff, in collaboration with our many community partners and
22 stakeholders is launching our next 35-year transportation plan
23 known as Strive Forward, forward and outward. This plan will
24 guide us through the future, and we're appreciate
25 (indiscernible) so many who are creating that future with us.

1 Thank you, and best wishes for a successful
2 meeting from my grateful heart to yours.

3 CHAIRMAN THOMPSON: (Indiscernible.)

4 MS. SALAS: Good morning.

5 CHAIRMAN THOMPSON: Thank you, Regina.

6 MR. ROEHRICH: Our next speaker is Adam Shimoni,
7 City of Flagstaff.

8 MR. SHIMONI: Good morning, Chair, Vice Chair and
9 members of the Transportation Board, staff, leadership and all
10 that are tuning in.

11 My name is council -- my name is Adam Shimoni,
12 and I'm a council member here at the City of Flagstaff. It is
13 so great to see you here in Flagstaff. It's really an honor to
14 host you, and we're grateful that you took the time to come
15 visit our community in these cold times. So experience it,
16 enjoy it.

17 Just a couple things I wanted to say. Your work
18 is so important to our community, and our work is even that much
19 more important, and it's been an honor to be able to work with
20 Audra Merrick here in the City of Flagstaff and partnering with
21 ADOT to ensure that projects are right sized and doing the best
22 to enhance the quality and experience of the ability to move
23 around the community through ADOT's (indiscernible) and roads.

24 The City of Flagstaff has (indiscernible) and was
25 first to adopt a climate neutrality plan, and I'm very proud of

1 this effort, and also, in many ways, Flagstaff is a leader in
2 the state. And so we're extending our vision as to how to move
3 people here within our city limits. Thinking beyond just
4 movement of cars, but the movement of people, and also
5 (indiscernible).

6 30 percent of our population doesn't have a car.
7 So they're taking the bus. They're walking. They're riding a
8 bicycle. They're trying to figure out how to get around, and so
9 I just ask that we keep those populations in mind as we do the
10 work that we do, and as Flagstaff adapts and changes its
11 approach to the designs and engineering, I look forward to
12 working with you all in how that meshes with ADOT and ADOT
13 readiness.

14 Again, thank you so much for being here. I look
15 forward to the conversations and the work ahead, and it's really
16 good to meet you in person. Have a great day.

17 CHAIRMAN THOMPSON: Thank you. Thank you, Adam.
18 Appreciate your comments.

19 MR. ROEHRICH: Our next speaker is Mr. Kee Allen
20 Begay, Navajo Nation Council. Mr. Begay.

21 MR. BEGAY: Good morning, Chair, ADOT board
22 members, city director. Good morning. My name is Kee Allen
23 Begay, Junior. I am the Navajo Nation council delegate. I've
24 served on the (inaudible) Navajo Nation Council (indiscernible)
25 also on the Resource Development Committee and Navajo Nation

1 Council.

2 Just like everyone else, I always come up and
3 advocate for road improvement throughout the state of Arizona.
4 The Navajo Nation lies in the portion of state of Arizona,
5 northeastern part of state of Arizona in the Navajo, Apache and
6 Coconino County. There are several areas that Navajo Nation
7 continues to advocate for road improvement. The main area that
8 I keep asking for, as you know, I appreciate the state director
9 and some of the former board members have (indiscernible) Many
10 Farms, a road improvement between Many Farms and Chinle,
11 Arizona.

12 I noticed there had been some funding that was
13 allocated for the current project, but that's more of a widening
14 of the shoulder of the (indiscernible) highway (indiscernible)
15 Many Farms is a (indiscernible) area, and during -- obviously
16 during the season going to have heavy traffic of outsiders
17 coming on to the Navajo Nation to visit Monument Valley, Four
18 Corners, Canyon de Chelly, going through the state to visit the
19 Grand Canyon. So I believe this particular area does need some
20 attention.

21 (Indiscernible) school, we have a separate school
22 district, the Chinle Unified School District and then you got
23 the BIA schools and you got the little community schools. Then
24 we have several IHS hospitals. So combining all of that, you
25 know, that -- it does increase heavy traffic in the morning and

1 then in the evening while everyone's heading home.

2 So the key that I'm asking is that the current
3 project from Chinle to Many Farms is (indiscernible) two miles
4 short of community of Many Farms. So I'm asking if there's a
5 way (indiscernible) Wash Bridge, so we're asking (indiscernible)
6 put this in writing, but it stops at the bridge, but we still
7 need to go into the community of Many Farms.

8 Then the other area we continue to advocate for
9 is the exit (indiscernible), because there's a provision in the
10 policy where -- I guess (indiscernible) interpretation of
11 permits for them having these (indiscernible) residential area
12 (indiscernible) we really need to have some clarification of how
13 we need to fix a lot of these exit (indiscernible).

14 So with that, I appreciate the time and
15 (indiscernible). Thank you all very much. You all have a
16 wonderful day.

17 CHAIRMAN THOMPSON: Thank you, Council Delegate.
18 I really appreciate your remark at almost every meeting. Thank
19 you.

20 Floyd.

21 MR. ROEHRICH: The next speaker is Darryl
22 Ahasteen. Mr. Ahasteen, please raise your hand and the host
23 will unmute you.

24 WEBEX HOST: Mr. Ahasteen, I have requested your
25 unmute. You can unmute your line at this time. You are

1 unmuted.

2 MR. AHASTEEN: (Indiscernible)?

3 WEBEX HOST: Yes.

4 MR. AHASTEEN. Oh, okay. This is Darryl
5 Ahasteen, Commission President from Nahata'Dziil.

6 My three minutes. I'd just like to thank the
7 Board for providing an opportunity for us to express ourselves
8 to see if we can get the port of entry moved out to Pinta,
9 Milepost 318 on I-40. Right now it's in current -- currently in
10 the Sanders, Arizona, and we've been putting on presentations
11 that we do need to have moved that port of entry for several
12 reasons. The location, safety reasons.

13 And I sent in kind of a presentation on some of
14 our things that we're working on, and we're going to be meeting
15 with the our consultant here in about another hour,
16 teleconference, and trying to keep him updated on a lot of
17 things, also.

18 I couldn't call in last night -- last couple of
19 months because of technical problems. I'm not really computer
20 literate, so I have to get my three -- third-grade grandson to
21 help me out with some of this.

22 Anyway, just keeping an interest with the State
23 Board of Transportation, and I thank you very much for it.
24 Thank you.

25 CHAIRMAN THOMPSON: Appreciate it

1 (indiscernible).

2 Floyd.

3 MR. ROEHRICH: Our next speaker is Mr. Alberto
4 Peshlakai, Navajo County Supervisor. Mr. Peshlakai, please
5 raise your hand.

6 WEBEX HOST: As a reminder, if you are a
7 call-in-only user, you will need to press star three on your
8 phone to give us that raised hand signal, Mr. Peshlakai.

9 I'm not seeing a raised hand at this time.

10 MR. ROEHRICH: Thank you, Christy.

11 (Indiscernible) from that.

12 Our next speaker is Mr. Fern Benally, Navajo
13 County Supervisor. Mr. Benally (sic), please raise your hand.

14 WEBEX HOST: I'm so sorry, Floyd. It looks like
15 we do have the hand raised now for Mr. Peshlakai. Would you
16 like me to unmute his line at this time?

17 MR. ROEHRICH: Yes. Please do so.

18 WEBEX HOST: We have sent a request to unmute.

19 MR. PESHAKAI: Good morning.

20 MR. ROEHRICH: Good morning, Mr. Peshlakai. We
21 can hear you.

22 MR. PESHAKAI: Okay. I wasn't too sure. Thank
23 you.

24 Good morning, Chairman and members of the Board.
25 This is Supervisor Peshlakai with Navajo County Board of

1 Supervisor District 2, and to begin, on May 22nd, 2017, the
2 Governmental Accountability Office had published a report to the
3 House Transportation and Infrastructure Committee on the impact
4 that tribal roads have on school attendance, and as a result,
5 that data makes some bad roads on tribal roads worse, and so
6 FHWA, BIA and BIE all failed to collect meaningful data about
7 this -- the estimated cost, targeted need and maintenance and
8 improvement, performance, evaluation on Indian reservation
9 roads, and this continued failure is why Congress has flat
10 funded tribal road maintenance at 25 million since the 1990s.

11 And according to this GO- -- GAO report, 23
12 percent of Native American students miss more than 15 days of
13 school per year compared to 14 percent of non-native students,
14 and as our state continues to enact policy, the leaders should
15 consider how these policies along with budget decisions affect
16 school transportation.

17 When students travel further from home to access
18 school, it often places an additional transportation burden on
19 schools, districts and families, and for many families,
20 especially those who are low income or from underserved groups,
21 and on large land-based reservations, many school bus routes are
22 dirt and gravel roads that even when passable require hours to
23 traverse and cause the students to miss at least 15 days.

24 So few other American students suffer these
25 conditions that the GAO had to look outside of the United

1 States, such as Bangladesh to (indiscernible) assess that role
2 that road conditions play in school absenteeism. Despite
3 federal guidance and recommendations to do so, the Bureau of
4 Indian Education does not collect data on transportation-related
5 causes of absenteeism, and these could be supported by the
6 Arizona Department of Transportation to partner with tribal
7 transportation department divisions, counties, and the Bureau of
8 Indian Affairs, as well as the Bureau of Indian Education to do
9 a similar study out of the 2017 GOA report.

10 And we at Navajo County are here to assist in any
11 way that we can to help move this forward, and lastly, we are
12 thankful to ADOT for the continued maintenance and repair of our
13 state roads and request that it continues, especially on Highway
14 264 within the Hopi Tribe reservation for its continued
15 maintenance and repairs as well.

16 Thank you very much for the opportunity to speak
17 to you this morning, and thank you for your representation and
18 your service as State Transportation Board members.

19 CHAIRMAN THOMPSON: Thank you, Supervisor
20 Peshlakai. Really appreciate those comments, and I know that's
21 one thing we've been talking about all this time. So thank you
22 again.

23 Floyd.

24 MR. ROEHRICH: Our next speaker, Mr. Fern
25 Benally, Navajo County supervisor. Mr. Benally, please raise

1 your hand.

2 WEBEX HOST: As a reminder -- oh, there we go.
3 Thank you, Mr. Benally. A requests has been sent to unmute.
4 You're unmuted at this time. Mr. Benally, your line's unmuted.

5 MS. BENALLY: Pardon me?

6 WEBEX HOST: You're unmuted at this time.

7 MS. BENALLY: Oh, still? Am I unmuted now?

8 WEBEX HOST: Yes.

9 MS. BENALLY: Hello? My time's a wasting.
10 Yeah. Good morning Department of -- Arizona
11 Department of Transportation. My name is Fern Benally, Navajo
12 County Board of Supervisor in the District 1.

13 I'm going to talk about dirt roads. Dirt roads
14 are plentiful in the Northern Navajo County, especially in the
15 Black Mesa region where there is no asphalt pavement
16 (indiscernible). The past monsoon season, the rains were
17 abundant. That resulted in many wash crossing the roads,
18 washouts. Even with the minimal storms, erosion occurs around
19 the culverts as the dirt slowly wears away. These sites become
20 easy targets washouts. If there was monitoring of the culverts
21 and the maintenance by possible repacking of the dirt, then --
22 then the culverts may stay sturdy and stable.

23 Also in the Black Mesa region, which I am quite
24 familiar with, after snowstorms, I notice that dirt roads become
25 ice packed and snow packed. The snow does not melt as quickly

1 on dirt roads. Just becomes a safety hazard for all traffic.

2 Additionally, the weather can be different in the
3 Black Mesa region. Over on the north side, on the side of the
4 U.S. Highway (indiscernible), it may be clear without snow, but
5 over on the south side there may be 6 inches to a foot of snow.

6 Students have missed school due to inclement
7 weather such -- just as Supervisor Peshlakai mentioned, where
8 they couldn't make it to the main road and catch their bus. A
9 year -- one year our new superintendent did not realize
10 (indiscernible) happening. I had to bring it to his attention
11 and inform him there's excessive absenteeism because of the
12 snowfall. He didn't know there was snow over -- just over the
13 mountain. And (indiscernible) of dirt roads another major
14 issue. It's related to breakdown and increase in maintenance of
15 motor vehicles.

16 Most of communities up in the northern Navajo
17 County only have one asphalt paved road going through it.
18 (Indiscernible) is one of the many chapters which have much
19 clay, and clay is stickier. One bus driver had a debilitating
20 accident in years past. Thank God there were no students on
21 that bus. So we do need funding (indiscernible) absolute in the
22 northern Navajo County, because money drives every.

23 And thank you state -- Arizona State Board of
24 Transportation for your attention to my three-minute or less
25 speech. Thank you. Good day.

1 CHAIRMAN THOMPSON: Thank you, Fern.

2 MR. ROEHRICH: Mr. Chairman, we do have one more
3 speaker, but I do want to remind the people who are requesting
4 to speak that this is an open forum for citizens to make
5 comments to the Transportation Board and staff who are present,
6 ADOT staff who are present, but because this is not an agendaed
7 specific topic, board members and staff will not comment or
8 provide any response to the comments. We gather the comments,
9 and then we analyze it and discuss it from there, and then if
10 there's a topic that needs further discussion and deliberation
11 by the Board, we will agenda it for a future meeting.

12 The last request that I have for request to speak
13 is from Mr. Hulse. Mr. Michael Hulse, please raise your hand.

14 MR. HULSE: -- Board. Appreciate the opportunity
15 to address you. I've been here before, so grateful to hear the
16 others that are talking about what's needed up in our other
17 areas of the state.

18 I'm here representing Freeport-McMoRan, specific,
19 our Bagdad mine operation. We're getting into our last phase of
20 project development, which is largely making a commitment to
21 going about a project that we'll kick off -- we'll kick off
22 right at next year where we'll bring in 1,500 construction jobs,
23 and then land at 800 new Freeport positions there at Bagdad mine
24 in Bagdad, Arizona.

25 And so with that, you know, we're bringing in --

1 you know, we're going to be peaking at an additional 600
2 vehicles a day accessing through US-93 and State Route 97 to get
3 to Bagdad mine, 600 new vehicle load on the roads. We've been
4 working with ADOT and appreciate Steve Boschen and his team to
5 help us progress State Route 97. The progress there is going
6 well, and so we appreciate the help with developing some of the
7 corrections that we're partnering with to do there.

8 This request I want to make is in around US-93.
9 100 percent of our business uses US-93 to transport goods in and
10 product out of the operation. Accident data, last five years,
11 on the 38-mile stretch between 97, the turnoff to Bagdad and
12 Wickenburg, 955 total accident count, near 2,500 people involved
13 in those accidents, 44 people injured, and 29 fatalities
14 during -- you know, from 2015 to 2020. The five-year --
15 five-year span. So just real simply, you know, Freeport's
16 helping with 97, and Freeport is interested in engaging with
17 ADOT and other partners with what can be done to help finish
18 dividing the highway on that busy corridor. And so just
19 requesting to be contacted and engaged so that we can find a
20 path forward there. Thank you.

21 CHAIRMAN THOMPSON: Floyd.

22 MR. ROEHRICH: Mr. Chairman, that is all the
23 requests to speak that I have, but I have -- I've got some
24 messages that it's difficult to hear us (indiscernible) you have
25 to get very close to the microphone, and remember that it needs

1 to show red that the microphone is on. Thank you.

2 CHAIRMAN THOMPSON: (Indiscernible.) Floyd, can
3 we let the public know what we do with all these comments and
4 how we gather those comments and brought back to the Board at
5 the end of the year?

6 MR. ROEHRICH: So, Mr. Chairman, the comments
7 that are made during the public request to speak, they become
8 part of the record. We transcribe them. We make them part of
9 the meeting minutes. So we have a record of their comments.

10 The ADOT staff will look at comments that are
11 (indiscernible), and if there are any deliberation or items you
12 want to bring to the Transportation Board for discussion or if a
13 board member would like to have some discussion and
14 deliberation, we will agenda that topic. Otherwise, it is just
15 (indiscernible) a consideration and analysis (indiscernible) use
16 to gather input from the public and we make our decisions and
17 make our recommendations to the Transportation Board. So it is
18 a record. We do look. We do consider them. We do deliberate
19 on them, and if the Board (indiscernible) would need to agenda
20 it. Otherwise, it becomes just public record for the meeting,
21 as part of the meeting minutes.

22 CHAIRMAN THOMPSON: Thank you, Floyd, and to the
23 public.

24 Those comments are considered (indiscernible)
25 here with us as well, and those people (indiscernible)

1 information from the public (indiscernible) and really
2 appreciate those comments, Floyd.

3 We will now move on to Item 1, the Director's
4 report. This is done for information and discussion only. I'd
5 like to (indiscernible) our director, John Halikowski.

6 John.

7 DIRECTOR HALIKOWSKI: Good morning, and thank you
8 Mr. Chairman. Good to be here in Flagstaff today. I had the
9 pleasure of briefing the Governor earlier this week on some
10 major transportation initiatives, and I thought I'd share some
11 of those with the Board today.

12 Last quarter we had some successes. The I-10
13 Broadway Curve. Preliminary project work and robust initial
14 public outreach on the I-10 Broadway Curve improvement project
15 were all completed on schedule. This project is a
16 public/private partnership running along 11 miles of Interstate
17 10. Construction's going to take about three years, and it's
18 the first major freeway construction project in Maricopa County.

19 Being here in Flagstaff today, I'd be remiss if I
20 didn't mention the I-17 flex lanes project. A preferred
21 developer was contracted to design and construct improvements to
22 23 miles of Interstate 17 between Anthem Way and Sunset Point.
23 (Indiscernible) includes installation of an eight-mile flex lane
24 system, a new future for Arizona highways. Preliminary work is
25 running on schedule. Construction activity is scheduled to

1 begin later in 2022. It will take about three years to
2 complete.

3 Our key (indiscernible) for the next corridor are
4 really working on the Infrastructure Investment and Jobs Act,
5 better known as IIJA. The Federal Highway Administration has
6 shared additional information about the Infrastructure
7 Investment and Jobs Act and has released additional guidance on
8 bridges and electric vehicle infrastructure. Arizona is
9 expected to receive an increase in more than 200 million per
10 year over the next five years, which is part of the overall
11 5.3 billion in funding for the state of Arizona based on federal
12 funding formulas.

13 ADOT's working on plans right now to maximize the
14 use of federal funding and capitalize on these new programs,
15 such as electric vehicle charging stations.

16 Key activities for next quarter are going to
17 include the I-10 expansion. The Legislature is considering the
18 Governor's \$400 million budget proposal to accelerate the
19 widening of 26 miles of I-10 from the Loop 202 south of Phoenix
20 to Casa Grande. ADOT's working on plans to competitively pursue
21 federal funds to compliment state funds dedicated to the
22 project. We planned a significant amount of work on I-10
23 (indiscernible) funds previously budgeted, including 90 million
24 for the Gila River Bridge construction, which is scheduled to
25 start early in 2023.

1 Turning to the State Legislature, we've just
2 wrapped up the sixth week of the Legislative session. An
3 incredible 1,675 bills have been introduced that includes
4 memorials and resolutions. This was the last week for
5 committees to consider bills in their original chamber, with the
6 exception of the appropriations committees. So this is
7 considered to be the first cut in the process, if you will, and
8 we'll probably see a good amount of bills fall out of the
9 process because they didn't receive a committee hearing.
10 However, there are so many bills moving through the process to
11 appropriate General Fund moneys for transportation projects.
12 That's as you heard from one of our prior speakers. We're
13 currently tracking 22 separate bills that would appropriate
14 money for highway projects, studies and aviation funding.

15 Turning quickly to the federal side, the Senate
16 passed another temporary funding stopgap continuing resolution
17 yesterday. I've lost count after the 35th or 36th one, but
18 they're taking our current funding through March 11th. So
19 that's heading to the President's desk for signature. There are
20 indications that budget talks are moving in the right direction,
21 and we may have a fiscal year 2022 agreement by the next
22 expiration date. Keep your fingers crossed or whatever you use
23 to hope for better luck.

24 I'd like to go ahead and brief the Board on one
25 more issue, and that is the broadband issue. The Governor is in

1 Flagstaff today our at Northcentral Office, so he's checking out
2 Audra's digs. But part of what he's going to be talking about
3 are some of the broadband initiatives, and so I want to talk a
4 little bit about that and then show you a quick video,
5 Mr. Chairman, but, you know, our department has a history of
6 connecting Arizona through transportation projects, and now
7 we're keeping (indiscernible) the Governor's office, the Arizona
8 Commerce Authority, other state agencies to connect Arizona by
9 expanding broadband throughout the state.

10 Reliable high-speed internet is a necessity in
11 the 21st century, economy and obviously everyone depends on
12 high-speed internet to do their jobs, get an education and
13 participate in civic everyday life. So fiber optic connectivity
14 is also important for the future of transportation. It opens
15 the door for emerging technology that will improve traffic
16 safety and efficiency, including connected automated vehicles.

17 ADOT recently established a dedicated broadband
18 office to support state broadband initiatives. Our goal is to
19 reduce barriers, maximize resource sharing and technology
20 opportunities and continue to connect Arizonans while
21 (indiscernible) our state highway system for broadband
22 infrastructure. This work will help us fulfill ADOT's mission
23 to connect Arizona to everyone, everywhere and every day.

24 So if we could, Rhett, show the video to the
25 Board. (Indiscernible) broadband (indiscernible) quick idea. A

1 picture's, you know, worth a thousand words, Mr. Chair. Rhett.

2 (Video played.)

3 DIRECTOR HALIKOWSKI: Thanks, Rhett.

4 And so, Mr. Chairman, (indiscernible) is talking
5 about I-40 today as we're looking today. That's I-17 and I-19,
6 and we're going to continue to push (indiscernible) forward as
7 we find that almost -- you know, there are a large number of
8 communities there that live within five miles of a state
9 highway, and so we're looking at this as the (indiscernible)
10 someday that those communities will connect up to
11 (indiscernible).

12 So we really appreciate the support and
13 collaboration from the Governor Ducey and his staff
14 (indiscernible) Commerce Authority and certainly this board, and
15 so we're excited to be part of the (indiscernible) nature of
16 this project.

17 So, Mr. Chair, that concludes my report.

18 CHAIRMAN THOMPSON: (Indiscernible.) Thank you,
19 John. Certainly do appreciate your presentation, and that I
20 really am (indiscernible) for all the improvements that are
21 going on I-10, I-17. Really appreciate that.

22 At the same time, I really appreciate what you
23 are also doing -- what we're doing for the rural and
24 (indiscernible) communities. Certainly I've mentioned broadband
25 is really important (indiscernible) as well, and I see that

1 (indiscernible) to build in remote areas. Again, thank you,
2 John.

3 For (indiscernible) or other board members
4 (indiscernible), I'd like to call out to each one of these to
5 see if you have any questions or comments.

6 MR. MAXWELL: Mr. Chair, Director, I appreciate
7 (indiscernible) appreciate I had an opportunity to talk with you
8 yesterday about it as well. So as the video showed, a lot of
9 the long range maintenance funding will be paid by the providers
10 that use that. Do we have already providers that are signed up
11 and ready to pay to use that system, or is it going to be
12 something that once it's all laid, then we'll start finding
13 those providers at that point.

14 DIRECTOR HALIKOWSKI: Thank you, Mr. Chair, board
15 member. We're currently working. I believe Greg is
16 (indiscernible) Sun Corridor, which is (indiscernible). So
17 they're working, and we're working with the Commerce Authority.
18 They'll be handling that. That is the (indiscernible).

19 MR. MAXWELL: Okay. Thank you.

20 CHAIRMAN THOMPSON: Thank you, Ted.

21 Any board members have any comment or questions?

22 Floyd, are you seeing anybody?

23 MR. ROEHRICH: Mr. Chairman, I'm not seeing
24 anybody unmuting their lines.

25 CHAIRMAN THOMPSON: Can you tell the public who's

1 also on the line?

2 MR. ROEHRICH: Mr. Chairman, only the board
3 members would be allowed to -- no public will be allowed to
4 comment.

5 CHAIRMAN THOMPSON: Very good. Okay. Thank you
6 with that. Now, since there are no questions for the Director's
7 report, (indiscernible).

8 DIRECTOR HALIKOWSKI: Yes, sir.

9 CHAIRMAN THOMPSON: Okay. Very good.

10 We will now move on to Item 2nd, district
11 engineer's report, Brenden Foley, Assistant District Engineer
12 from Northcentral District.

13 Good morning, Brenden.

14 MR. FOLEY: Good morning, Chair Thompson, Vice
15 Chair Knight, members of the Board. My name, as you mentioned,
16 is Brenden Foley. I'm the assistant district engineer of the
17 Northcentral District for construction. I want to thank you for
18 the opportunity to be here and talk to you a little bit about
19 some of the things we've got going on in the district, and I
20 also want to thank you for your continued support of the
21 district.

22 I want to talk just a little bit about some of
23 our continuing construction projects. These are projects that
24 started the previous calendar years, mostly last year. They are
25 continuing on this year and hope to be concluding this year.

1 Going to talk a little bit about some of the new construction
2 that we're going to be starting this year that have been awarded
3 since January 1st of this year.

4 So continuing versus new construction. Total
5 construction dollars that were started last season and carrying
6 over to into this season is about 103 million. I was at
7 61 million, approximately 60 percent, was completed last season,
8 and the remaining 42 million is going to be under construction
9 this season, with completion hopefully this season. And then
10 lastly, we had about 30.6 million new construction start since,
11 I mentioned, since January 1st of this year, that has been
12 awarded by the Board.

13 So (indiscernible) construction dollars
14 (indiscernible), about 71 percent of those are for preservation,
15 both bridge preservation pavement preservation along largely
16 I-17 and I-40. About 20 percent of that is for modernization,
17 and that includes some roundabout modernization (indiscernible)
18 intersection. And then the remaining 6 percent, as the Director
19 mention, is the ITS and broadband (indiscernible) that the
20 Governor (indiscernible).

21 So (indiscernible) continuing construction from
22 calendar year '21, you can see (indiscernible) includes SR-87,
23 B40 (indiscernible) that I believe one of the council members
24 mentioned earlier. You can see (indiscernible) on the map
25 there. So if you had a project ranking from I-17 throughout the

1 town of Flagstaff -- city of Flagstaff, excuse me, along I-40,
2 and all the way up to the northwest corner of the state on
3 Interstate 15 (indiscernible) total value about 103 million.
4 I'm just going to highlight a couple of them as we go forward
5 here.

6 This project is on State Route 87, north of Pine,
7 to the SR-260 (indiscernible). This project straddles
8 (indiscernible) and Coconino Counties. The contractor has
9 excavated and placed about 22,000 cubic yards of material so far
10 last year. Then they'll come back this summer to finish up the
11 guardrail, the shoulder paving and friction course and then
12 rumble strips and (indiscernible), things like that. We
13 anticipate this project being completed sometime later this
14 summer.

15 This project is near Flagstaff Interstate 40 at
16 the west Flagstaff TI, which (inaudible) Route 66 on the west
17 side of town there. Most of this work was completed last year.
18 The contractor will be returning this year to finish paving --
19 placing the friction course, rumble strips, pavement markings
20 and (indiscernible).

21 On the left there, you can see half on the new
22 bridge completed and half of the old bridge, top right portion
23 of that photo is the new bridge, and see that's a box
24 (indiscernible) compared to the older bridge, which is a free
25 span concrete girder bridge.

1 On the right, that (indiscernible), you can see
2 some of the crews setting some of those box girders on the new
3 bridge, and then the top right corner there, that picture shows
4 the new deck that had been placed on those box girders. This
5 project, again, will be completed later this summer.

6 One of major pavement preservation projects we
7 have in the district here right now is along I-40, between I-17
8 and Walnut Canyon Road. This project is removing and replacing
9 the top three inches of asphalt in both directions on Interstate
10 40 within those limits, and also (indiscernible) deteriorated
11 portions of the roadway. This project is expected to resume
12 again this spring and will require some additional
13 (indiscernible). You can see in the picture there we have to
14 set a concrete barrier to do some of (indiscernible) and you see
15 in the top left of that picture (indiscernible) paving at night
16 as much as possible to minimize (indiscernible), but there will
17 be some barriers set up in the daytime (indiscernible).

18 Next slide (indiscernible).

19 This project in the district McGuireville
20 (inaudible) and installing the ITS conduits (indiscernible) up
21 in the future. This project is underway right now, part of the
22 Governor's ITS broadband initiative, and expect this will be
23 complete sometime this summer as well.

24 This project is along State Route 179, between
25 I-17 and the Red Rock Ranger Station, approximately five miles

1 west of I-17. This project removed and replaced one very badly
2 deteriorated area of asphalt and overlaid the entire roadway
3 with three inches of asphalt as well as friction course, a new
4 guardrail throughout and rumble strips and pavement markings to
5 improve this section.

6 On the left-hand side of the picture there you
7 can see (indiscernible) intersection (indiscernible) 179. On
8 the right-hand side, on the top right (indiscernible) doing the
9 paving along this section of roadway, and then on the bottom
10 there is the raised median, which is about 1,000 feet long
11 (indiscernible). We moved some of the existing brush and
12 replaced that with an aesthetically matching red rock
13 (indiscernible).

14 Then the last project I'd like to (indiscernible)
15 is on Interstate 15. This (indiscernible) through the Army
16 Corps of Engineers and Bureau of Land Management so that we
17 could safely get access to the river while ensuring we meet the
18 environmental requirements (indiscernible).

19 In that background picture, it's an aerial view
20 of the bridge and the Virgin River beneath it. Those are
21 (indiscernible) operations. You can see the northbound lanes of
22 the bridge have been removed now, and then in the background,
23 the new piers (indiscernible) construction.

24 On the bottom left of that photo, you can see the
25 contractor raising the (indiscernible) over one of the piers up

1 into place (indiscernible) start placing the pier cap.

2 This project will be ongoing through about early
3 2024. (Indiscernible) about this one is (indiscernible)
4 application that (indiscernible) construction going on in the
5 area, and then the bottom right (indiscernible) speed limits
6 (indiscernible) existing speeds along the corridor there that
7 were taken (indiscernible) infrastructure that we have there for
8 the project.

9 A couple of the new projects that we've started
10 this year I mentioned earlier, and we've got about \$30 million
11 worth of new construction so far this year we're starting. This
12 includes (indiscernible) west of town here. This bridge is
13 going to be completely replaced. You can see in the bottom
14 right two pictures. The top one is the existing bridge. The
15 bottom is a rendering our ADOT graphics team did of what the new
16 bridge is going to look like when completed.

17 We also have some bridge work on State Route 99
18 south of the community of Leupp. This will be rehabilitating
19 the bridge deck as well as placing some scour retrofit to make
20 sure that the piers and the foundation stay in good shape for
21 the bridge for long term. Then they're also starting some
22 additional shoulder widening work on State Route 260 from Rim
23 Road to Gibson (indiscernible). So all these projects will be
24 starting in the next months here and continuing in the next
25 year.

1 That's all I have. Thank you again for your
2 support of the district, and thank you again for this
3 opportunity.

4 CHAIRMAN THOMPSON: Thank you for that, Brenden.

5 MR. ROEHRICH: Mr. Chairman, please remember your
6 microphone.

7 CHAIRMAN THOMPSON: Sorry about that.

8 Thank you, Brenden. Any other information you
9 wish to provide staff members?

10 MR. FOLEY: Not at this time, sir.

11 CHAIRMAN THOMPSON: Okay. Thank you very much,
12 and thank you for (indiscernible) ADOT (indiscernible). So
13 thank you very much.

14 MR. FOLEY: You're very welcome.

15 CHAIRMAN THOMPSON: Any of the board members
16 (indiscernible) or maybe those that are on the line, do you have
17 any questions for Brenden?

18 MR. ROEHRICH: Mr. Chair, I do not see anybody
19 requesting on any of their lines.

20 CHAIRMAN THOMPSON: Again, thank you for those
21 comments, and I know that this is the way (indiscernible) to get
22 the public, (indiscernible) and the one thing that you brought
23 up with the I-15 (indiscernible). So thank you very much.
24 (Indiscernible) and I've seen many projects (indiscernible) Tuba
25 City (indiscernible).

1 We will now move on to Item 3, consent agenda.

2 MR. ROEHRICH: Mr. Chairman, we did have a
3 request from a speaker who's been attending to submit a form
4 online. Had a little bit of difficulty, but if you're willing
5 to allow them to speak, you can reopen call to the audience and
6 give them (indiscernible).

7 CHAIRMAN THOMPSON: Every comment that is made
8 from the public and the community is really important. I say we
9 take it very seriously, those comments (indiscernible). So with
10 that in mind, I'd like to go ahead and allow that person
11 (indiscernible).

12 Floyd.

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

14 So we will reopen call to the audience
15 (indiscernible). The speaker is Mr. Ryan William Bentz.

16 Mr. Bentz, please raise your hand and the host
17 will unmute you.

18 WEBEX HOST: I have sent your request to unmute.

19 MR. BENTZ: Thank you, Chairman and members of
20 the Board.

21 I just -- I want to speak to each of you today
22 about a particular intersection, and as you know, Coolidge, the
23 City of Coolidge in Pinal County are among the fastest growing
24 regions in our state, and I've -- in the past 48 hours, I was
25 actually able to obtain 250 signatures in support of the

1 comments that I'm going to make today, which is quite
2 remarkable, to put it mildly, I feel.

3 So we would -- you know, on behalf of my fellow
4 citizens, we would like to make you aware of this intersection
5 that, you know, myself and many tens of thousands of our fellow
6 Coolidge, Pinal and Arizona residents use regularly on our
7 commutes, and we'd like to inform you just really how dangerous
8 this intersection is and the urgent need for the Board to
9 consider upgrading this intersection based off of a study that
10 was completed and recommended for traffic signals and turn lanes
11 to be installed. And in particular, this -- the intersection is
12 State Route 87. Forgive me. I should have led with that.
13 State Route 87 and North Skousen Road, right as you -- right
14 along the border of Coolidge.

15 So as I mentioned, ADOT has this project
16 programmed. In the study that was completed in April of 2018,
17 it was recommended to install these traffic signals and to --
18 turn lanes as well, and Coolidge really needs this upgrade from
19 ADOT. It -- you know, we really cannot wait any longer, and we
20 respectfully ask that you do what you can to find the money
21 required to make this upgrade happen before any more people get
22 hurt. You know, reading through some of the comments that I,
23 you know, read and received from the residents, a lot of people
24 are really afraid of this intersection. You know, they're
25 scared to drive their kids through there. They report so many

1 close calls. It's a very busy, busy intersection with cars,
2 trucks, semis, a lot of semi traffic.

3 So again, you know, without belaboring the point,
4 you know, we respectfully ask that you please help get this
5 project moving as soon as -- you know, as soon as possible, and
6 you know, we really feel that we've waited long enough, but I
7 just -- you know, I just want to say thank you for your time.
8 You guys do -- you know, you do really good work for the state
9 of Arizona, and you know, thank you.

10 CHAIRMAN THOMPSON: Floyd, anybody else?

11 MR. ROEHRICH: No. Thank you, Mr. Bentz for your
12 comment. So that's all the requests that I have. Thank you,
13 Mr. Chairman.

14 CHAIRMAN THOMPSON: Thank you for the comments
15 that have been made. As we mentioned earlier, those comments
16 gathered (indiscernible) concerns of the citizens. Again, thank
17 you very much.

18 We will now move on to Item 3, consent agenda.
19 Floyd, can we kind of briefly explain what's in the consent
20 agenda? I know we go directly to the motion and second, but
21 let's kind of go through what's the consent agenda.

22 CHAIRMAN THOMPSON: Mr. Chairman, the consent
23 agenda are topics that are related to either previous Board
24 activity such as previous Board meetings or current
25 (indiscernible) staff placed (indiscernible) the Board to bring

1 you resolutions, as well as construction contracts that's been
2 within the criteria of being no more than 50 percent
3 (indiscernible) under the State's estimate or no more than 10
4 percent over the State's estimate. That's the limit range on
5 all consent agenda. And the intent is to bring (indiscernible)
6 together that (indiscernible) is previously seen and reviewed
7 (indiscernible) in order to speed up the meeting.

8 If any member of the Transportation Board maybe
9 would (indiscernible) Mr. Chairman, they need to ask you and you
10 can allow that, then we address an approval of the other items
11 (indiscernible) go back and address those specific items that a
12 member would like to discuss.

13 CHAIRMAN THOMPSON: With that, board members, the
14 consent agenda is before you for action. Do any of the board
15 members have any particular items that they would pull for
16 further discussion on that? If not, I do have (indiscernible) a
17 request for a motion.

18 MR. MAXWELL: Mr. Chair, I move we approve the
19 consent, consent agenda, as published.

20 CHAIRMAN THOMPSON: Thank you, Ted.

21 Do I hear a second to the motion to approve the
22 consent agenda?

23 VICE CHAIR KNIGHT: Second. Second.

24 CHAIRMAN THOMPSON: Sounds like Gary.

25 MR. ROEHRICH: Yes, sir. That's Member Knight.

1 CHAIRMAN THOMPSON: Okay. With that can you
2 repeat the motion and second made, Floyd?

3 MR. ROEHRICH: Mr. Chairman, motion to approve
4 the consent agenda as presented and published is Board Member
5 Maxwell, and second was by Vice Chairman Knight.

6 CHAIRMAN THOMPSON: Okay. A motion and second.
7 Is there any person that would like further discussion? If not,
8 I'd like to ask for a motion to approve the consent agenda as
9 is.

10 MR. ROEHRICH: Mr. Chairman, you can take the
11 vote now, and given that we have members present and also
12 online, I would recommend to take the roll call vote. I can
13 call the members if you'd prefer.

14 CHAIRMAN THOMPSON: Thank you, Floyd. I just
15 wanted to repeat that. So on those (indiscernible) I'll have
16 that -- I wanted that motion, second repeated. So all those in
17 favor of the motion and second say aye.

18 BOARD MEMBERS: Aye.

19 CHAIRMAN THOMPSON: Floyd, can you do roll call?

20 MR. ROEHRICH: Yes, Mr. Chairman. So I will do
21 roll call.

22 Vice Chairman Knight.

23 VICE CHAIR KNIGHT: Aye.

24 MR. ROEHRICH: Member Searle.

25 Member Daniels.

1 MS. DANIELS: Aye.

2 MR. ROEHRICH: Member Meck.

3 MR. MECK: (Inaudible.)

4 MR. ROEHRICH: Thank you, Member Meck.

5 Member Stratton.

6 MR. STRATTON: Aye.

7 MR. ROEHRICH: And Mr. Member Maxwell.

8 MR. MAXWELL: Aye.

9 MR. ROEHRICH: (Indiscernible.)

10 CHAIRMAN THOMPSON: Thank you, Floyd. It is
11 unanimous and there's no opposition and no (indiscernible) the
12 motion and second is successful. So that ends that. So
13 we'll --

14 MR. ROEHRICH: Mr. Chairman, move on to Item 4.
15 You're ready for Agenda Item 4.

16 CHAIRMAN THOMPSON: Thank you, Floyd. We will
17 now move into financial report. Kristine Ward. This is only
18 for information and discussion.

19 MS. WARD: Good morning, board members. Are you
20 able to hear me?

21 MR. ROEHRICH: Yes, ma'am. We can.

22 MS. WARD: Very good. I'm reporting out to you
23 on our January revenue activities for HURF.

24 Rhett, if you can go to our very first slide.

25 Board members, what you're looking at is our year

1 to date revenues for HURF, and you can see that we are 3.6
2 behind -- below forecast for HURF revenues, and what that
3 equates to is about a \$14 million impact to the State Highway
4 Fund. This is not of -- a concern as yet. Where we're seeing
5 these declines is primarily in VLT, which we are seeing is about
6 5.7 percent below the prior year and 8 percent below our
7 forecast.

8 If you'd move on to the next slide for me, Rhett.

9 This will show you category by category for
10 January -- January's revenues, these are not year to date, and
11 you can see the vehicle license tax running behind there 17- --
12 7.2 percent -- excuse me -- 7.2 percent behind the last year,
13 and 12.9 percent behind forecast.

14 Rhett, if you'll move on to the next slide for
15 me. Great.

16 So this is the status on the Regional Area Road
17 Fund. We are running 19.8 percent above '21, FY '21, and 3.3
18 percent above forecast. The growth rates that we are seeing
19 here are quite high. We did forecast high growth rates, but
20 they are running even a little higher than what we had
21 anticipated. So what this equates to is about a \$5.6 million
22 additional funding that will be available for the freeway
23 component of the -- of the program.

24 Retail sales have been quite strong. They are
25 18.7 percent above '21, and fortunately we were very tight to

1 forecast there.

2 Rhett, actually, if you could go on to the next
3 slide, I'd appreciate it. Great.

4 The other very large growth rate that we are --
5 category that we're experiencing a large growth rate in is
6 restaurant and bar. We are 37.6 percent above FY '21's
7 revenues, and about 1.8 percent about forecast. You can -- what
8 you're looking at right now is the individual categories for
9 just December's revenues, and you can see these figures if you
10 look at retail sales, which is 19.1 percent over last year. And
11 if you go down to restaurant and bar, 33.4 percent over last
12 year.

13 Moving on to the next slide, if you would,
14 please.

15 So let's go on and give you the update on the
16 federal aid program on the next slide and let me get -- tell you
17 what -- Rhett, just one more. There we go.

18 So after these slides were finished up last
19 night, we actually -- the Senate actually approved and sent to
20 the President a continuation bill, but the present continuation
21 -- continuing resolution actually provides funding through
22 today. So we were very much looking forward to them resolving
23 that in some manner. We had wished -- would prefer a budget,
24 but we don't have that. In the absence of that, we have a
25 continuing resolution that will provide us funding through March

1 11th at this point.

2 The other update that I want to provide you since
3 last month that was referenced by the director is that we got
4 additional guidance from FHWA. We got the guidance on the
5 National Electric Vehicle Infrastructure Program, formula
6 program on the 10th. I have been showing you estimates of how
7 much -- you know, how many apportionments, the apportionment
8 level that was associated with that. The actual number that
9 came through was just a little shy of what -- \$4 million shy of
10 what we had estimated. This requires -- before we can actually
11 utilize any of this funding, the program requires that the State
12 submit a plan that. That plan is, I think, due by August 1st,
13 and we've got to have a plan in place and approved by the
14 secretary prior to expending any of the funds provided. I think
15 you will be getting a little more update on that later.

16 Moving on to the next slide.

17 So what we still don't know is we need that
18 budget in order to tell us what the obligation authority is
19 associated with the various programs. We have a couple of
20 programs that we know the actual funding. That's the bridge and
21 the electric vehicle programs, but we don't know the balance of
22 the programs, and we need that budget in order to know those
23 figures.

24 We don't know the amounts that are suballocated
25 to the COGs and MPOs, and so we're still awaiting those -- what

1 comes to us in supplementary tables from FHWA. And then we are
2 getting more information with regards to the projects and the --
3 you know, what projects qualify for what funding categories, but
4 we are still awaiting some rules and guidance there as well.

5 When will we know more about the bill? Well, we
6 really will know -- from a financial perspective, we will most
7 certainly know more once we -- Congress passes a budget. In the
8 meantime, the department is doing a tremendous -- continues to
9 do a tremendous amount of analysis on the bill, and that's
10 ongoing weekly.

11 So if -- I would be happy to take -- these are --
12 this shows you -- I'm sorry -- the modifications to the
13 apportionment levels. I told you we had estimated about
14 \$4 million more, and if you go to the next slide, Rhett, you'll
15 see that that variation sits within the National Electric
16 Vehicle Infrastructure formula program. So that's where that --
17 our numbers come down by \$4 million.

18 With that, that concludes my presentation. I'd
19 be happy to take any questions you might have.

20 CHAIRMAN THOMPSON: Thank you, Kristine, for the
21 information.

22 Does any board member have any questions for
23 Kristine?

24 MR. MAXWELL: Mr. Chairman.

25 CHAIRMAN THOMPSON: Ted.

1 MR. MAXWELL: Yeah. So, Kristine, one of the
2 questions I get all the time down at the PAG RTA is, you know,
3 when will we know when the money coming for the, you know, MPOs
4 or down at the communities and counties and cities, and as I
5 understood in your brief, I just wanted to clarify. That won't
6 come from later documentation in the paperwork post-budget or
7 (indiscernible) we know (indiscernible) post-budget as well.

8 MS. WARD: Mr. Chairman, Board Member -- I didn't
9 hear which board member, so I apologize, but we will be get -- I
10 heard the question. We will be -- we will know the amount of
11 those suballocations as we get more information from FHWA in the
12 form of supplementary tables, and we also have, you know, a
13 significant amount of work to do, and once we have those, and as
14 we continue our analysis of the bill, we will have a better
15 understanding of the overall programs to know a suballocated
16 amount.

17 We know -- we know rough things. You know, in
18 some cases, you know, you've got the new program, the carbon
19 reduction, and you can read the language, and it says that 65
20 percent of it is suballocated. We need that -- we really need
21 that budget to really know the fullness of that, however, and
22 then there's many more that we just don't know the -- you know,
23 the amounts that are suballocated. That is a -- between the
24 budget and the supplementary tables, that's a very -- it's a
25 very large component of us being able to really communicate this

1 to the COGs and the MPOs.

2 Does that answer your question?

3 MR. MAXWELL: Mr. Chair, Kristine -- it did,
4 Kristine. Thank you for that information, and appreciate you
5 keeping us updated. Now all we've got to do is get the director
6 to call it the Bipartisan Infrastructure Law instead of going
7 back to IIJA. We'll be in good shape, so...

8 DIRECTOR HALIKOWSKI: Actually, Mr. Chairman,
9 Mr. Maxwell, when combining the two, I'm (inaudible) combining
10 the BIL and the IIJA, we're going to call it BILJA (phonetic).
11 So if you want us to BILJA something, just let us know.

12 CHAIRMAN THOMPSON: Board members,
13 (indiscernible) have any questions for Kristine? I know there's
14 been quite a bit of questions going on about electric vehicles
15 (inaudible). We don't have any at this time? Board members?

16 MR. ROEHRICH: Mr. Chairman, I don't see anybody
17 (inaudible). So I think you can move on to Item 5.

18 CHAIRMAN THOMPSON: Very good. We will now move
19 on to Item Agenda 5, Greg Byres, for discussion and possible
20 action. I'd like to turn this time over to Greg.

21 I appreciate you coming up here and contributing
22 (indiscernible).

23 MR. BYRES: No problem.

24 Good morning, Mr. Chairman, board members. What
25 I'm going to be presenting today is the tentative five-year

1 program for FY '23 through FY '27.

2 Next slide, please.

3 So what I'm going to go through is several items
4 we have. We'll start off with the background as well as an
5 overview of asset conditions that we have. Then we're going to
6 go into the tentative program itself. Along with tentative
7 program, we'll also do the MAG program, the PAG program and the
8 airport program, and then we'll have next steps that we're going
9 to have to go through with the program itself.

10 Next slide.

11 So as far as the background goes, again, the
12 five-year program has to be fiscally constrained each year. The
13 approval process is scheduled. We are presenting the tentative
14 program today, and the intent of this is to be able to get
15 permission from the Board to take this to public comment. We
16 will have a public hearing, and this will be brought up as part
17 two of this item.

18 Right now there's a study session planned for
19 June 2nd to discuss the program before it bring -- comes before
20 the Board for final approval. That would occur on June 17th,
21 and then, of course, the fiscal year starts on July 1.

22 Next slide.

23 So as far as the overview of asset conditions --
24 next slide -- we'll start off just -- where are we at right now?
25 So the current value of the state highway system and structure

1 is about \$23.5 billion. That's (inaudible) estimated at.
2 However, to actually take and completely rebuild the system
3 would cost more in the neighborhood of about \$300 billion. So
4 it is a -- definitely a huge asset while -- it is the largest
5 asset that the State has.

6 Next slide.

7 So we'll go through the -- we'll start off with
8 bridges. Again bridges, we take and classify them in -- for
9 condition wise. We have good, fair and poor. Good is the
10 primary structural components have no problems. Fair, with
11 minor problems with some concrete erosion, so forth. If they're
12 in poor condition, it's usually deterioration of concrete.
13 We've got some scour issues and so forth. A poor condition
14 bridge is not unsafe. Unsafe bridges are closed.

15 Next slide.

16 This gives you an idea of where we're at
17 condition wise. This takes us from 2010 all the way through
18 2020. Gives us a 10-year condition. A survey that we've
19 compiled year after year. One of the things that we really
20 notice on this, over the last five years, we've stayed very
21 consistent with the condition of our bridges.

22 We have pumped a lot of money into our bridges
23 over the last five years. More than we have previously, and in
24 so doing, what you're seeing is us being able to maintain the
25 current condition. We're not improving, per se. All we're

1 doing is maintaining. There's some issues with this in that
2 because they're not improving, we -- the only way that we can is
3 to take and increase the funding that's going out for our
4 bridges and stuff.

5 Now, one good thing is with the passing of BIL,
6 there is a bridge program that is bringing additional dollars to
7 the state. So that's something that will help out to some
8 extent, and as the program goes in and what, you'll see as we
9 present the program later on, there's some additional funding in
10 there that's going to help this out.

11 Next slide.

12 Next item we have is our pavements, and again, we
13 rate them good, fair and poor. The one big thing we watch here
14 for is our poor conditions, which are numerous cracks, rough
15 road surface, degradation of the surface road, roadway itself,
16 and everybody pretty much knows what a poor road looks like.
17 When you're (indiscernible) down the road (indiscernible).

18 Next slide.

19 So we take and break our pavements into three
20 different categories. We have -- we'll start with the
21 interstate. One of the things we'll look at here, again, this
22 is a 10-year look at our conditions. You've seen that we've
23 dropped all the way from 72 percent in good condition back in
24 2010 down to roughly 52 percent in 2020. One of the things to
25 look at here is between 2019 and 2020, we have had a slight

1 increase in the good condition, but there's a caveat that goes
2 with that. One of the things is, is we have, and I'm going to
3 get into it in a little bit more detail a little bit later, but
4 we have a means that we have taken and are basically approaching
5 our (indiscernible) pavement.

6 What we've done is we've put together a short-
7 term strategy to try and keep as many lane miles as we have
8 across the state in good condition, and that's (indiscernible)
9 and obviously it's starting to work to some extent, but it does
10 not address the bottom issue, and that is what we're doing right
11 now is basically putting a band-aid on a problem.

12 So we are continuing with this short-term
13 strategy. It is the best way that we have to keep the roadways
14 that we have in good condition as much as we possibly can for
15 the funding that we have. I'm going to get into a little more
16 detail with that strategy here in a minute.

17 Next slide.

18 The next one we have, this is the pavements on
19 the national highway system. Again, you can the deterioration
20 of our good condition pavements. We're down at about 32 percent
21 good condition for our national highway system. We're pulling
22 fairly steady. We're not seeing increases on the national
23 highway system. We have dedicated the majority of our dollars
24 to maintaining the interstates. So we're seeing a little bit of
25 decay continuing in -- on those pavements.

1 Next slide.

2 Last (indiscernible) we had was our non-national
3 highway system, and this one you can see that we started off 10
4 years ago or a little over 10 years ago at about 44 percent in
5 good condition. We're down to about 20 percent. This is
6 holding fairly steady. Again, due to the short-term strategies
7 that we have, we've been able to maintain fairly well to where
8 we're at, but that's all we're able to do.

9 Next slide.

10 So this is kind of a quick overview of our short-
11 term strategies that we're looking at. What we've done is we've
12 tried to increase as much as we can the preservation dollars
13 across the state for our pavements and bridges. This was
14 something that we put together a couple years ago. Tried to
15 look at just what it takes to maintain the current conditions,
16 and so this kind of gives us an idea of the funding levels year
17 to year (indiscernible) trying to hit. We've actually done
18 pretty good at getting hitting these for the last couple years
19 as we see what we are looking for in funding 2022 due to some
20 additional funding, both from COVID and from (indiscernible).

21 So that's helped out considerably, but again, it
22 is short term to try and keep as many lane miles as we possibly
23 can in good condition, but we have an aging system, and that
24 aging system is eventually going to give up. So we can keep on
25 putting band-aids on the system, but until we get substantially

1 more funding and as times goes on, that funding need increases
2 year to year. So this is -- this is something that we really
3 need to address that's not in the future, but even today.

4 So this kind of shows one thing that we're
5 looking at -- now, if you look at the following years in the
6 graphic that's on the upper right, you'll see that the funding
7 decreases, but what happens is this becomes cyclical in that
8 (indiscernible) comes back up for more that we need as time goes
9 by and so forth. So this is a one-time -- this is just a
10 one-time scenario that we ran, but it's (indiscernible) and in
11 which we have to be able to maintain the roadways.

12 Next slide.

13 As I go forward in the program itself, we do
14 break down all of our investment categories into preservation,
15 modernization, and expansion. Preservation is just that. It's
16 preservation of our existing system. Modernization is basically
17 non-capacity investments that we'd have (indiscernible) roadway,
18 including safety and operations. And expansion is just that,
19 expansion of the system. That basically increases capacity of
20 what we currently have.

21 Next slide.

22 So this is the next five-year program. This
23 takes us from 2023 to 2027. One very positive thing to look at
24 on this, as you see, we have increasing funding that extends
25 from '23 all the way '27. One other thing to see is the blue

1 that you see at the top of each one of these columns is
2 expansion. Before, you know, our previous five-year program, we
3 were terminating expansion in the outer years of the program.
4 We've been able to take and bring some of that expansion back
5 in, and most of that is for need. It's a need to be able to
6 meet the capacities that we have to have in Greater Arizona, but
7 the other thing is, is also a need of safety that we have out on
8 the roadways. That's why we brought the capacity -- or brought
9 our expansion back into the program.

10 The other thing that you'll see is -- in the
11 green is our pavement preservation. We have tried to expand
12 those pavement preservations as much as we possibly can in at
13 least through years '25 through '27 to keep that up and make
14 sure that we are able to keep as many lane miles as we possibly
15 can in good condition.

16 And just so everybody can understand, the green
17 is preservation. The red is modernization. The purple that you
18 see is for project development. The yellow that you see or the
19 orange that's there is for planning, and the blue is for
20 expansion.

21 Next.

22 So for an overall program that includes Greater
23 Arizona, MAG and PAG, this gives you an idea of what we're
24 looking at for the '23 to '27 program, with 41.8 percent in
25 expansion, 7.39 percent in modernization, and 42.8 percent --

1 42.8 percent in preservation. This stays fairly closely with
2 what we've seen in the past, as a comparison to the 2022-2026
3 program. So we're staying fairly close to what we've seen in
4 the past.

5 Next slide.

6 This is the Greater Arizona portion of the
7 program. With it, we're looking at about 74 percent in
8 preservation, 13.3 percent in expansion and about 12.8 percent
9 in modernization, and again, this is scattered across all of
10 Greater Arizona.

11 Next slide.

12 Looking at year to year for our expansion
13 projects, this is FY '23. We've got three projects that we're
14 looking at for expansion. The first one is on SR-69. This is
15 10.3 million that we're looking at for Prescott Lakes Parkway to
16 Frontier Village. We have the I-17 project, which right now
17 we're looking at 83 million in '23 on I-17. This is Anthem Way
18 to Cordes Junction. Actually, this is to Sunset Point. And
19 then we can also have one project on I-10 -- this is going to be
20 the first project which is the Gila River Bridge. It is
21 scheduled for construction in FY '23, and that's at \$83 million.

22 Next slide.

23 This kind of gives you an idea of what we're
24 looking at on all of I-10. There's basically three sections
25 that we're looking at. Just so everybody is aware, we've got

1 the -- the southern portion of I-10 is within Pinal County, and
2 right now, as the director had stated earlier, the Governor has
3 proposed in his budget \$400 million that is currently being
4 debated in the Legislature. We also have that orange section
5 that you see in there. That's the Gila River Bridge itself.
6 And then north of that, that blue section that you see, that's
7 within Maricopa County. So that's that section that's going to
8 get approved all the way from the county line through to the
9 202.

10 Next slide.

11 For FY '24, we've got two different projects that
12 we're looking at. One is the I-40/US-93 West Kingman TI. It is
13 currently scheduled at \$125 million. We had also have the first
14 segment of I-10, yet to be determined the exact limits, but we
15 have \$50 million set aside for that project in FY '24.

16 Next slide.

17 For FY '25, we have one project that we're
18 looking at. This is Cane Springs on US-93, and that is
19 scheduled for \$40 million.

20 Next.

21 For FY '26, we have two projects that we're
22 looking at. The first one is one that we've been working on for
23 several years. We -- the last time that we spoke to the Board,
24 I had specifically said that the Lion Springs (indiscernible)
25 260 was not in our program. We went back and (inaudible) looked

1 at that. One of the big factors that we've had on it was the
2 amount of money that we're looking at going to have to expend on
3 preservation through that section. It didn't make a lot of
4 sense to do that when we've got (inaudible) project coming
5 through. So we took another look at it and have gone ahead and
6 set that into the FY '26 year. That's set out at \$7 million.

7 We also have the second segment of I-10 that
8 we're looking at. Again, those (indiscernible) have not yet
9 been determined, but we've got \$50 million set aside for it.

10 Next slide.

11 And then in FY '27, we do have another section of
12 93, US-93 that we're looking at. This is the Big Jim Wash, and
13 we've got \$60 million set aside for it.

14 Next slide.

15 In the outer years that we're looking at, 2028
16 through 2032 of the program, this falls under our guiding
17 document of the Long Range Transportation Plan that has zero
18 expansion as the -- basically, the leading guidance. So for
19 that we do not show expansion in these outer years. We show
20 mostly preservation.

21 Next slide.

22 And again, I'd like to add we are currently
23 kicking off the latest Long Range Transportation Plan. That is
24 due to be out in roughly about a year and a half, two years,
25 which may have different guidance.

1 The next item that we have is the MAG regional
2 freeway program. This is the latest information that we have
3 from MAG that was approved back in December. This lays out all
4 of the projects that we're looking at, FY '23 through FY '25.
5 We've got mostly freeway projects. Some arterial projects
6 within the valley that we're looking at all across the Maricopa
7 region.

8 Next slide.

9 Down in the PAG region, again, we've got several
10 projects. I-10 has a couple -- a couple, three projects as well
11 as I-19 that we're looking at. These are within their TIP and
12 are the latest information from PAG as well.

13 Next slide.

14 The last one we have is our airport program.

15 Next slide.

16 With that we have the three major programs. We
17 have our federal/state and local program, the state and local
18 program, as well as our airport pavement preservation, or APMS
19 program. Right now, the FSL, which is the federal/state/local,
20 we're looking at \$8 million. For our state/local, we're looking
21 at \$10 million. And for the APMS, or airport pavement
22 preservation, we're looking at \$8 million. We also have
23 \$4 million set aside for the Grand Canyon Airport, as well as a
24 million dollars for planning services for the aeronautics
25 program itself. A total of \$31 million. There is a bill

1 running through the Legislature right now for an additional
2 \$20 million, but again, that's just the bill (inaudible).

3 Next slide.

4 So for our next steps, again, we're presenting
5 today the tentative program. We'll get into the next item here
6 about when the public hearing will occur. And then again, the
7 study session in June, on June 2nd, and then projected approval
8 of the program on June 17th.

9 So with that, I stand for any questions if
10 anybody has any.

11 CHAIRMAN THOMPSON: One more time -- one more
12 time, can you just tell us as to the item that you would like
13 the Board to consider?

14 MR. BYRES: So, Mr. Chairman, what we're looking
15 at, if you look at this slide that we've got up here, what we're
16 looking for is a motion to approve the tentative 2023-2027 Five-
17 Year Transportation Facilities Construction Program for public
18 hearing and comments.

19 CHAIRMAN THOMPSON: Thank you, Greg.

20 Are there any members that wish to have -- would
21 like a question for Greg?

22 MR. MAXWELL: Mr. Chair.

23 CHAIRMAN THOMPSON: Board Member Maxwell.

24 MR. MAXWELL: Chairman, Greg, thanks again for
25 the briefing. I really appreciate the fact that you have

1 decided to go back to take a look at '26 when you added the
2 expansion. I mean, that's been a conversation we've had a lot
3 about the lack of expansion dollars, but it only makes good
4 sense when you've got some projects that -- for preservation
5 that can be covered by the expansion, and so I appreciate the
6 fact that you and your team went back and looked at that and put
7 it in.

8 Obviously, we've got a couple big transportation
9 programs that are coming up to the ballot to be (indiscernible)
10 by the voters, both in Maricopa and down in Pima County in the
11 next several years. And I assume at that point all those
12 projects then go back (indiscernible) as part of our annual
13 review (indiscernible) and that's how we have those projects as
14 they're funded by the taxpayers and the (indiscernible),
15 correct?

16 MR. BYRES: Mr. Chairman, Board Member Maxwell,
17 yes, that is correct. So if those pass, of course, it's got to
18 go through the boards and so forth. Whatever changes occur to
19 that and are approved by the regional councils, we'll certainly
20 adjust our programs.

21 MR. MAXWELL: Okay. And Mr. Chair, Greg, one
22 more question. This year there was a lot of discussions in the
23 Legislature, a lot of funding with one-time funding that are
24 targeting infrastructure investments, and I noticed -- you know,
25 I think they (indiscernible) five-year plan, but how will those

1 projects, once they've made it through the budget process, how
2 will that be inserted into this five-year plan, or is that
3 something -- Mr. Chair, the Director may be better to answer
4 this one -- do we just slide that into next year's funding? How
5 does that work?

6 DIRECTOR HALIKOWSKI: Yeah. Mr. Chair, Board
7 Member Maxwell, if I could start, so as I said, we're tracking
8 22 bills that have some sort of transportation funding attached
9 to them. Most of those, I believe, are local and not
10 (indiscernible). But having said that, what I anticipate is
11 going to happen with those bills is historically, with the money
12 attached to them, they'll go into the box, as we call and it,
13 what the box is is whatever amount of money the Legislature sets
14 aside for bills with appropriations, and through that process,
15 you know, bills -- some bills get funded, some bills drop out.

16 So as I said, you know, this is coming up on the
17 last week to hear bills in committee, and so I'm pretty sure
18 that all of these are going to go to the bridge committee for
19 discussion at some point. However, as you and I both know, when
20 the Legislature actually concludes the budget and gets it done
21 could be anywhere from March to June, so depending on how what's
22 happening. So how that may affect the five-year plan will
23 depend on, one, when the projects (indiscernible) our system,
24 but two, also whether that bill makes it through, and then, you
25 know, we'll have to look at it accordingly to see what we do

1 with it.

2 Greg, I don't know if you want to add anything to
3 that.

4 MR. BYRES: So -- thank you, Director. So we
5 basically have two scenarios. If the bills go through, if
6 there's anything that needs to go into the program, if it
7 occurs -- there's a lot of ifs here -- if it occurs in time for
8 us prior to bringing it to the State Transportation Board, we
9 will find and incorporate those into the five-year program.

10 If it occurs after that and we do not have time
11 to be able to put it into the five-year program, those will come
12 to the Board possibly at a later date to just amend the program
13 itself. So we did that last year with the (indiscernible).

14 DIRECTOR HALIKOWSKI: Yeah. So it's not uncommon
15 for issues to come to the Board to amend the program throughout
16 the year.

17 MR. BYRES: Correct, and it comes through PPAC,
18 and it's part of our PPAC approach.

19 MR. MAXWELL: Thank you, Director, Greg.
20 Appreciate it. Mr. Chair, that's all the questions that I have.

21 CHAIRMAN THOMPSON: Thank you, John and Greg. I
22 still have a question for -- to the other board members. So my
23 understanding, John and Greg, is that (indiscernible) NACOG
24 (indiscernible) this for funding and is also (indiscernible).
25 Is that what I'm hearing?

1 MR. BYRES: So, Mr. Chairman, board members, the
2 -- anything that's in NACOG -- excuse me -- that's on their TIP
3 and has -- has come through either the five-year program or
4 through any amendments through PPAC that have come through the
5 board, then it occurs on our five-year program. Otherwise, it's
6 -- it isn't on our -- what we call our STIP, which is the State
7 Transportation Improvement Plan. Until it gets into that STIP,
8 it is not a state-utilized project. So it has to make it
9 through to that STIP. So it comes off of their transportation
10 improvement program and comes on to the State's Transportation
11 Improvement Program.

12 CHAIRMAN THOMPSON: Thank you, Greg.

13 Do any other members have any questions for Greg?

14 MR. STRATTON: Mr. Chairman, this is Steve.

15 CHAIRMAN THOMPSON: Steve, go ahead.

16 MR. STRATTON: Thank you.

17 Greg, and -- I'd like to say this is the best
18 five-year plan I've seen in a long time. We finally have some
19 money to spend, and I want to thank you and the staff for taking
20 another look at the expansion programs in Greater Arizona and
21 especially the Lion Springs section of 260, which has been in
22 and out of the program for over 20 years now. So it will be
23 nice to finally get that one done. And thank you. Good job,
24 and congratulations on your new position.

25 MR. BYRES: Thank you.

1 CHAIRMAN THOMPSON: Calling out to any board
2 members. Do you have any questions for Greg?

3 Floyd, do you see any?

4 MR. ROEHRICH: Mr. Chairman, I do not see any
5 unmuted lines, so I would say call for the motion as presented
6 by Greg.

7 MR. MAXWELL: Mr. Chair.

8 CHAIRMAN THOMPSON: Board Member Maxwell.

9 MR. MAXWELL: Mr. Chair, I move to approve the
10 tentative 2023-27 Five-Year Transportation Facilities
11 Construction Program for public hearing and comments.

12 CHAIRMAN THOMPSON: Is there a second by board
13 members?

14 MS. DANIELS: This is Board Member Daniels. I
15 second.

16 CHAIRMAN THOMPSON: Any questions? Any opposed?
17 All in favor say aye.

18 BOARD MEMBERS: Aye.

19 MR. ROEHRICH: (Indiscernible) roll call vote so
20 we can verify individual votes.

21 CHAIRMAN THOMPSON: (Indiscernible.) I will turn
22 it over to Floyd to conduct the roll call for board members
23 attending remotely.

24 MR. ROEHRICH: Vice Chairman Knight.

25 VICE CHAIR KNIGHT: Aye.

1 MR. ROEHRICH: Member Daniels.

2 MS. DANIELS: Aye.

3 MR. ROEHRICH: Member Meck.

4 MR. MECK: Aye.

5 MR. ROEHRICH: Member Stratton.

6 MR. STRATTON: Aye.

7 MR. ROEHRICH: And Member Maxwell.

8 MR. MAXWELL: Aye.

9 MR. ROEHRICH: And Chairman Thompson.

10 CHAIRMAN THOMPSON: Aye.

11 MR. ROEHRICH: You had the six ayes and one
12 absent.

13 CHAIRMAN THOMPSON: Thank you very much,
14 everybody in the consent to move it forward with the vote and
15 second, please.

16 Now let's go to the next item. Do we have a
17 motion to approve the 2022 for the date of the public hearing
18 for the 2023-2027 Tentative Five-Year Transportation Facilities
19 Construction Program?

20 MR. ROEHRICH: So, Mr. Chairman, before we get to
21 the motion, can we ask Greg to just make sure the board members
22 know (indiscernible) address if we have any public comments and
23 conduct the public hearing? Greg, do you want to do that real
24 quick?

25 MR. BYRES: Yes. Thank you, Floyd.

1 Mr. Chairman, board members, what our intent is,
2 is we will take and either take the presentation that was given
3 today, since we -- I believe we have it videotaped. We will
4 either have it or another one posted on our website as soon as
5 possible so that anybody that wants to see the presentation,
6 hear about in detail what the program is, can do so so that we
7 can elicit as many comments as possible from the public, and
8 then we do intend to hold the one public hearing in May so that
9 we can have that in person and in-person comments made to
10 address the five-year program prior to the study session that
11 will be held in June.

12 CHAIRMAN THOMPSON: Thank you, Greg and Floyd.
13 Any additional information you wish to bring at this time?

14 Hearing none, (indiscernible) reaching out to the
15 various organizations or (indiscernible)?

16 MR. BYRES: Mr. Chairman, yes. In fact, we will
17 be dealing with the same -- we will be trying to make sure that
18 we get as much information out to all of the different COGs,
19 MPOs, municipalities and so forth to elicit as much comment as
20 we possibly can.

21 DIRECTOR HALIKOWSKI: Mr. Chairman, if I could,
22 the other thing that we'll do is the use of the internet and
23 social media (indiscernible) part of our society. ADOT will put
24 up public releases (indiscernible) our Twitter and our Facebook
25 account. We'll reach out through and all available platforms

1 that we have to make not only the video available for people to
2 see, but as well as the link to the draft program so that they
3 can review that (indiscernible) comment.

4 We will gather comments through those media
5 platforms, through the telephone (indiscernible), through ADOT's
6 website. Even a link from (indiscernible) the Board's website
7 that they (indiscernible) so (indiscernible) as many
8 opportunities as we can to use technology (indiscernible) to get
9 the message out, to get public awareness and to gather comments
10 from them and then hold the in-person public meeting on May
11 20th -- or -- yeah, May 20th, where they will be able to bring
12 their comments, (indiscernible) we will summarize what we've
13 received from staff and present it to the Board like we've done
14 in the past, and then (indiscernible) have a chance to make any
15 final deliberations the by the Board staff on any adjustments or
16 any modifications to that, to the program. And then we take
17 that to study session where we can further make final
18 refinements.

19 CHAIRMAN THOMPSON: I really appreciate all the
20 effort that (indiscernible) to make sure that every individual
21 within public is aware of our efforts trying to reach out to
22 them to get them to be a part of (indiscernible).

23 MR. MAXWELL: Mr. Chair.

24 CHAIRMAN THOMPSON: Member Maxwell.

25 MR. MAXWELL: Mr. Chair, Floyd, do we have a

1 tentative location for that May 20th meeting?

2 MR. ROEHRICH: Mr. Chairman, Board Member
3 Maxwell, yes. The May 20th meeting is at the Salt River Pima
4 Maricopa Indian Community. (Inaudible.) They are very happy to
5 host the Board, and we are (indiscernible) coordination on
6 location and things like that. (Indiscernible) agenda and will
7 finalize the details for that meeting, but it will be in the
8 valley, and it will be at the Salt River Pima Maricopa Indian
9 Community facilities.

10 MR. MAXWELL: Thank you, Floyd. Thank you,
11 Mr. Chair.

12 CHAIRMAN THOMPSON: Mr. Chair, maybe we can reach
13 out to the board members a week before or maybe two weeks and
14 let them know (indiscernible) or not. Appreciate that.

15 MR. ROEHRICH: Mr. Chairman, yes. We will we
16 definitely coordinate directly with board members to maximize
17 participation and make sure they all have an opportunity to hear
18 what's been (indiscernible).

19 CHAIRMAN THOMPSON: Thank you, Floyd.
20 Is there any comment by board members? Floyd,
21 (indiscernible)?

22 MR. MAXWELL: Mr. Chair.

23 CHAIRMAN THOMPSON: Member Maxwell.

24 MR. MAXWELL: Mr. Chair, I move that we approve
25 the May 20, 2022 date for the public hearing.

1 CHAIRMAN THOMPSON: Is there a second to the
2 motion?

3 MR. STRATTON: Second.

4 CHAIRMAN THOMPSON: There is a motion by Board
5 Member Maxwell and a second by Board Member Stratton. Any
6 discussion? Any opposed?

7 There being none, all those in favor say aye.

8 BOARD MEMBERS: Aye.

9 MR. ROEHRICH: (Indiscernible) better to take
10 them individually so that we have a record of it. (Inaudible)
11 roll call?

12 CHAIRMAN THOMPSON: Yeah, I believe we're ready
13 to do a roll call. Floyd.

14 MR. ROEHRICH: Vice Chairman Knight.

15 VICE CHAIR KNIGHT: Aye.

16 MR. ROEHRICH: Member Daniels.

17 MS. DANIELS: Aye.

18 MR. ROEHRICH: Member Meck.

19 MR. MECK: Aye.

20 MR. ROEHRICH: Member Stratton.

21 MR. STRATTON: Aye.

22 MR. ROEHRICH: Member Maxwell.

23 MR. MAXWELL: Aye.

24 MR. ROEHRICH: Member Thompson. Chairman
25 Thompson.

1 CHAIRMAN THOMPSON: Aye.

2 MR. ROEHRICH: The motion passes with one absent.

3 CHAIRMAN THOMPSON: Very good. Thank you, Floyd.

4 I'd like to move on to item -- Agenda Item 6 with
5 Paul Patane.

6 MR. ROEHRICH: Mr. Paul Patane.

7 CHAIRMAN THOMPSON: Paul Patane. Thank you for
8 that. Paul. For information and discussion only. Paul.

9 DIRECTOR HALIKOWSKI: Mr. Chairman, before
10 Mr. Patane starts, just by way of information, we haven't made
11 the public announcement yet, but Paul will be our new Multimodal
12 Planning director.

13 UNIDENTIFIED SPEAKER: (Indiscernible.)

14 MR. PATANE: Yeah. Thank you.

15 CHAIRMAN THOMPSON: Thank you, Paul.

16 MR. PATANE: Thank you, Director.

17 CHAIRMAN THOMPSON: And congratulations.

18 MR. PATANE: Thank you.

19 Good morning, Chairman Thompson, board members.
20 I'm here today to give the Paul Patane community update today
21 for our Multimodal Planning Division.

22 Next slide, please.

23 The areas that I'll cover are the tribal
24 transportation update. We'll give you some updates of what's
25 happening in the Multimodal Planning Division along with a quick

1 overview of our grant process.

2 A little update on the transportation working
3 group associated with the Intertribal Council of Arizona. They
4 conducted their first meeting on February 3rd. It was a very
5 successful meeting attended by 10 tribes and 18 representatives
6 from those tribes. The topics that were covered were I-11
7 corridor, the tier one environmental impact statement was
8 discussed, along with FHWA giving presentation, little -- kind
9 of a little overview of the Bipartisan Infrastructure Law. The
10 next meeting for the working group is March 10.

11 Another update. We're looking to the tribal
12 (indiscernible). The Nevada Department of Transportation has
13 reached out to the Multimodal Planning Division. They're
14 looking for assistance in development of their new tribal
15 coordination program (indiscernible) Nevada DOT. So our staff
16 will have a meeting scheduled for next week to answer questions
17 and be a partner with Nevada DOT as they develop their tribal
18 coordination program.

19 Just a quick update on the 2022 National
20 Transportation Indian Country Conference. This is going to be
21 held August 22nd through the 26th in Louisville, Kentucky. On
22 the items discussed there related to safety, transit, planning,
23 project management and a lot of other topics that involve
24 transportation-related matters.

25 A little update on (indiscernible) talk today

1 about broadband and recording with -- of Yavapai and Apache
2 Nation related to the I-17 project that's ongoing. There's a
3 lot of our -- our easements with -- along tribal lands are for
4 transportation purposes, so when we install the broadband, that
5 falls under what they call commercial use, and so some of our
6 easements need to be revisited to cover that type of use.

7 And the question in there on this I-17 project,
8 it's only, like, a 600-foot area that we're concerned with, so I
9 don't see any impact to the project, but it's -- it's a process
10 that we need to refine and get -- and be familiar with, that way
11 when we do other areas that go through our tribal nations, we
12 can address that properly.

13 A little update. Kristine talked quite a bit
14 about the National Electric Vehicle Infrastructure Program. It
15 is a component of the Bipartisan Infrastructure Law. The intent
16 is to provide more electric vehicle infrastructure throughout
17 the national highway system. We're focusing on alternative fuel
18 corridors. The (indiscernible) as mentioned was the
19 Infrastructure Deployment Plan, that way we can access those
20 funds if we made that decision to do -- to use those funds, and
21 there is a due date of August 2022.

22 Next slide, please.

23 Then there has been -- related to the RAISE
24 grant, a notice of funding opportunity was issued by FHWA late
25 January. So there's been some ongoing discussion that the

1 wheels are starting to turn as far as submitting for these RAISE
2 grants. Local agencies have began reaching out and began
3 coordinating with staff. So that requires us to work with the
4 local agency as partners and see what their grants are going to
5 be, and there is a cautionary, you know -- I mean, these grants
6 do require a 20 percent match. So it's not 100 percent
7 federally funded, and there's also a reimbursable program. So
8 when locals put in for these projects and when states do,
9 they've got to make sure they have the cash flow to fund these
10 projects.

11 So some of the criteria associated with the RAISE
12 grants, there is merit criteria. So you have to make sure your
13 application addresses all these areas of the safety, quality of
14 life, state of good repair, partnerships, along with innovation
15 and technology.

16 Next slide.

17 So here's some of the critical dates associated
18 with the 2022 RAISE grants. The deadline is April 14, 2020,
19 so -- or 2022. It's not far away, so these applications need to
20 get going, and they plan to award in August of '22.

21 Still wanted to cover a little bit about our
22 grant process, this valuable overview. We do offer a
23 (inaudible) grant workshop that we do -- MPD does provide to
24 local agencies. So if a local agency wants a little more
25 information related to the grant process, we're happy to conduct

1 the workshop.

2 So when we do our grants, what is our target?
3 We're looking for, you know, ways to try to compete, you know,
4 get several other proposals. We want to try to get the
5 discretionary funding, which is mostly federal dollars. These
6 are real competitive, and so it's important that you spend the
7 time with putting the application together, working with the
8 stakeholders, and I (indiscernible) the match.

9 Who gets involved? There's many stakeholders.
10 We have a grant coordinator position at MPD. He takes the lead,
11 and once he receives the request for the grant for support, that
12 kicks in and our executive grant team, who evaluates the
13 application for merit, and then we get in, we talk with finance,
14 our technical sections, JPA, all these entities are part of the
15 on (indiscernible) process to make sure we have a good grant
16 proposal moving forward.

17 Here's this -- the process a map of our grant
18 development process. Okay? And as you can see, it's real heavy
19 up front. We want to make sure we're putting in the right grant
20 for the right project, and so we spend the time up front
21 evaluating these proposals that come in, these requests that
22 come in for grants. Then it's up to whomever the grantee is to
23 actually prepare the grant package, which takes about four to
24 six weeks (indiscernible) submitted to FHWA.

25 Again, just breaking down our process map, the

1 go/no-go decision. There's some -- some of the matters we
2 consider, you know, matching funds, you know, project
3 administration costs. There's costs both from the local and an
4 ADOT perspective, and again, the merits since the application
5 meeting the merit criteria.

6 A little bit about preparing the grant
7 application. You know, the whole process takes a good three
8 months (indiscernible), but just preparing the grant probably
9 takes four to six weeks. You know, there's some analysis done
10 as far as the benefit cost analysis to make sure your project is
11 the right one moving forward, because if your benefit cost
12 analysis is below one, you're really -- your chances are very
13 (indiscernible).

14 Some of the challenges and considerations. It's
15 always good to have a project where you're already in the
16 development process. You have (indiscernible) clearances in
17 place (indiscernible) shovel ready where when you put your
18 application together, it's not something that's going to take a
19 long time to develop. You want to see your projects hit the
20 street as soon as possible.

21 Then we have to -- like, some of the projects,
22 because of federal dollars, not all the local agencies are
23 qualified to administer projects with local -- with federal
24 dollars, so that has to come into consideration.
25 (Indiscernible) a local agency that is what we call a certified

1 acceptance to accept those federal dollars. If they're not,
2 then ADOT has to administer the project on their behalf.

3 Then as the (indiscernible) grant application, if
4 you're looking for ADOT support, we ask that you fill out the
5 available PDF ADOT grant support request. That way it gets on
6 our radar and begins the process of getting all the players
7 together to make the decision that this is a grant that we want
8 to support.

9 Any questions or comments related to the grants
10 or the MPD updates?

11 MR. MAXWELL: Mr. Chair.

12 CHAIRMAN THOMPSON: Board Member Maxwell.

13 MR. MAXWELL: Yeah. So what I've heard from you
14 today is that we've got groups out there that are doing the
15 RAISE grants, if they're not already started on, we're probably
16 behind the timeline, because, you know, four to six, and plus
17 you said it normally takes about a three-month time window. So
18 what -- I guess what I'm trying to find out is if it's a local
19 -- a project local in nature, will ADOT help guide them through
20 the program (indiscernible) and do you have the workshops
21 (indiscernible) and there was kind of subjects in there. One
22 was the workshops and the (indiscernible) and the other one was
23 whether ADOT would support that or not, and I just was trying to
24 get clarification on how most of these grants as you see,
25 because we're going to have a lot of them coming through with

1 the bill, how most of these grants should be structured more
2 through.

3 MR. PATANE: Well, if the grants on -- we have
4 some entities where they're applying for projects that are on
5 the state highway system. In this case, you know, one, we have
6 to make sure the match is there in the program, and for the ones
7 that are not on the state highway system, it's good to get
8 ADOT's -- a letter of support (indiscernible) because it's
9 transportation related, but also because if it's not on the
10 system that are not certified acceptance, ADOT will have to
11 administer that project for them for the gap.

12 DIRECTOR HALIKOWSKI: So, Mr. Chairman,
13 Mr. Maxwell, I think (indiscernible) that a little, because he
14 said a lot, as engineers often do, in a very short sentence.
15 There are a lot of grants out there. I don't even know what the
16 whole number is. RAISE grant is one type, and certainly what
17 Greg's -- or what Paul's indicating is that, you know, these
18 entities might be applying for grants on their own. So they
19 might not be behind the eight ball. They might be ready to go,
20 such as some of the larger metropolitan areas.

21 And as I understand it, RAISE grants are usually
22 geared more toward local projects, not necessarily on system.
23 So they may well down the road, but the other thing Greg's
24 talked about to your point about smaller communities that might
25 need help when these grants come through (indiscernible) federal

1 dollars, and of course, as you know, federal dollars carry
2 federal baggage with them and what you to comply with in order
3 to utilize that money.

4 Some entities, maybe very few, I think maybe up
5 to seven in the state might be certified to go ahead and carry
6 out that project under federal regulations on their own. Many
7 of the smaller communities don't have that (indiscernible), and
8 that's where we'll step in, and sometimes we'll try and swap
9 state money so they don't have to use federal money for the
10 projects or we'll administer the project, as Paul said. And, of
11 course, that's a cost to the -- to the local community, because
12 it's 15 percent of that amount for ADOT to administer the
13 project. So there's various different things that happen with
14 smaller communities and those grants.

15 Often we get requests for letters of support.
16 The federal government will say, well -- or USDOT will say, you
17 know, those letters aren't necessary, but it's things they
18 certainly look for too. And so a number of different things
19 going on, but I think wanted to just clear that up. Paul, if
20 there's anything else you wanted to add.

21 MR. PATANE: No. Thank you for your assistance
22 on that, Director.

23 MR. MAXWELL: Yes. Director, thanks for that
24 clarification, and Paul as well. One of the things that you did
25 say, Paul, that kind of sparked my attention, is sometimes there

1 may be desires from the local community to do things on our
2 system. So unless the bring -- have those required come through
3 ADOT, I mean, they can't go (indiscernible) they not go off and
4 do that on their own, and I guess how's that working
5 (indiscernible) because a lot -- especially when you're talking
6 (indiscernible) and other stuff, it could be factor.

7 DIRECTOR HALIKOWSKI: (Indiscernible.)

8 MR. PATANE: Yeah. (Indiscernible) when -- if it
9 is on (indiscernible), it's important that we begin that
10 communication early on. Okay? That way we can provide
11 assistance in the grant reviewing as far as through the
12 application process. Typically, the one that I'm familiar with
13 the (indiscernible) covers the cost of, you know, 100 percent of
14 the cost, but we're involved -- you know, we're (indiscernible)
15 as far as the -- make -- (indiscernible) make the grants
16 competitive as possible.

17 MR. MAXWELL: Thank you.

18 CHAIRMAN THOMPSON: Thank you, Board Member
19 Maxwell and Paul. (Indiscernible) or other board members? Any
20 questions, comments you might have about Paul or the
21 administration?

22 Floyd, do you see anybody?

23 MR. ROEHRICH: Mr. Chairman, I do not see anyone
24 unmuted.

25 DIRECTOR HALIKOWSKI: (Indiscernible.)

1 Mr. (Inaudible), do you have a comment you wish
2 to make? Mr. (Inaudible).

3 DIRECTOR HALIKOWSKI: I must have said something
4 wrong.

5 MR. ROEHRICH: (Indiscernible) so they'll
6 probably call me afterwards and give me -- chew me out again
7 (indiscernible) left to right, but (indiscernible).

8 Regarding community comments here, I want to make
9 sure to let the board members know we have a significant amount
10 of not only new grants but (indiscernible) grants, and that's
11 why it's implied that we do collaborate and work with the locals
12 (indiscernible) previously about planning and putting together a
13 grant matrix so that we can have something visible
14 (indiscernible) piece of people just telling me, hey, I know
15 what I'm doing, buddy. (Indiscernible) my job.
16 (Indiscernible.) But I still think it's important because of
17 that that locals do work -- even if it's (indiscernible) our
18 system, somebody's got come with the match, but they expect the
19 Board and ADOT to come with the match. They definitely should
20 come to us. (Indiscernible) collaborating with the department.
21 USDOTs (indiscernible) with us and (indiscernible). So it's
22 very important if it's on the system to work with us, as Paul
23 said, and (indiscernible) come to us before you -- you have, you
24 know, put a lot of effort into it, because we can save you time
25 and money.

1 Thank you, Mr. Chairman.

2 CHAIRMAN THOMPSON: Thank you (indiscernible)
3 question. Only one request. (indiscernible) over several years
4 that one entity has been requesting that we submit
5 (indiscernible) grants, and (indiscernible) and (indiscernible)
6 what information do we need to submit (indiscernible) grant
7 proposal. What do we need to do get it approved?
8 (Indiscernible) but we need to do -- there's something that's
9 missing there (indiscernible) and consider all these grant
10 applications. That's my only request.

11 MR. ROEHRICH: So, Mr. Chairman, (indiscernible)
12 evaluating them again with the locals. (Indiscernible) the
13 locals (indiscernible) that as a grant, but remember when we
14 get -- USDOT puts out grants and they put our million dollar
15 grant, they get requests for 5, 7 million dollars usually. So
16 (indiscernible) why it's important that the locals start
17 (indiscernible) and then we continue to look at the grant
18 criteria (indiscernible) that matches it (indiscernible) as
19 possible, (indiscernible), but the bottom line is, you know,
20 that's 20 percent of the grants are (indiscernible). I don't
21 know the percentage. It may be even less than that, but there's
22 a greater demand than there is funding. So we just have to keep
23 track and have to keep working together.

24 DIRECTOR HALIKOWSKI: The other thing I would
25 add, Mr. Chairman, is Greg or Paul, if the grant is denied by

1 USDOT, FHWA, don't they meet with us afterwards to do an
2 analysis of what could have been done better on that particular
3 application?

4 MR. PATANE: (Indiscernible), Chairman, Director,
5 yes, we do. In fact, there's -- basically after the
6 (indiscernible) fact review that you can request with USDOT or
7 with federal highway, depending on who it's with, and we do
8 that. We do that every single time, and it's very, very
9 interesting to find out what -- what you're reviewing, and it is
10 grant dependent on what they're looking for. And then you take
11 that information, we utilize it in the next grant that we put
12 together. Not only that, but we try and disseminate that
13 information out to everybody else. That's putting that --
14 putting together a grant, so -- but we do that on -- every
15 single grant, we do that.

16 DIRECTOR HALIKOWSKI: So we're not just
17 (indiscernible) the same over. We're trying to learn from them.
18 Okay. What did we miss, USDOT, what could we have done better,
19 and then incorporate (indiscernible).

20 CHAIRMAN THOMPSON: (Indiscernible) continue to
21 do that, to push (indiscernible) good, what we're doing is good
22 (indiscernible). Thank you.

23 The only other request that I'd (indiscernible)
24 maybe with John or Floyd, (indiscernible) counties and ADOT here
25 on (indiscernible) that talk about what we're talking about here

1 (indiscernible) I ask you, you could be (indiscernible).

2 Okay. With that --

3 MR. ROEHRICH: (Indiscernible) and
4 (indiscernible). (Indiscernible). Go ahead, (indiscernible).

5 Well, I don't see that happening. I don't
6 know -- Christy emailed him, maybe we can just go on and come
7 back and if -- if not (indiscernible).

8 CHAIRMAN THOMPSON: Okay. Again, thank you for
9 the presentation.

10 Now we will move on to Item 7, PPAC items with
11 Paul Patane.

12 MR. PATANE: Yes. Chairman Thompson and board
13 members. For the PPAC committee we're requesting for project
14 modification approval of Items 7A to 7C.

15 CHAIRMAN THOMPSON: Is there a motion to approve
16 PPAC (indiscernible) Items 7A to 7C as presented?

17 MR. MAXWELL: Mr. Chair.

18 CHAIRMAN THOMPSON: Board Member Maxwell.

19 MR. MAXWELL: I move that we approve the PPAC
20 items as presented.

21 VICE CHAIR KNIGHT: This is Board Member Knight.
22 I second.

23 CHAIRMAN THOMPSON: Gary?

24 MR. ROEHRICH: Yeah. Yes, sir. The motion was
25 by Board Member Maxwell, seconded by Board Member Knight as to

1 PPAC Items 7A through 7C.

2 CHAIRMAN THOMPSON: Any discussion? Any opposed?
3 I'd say all in favor if we were meeting in
4 person.

5 MR. ROEHRICH: (Indiscernible) the roll call,
6 Mr. Chairman.

7 CHAIRMAN THOMPSON: Okay. Floyd, we'll now move
8 forward with board members attending remotely.

9 MR. ROEHRICH: Board Member Knight.

10 VICE CHAIR KNIGHT: Aye.

11 MR. ROEHRICH: Board Member Daniels.

12 MS. DANIELS: Aye.

13 MR. ROEHRICH: Board Member Meck.

14 MR. MECK: Aye.

15 MR. ROEHRICH: Board Member Stratton.

16 MR. STRATTON: Aye.

17 MR. ROEHRICH: Board Member Maxwell.

18 MR. MAXWELL: Aye.

19 MR. ROEHRICH: Chairman Thompson.

20 CHAIRMAN THOMPSON: Aye.

21 MR. ROEHRICH: The motion passes, six ayes and
22 one absent.

23 CHAIRMAN THOMPSON: Thank you very much for that,
24 Floyd. The motion carried.

25 And Paul, the next item.

1 MR. PATANE: Yes. Mr. Chair, Chairman Thompson,
2 board members, requesting approval of Items 7D to -- through 7H
3 for new projects.

4 CHAIRMAN THOMPSON: Motion -- is there a motion
5 by any board member?

6 VICE CHAIR KNIGHT: Mr. Chair, this is Board
7 Member Knight. I've got a question on Item 7E.

8 CHAIRMAN THOMPSON: Go ahead.

9 VICE CHAIR KNIGHT: I just -- in looking through
10 this, I was wondering if we have experienced any problems with
11 procurement on these new signal cabinets that might delay the
12 project.

13 MR. PATANE: Mr. -- Chairman Thompson, Vice
14 Chair, Mr. Knight, to my knowledge we haven't experienced any
15 issues through procurement, and so the intent is just to upgrade
16 to the same old facilities using ADOT staff, just purchasing
17 equipment.

18 VICE CHAIR KNIGHT: Thank you. Thank you,
19 Mr. Chair.

20 CHAIRMAN THOMPSON: Thank you, Vice Chairman.
21 Any (indiscernible) again. Time for a motion.

22 MR. MAXWELL: Mr. Chair.

23 CHAIRMAN THOMPSON: Member Maxwell.

24 MR. MAXWELL: I move that we approve Items 7D
25 through 7F, new projects, as presented.

1 MR. ROEHRICH: Excuse me. 7D through 7H.

2 MR. PATANE: It was 7D to 7H.

3 MR. ROEHRICH: As presented.

4 MR. MAXWELL: I -- correction. I move that we
5 approve 7D through 7H as presented.

6 CHAIRMAN THOMPSON: Any second?

7 MS. DANIELS: Second.

8 CHAIRMAN THOMPSON: Thank you, Ms. Daniels.

9 Any discussion. Any opposed? Let's go directly
10 to Floyd to conduct roll call for board members.

11 MR. ROEHRICH: Yes, Mr. Chair.

12 Vice Chair Knight.

13 VICE CHAIR KNIGHT: Aye.

14 MR. ROEHRICH: Member Daniels.

15 MS. DANIELS: Aye.

16 MR. ROEHRICH: Member Meck.

17 MR. MECK: Aye.

18 MR. ROEHRICH: Member Maxwell.

19 MR. MAXWELL: Aye.

20 MR. ROEHRICH: Member Stratton.

21 MR. STRATTON: Aye.

22 MR. ROEHRICH: Chairman Thompson.

23 CHAIRMAN THOMPSON: Aye.

24 MR. ROEHRICH: Motion passes six ayes with one
25 absent.

1 CHAIRMAN THOMPSON: Motion carries. With that,
2 thank you for your vote.

3 Moving on to item -- Agenda Item 8, state
4 engineer's report with Greg Byres, information -- this is for
5 information and discussion only. Thank you for (indiscernible).

6 UNIDENTIFIED SPEAKER: (Indiscernible) state
7 engineer.

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

9 I do have a couple things. We'll bring up the
10 presentation here in just a second. As that's coming up, I did
11 want to state Floyd had mentioned about a matrix that we have
12 for all of our grant programs that are included in the bill.
13 There's 40 programs, grant programs, that are included that are
14 strictly for transportation. So that's something we're
15 currently dealing with, where before we had about six or seven.
16 So there's a substantial number for -- for discretionary
17 dollars.

18 DIRECTOR HALIKOWSKI: So, Mr. Chair, Greg, I
19 think Board Member Daniels was asking us to put together sort of
20 a scorecard. I don't know if you want to comment on that idea
21 at this time.

22 MR. BYRES: Thank you, Director. Yes. Actually,
23 we can. With the matrix that we developed now and what the
24 criteria are, we can start putting together something for that.

25 DIRECTOR HALIKOWSKI: Okay. Thank you.

1 MS. DANIELS: Thank you.

2 MR. BYRES: Going on with Item 8, state
3 engineer's report. This is the summary of activities that we
4 have. We currently have 78 projects under construction worth
5 \$1.922 billion. Three projects were finalized in January worth
6 \$15.2 million, and fiscal year to date, we have finalized 52
7 projects.

8 One other item that we have that I'm going to
9 kind of bring up, this is -- what you see right here is the I-17
10 project. I just wanted to kind of give everybody an idea kind
11 of where we're at with this project. So right now, what we're
12 looking at is the preconstruction activities are underway, and
13 during our -- the previous presentation for the -- my mind just
14 went blank -- for the --

15 MR. ROEHRICH: (Indiscernible) the project
16 (indiscernible) overview (indiscernible) full project limits.
17 (Indiscernible) of what's going on along the corridor.

18 MR. BYRES: Correct. And so, one, we've got the
19 initial design plans that are in review. Construction is
20 expected to start next spring, early summer. There is public
21 outreach. There's a launch. We've launched a website, which is
22 the -- that website information is on the screen. There's
23 briefings for intergovernmental staff that's occurring on the
24 25th of this month, and then (indiscernible) online open house
25 the spring of 2022. So that's kind of an idea of where we're at

1 just a quick update on our I-17 project.

2 CHAIRMAN THOMPSON: (Indiscernible.)

3 MR. BYRES: That was all I had. Thank you.

4 CHAIRMAN THOMPSON: Does that complete the state
5 engineer's report?

6 MR. BYRES: Yes.

7 CHAIRMAN THOMPSON: Does any board member have
8 questions for Greg? Hearing none.

9 Let's -- moving on to item -- Agenda Item 9,
10 construction contracts for discussion and possibly
11 (indiscernible).

12 MR. BYRES: Thank you.

13 What we've got -- and thank you very much for
14 approving the consent agenda. We had four projects that we were
15 asking for on that. Thank you very much.

16 We have ten projects that we're going to bring
17 forth here today, if we can move on to the first item.

18 First one we have is -- this is I-10 from 367th
19 Avenue to 315th Avenue. This is a pavement preservation
20 project. We had three bidders on this project. The low bid was
21 \$1,949,132. The State's estimate was \$2,332,520. A difference
22 of \$383,389, or 16.4 percent. The biggest differences we had
23 was cost in milling, asphalt, binder and bonded wearing course
24 itself.

25 What we're looking at now is in reviewing the low

1 bid, we did determine that it is a responsive and responsible
2 bid and recommend award to the low bidder of FNF Construction,
3 Inc.

4 CHAIRMAN THOMPSON: Is there a motion to award
5 Item 9A to FNF Construction as presented? Board members?

6 MR. MAXWELL: Mr. Chair.

7 CHAIRMAN THOMPSON: Maxwell.

8 MR. MAXWELL: I move that we recommend award as
9 associated with 9A as presented.

10 CHAIRMAN THOMPSON: Motion by Maxwell. Is there
11 a second?

12 MS. DANIELS: Second.

13 CHAIRMAN THOMPSON: Thank you, Ms. Daniels.

14 Again, I'm going directly to Floyd for a roll
15 call vote.

16 MR. ROEHRICH: Vice Chairman Knight. Vice
17 Chairman Knight.

18 VICE CHAIR KNIGHT: Aye. Aye.

19 MR. ROEHRICH: Member Daniels.

20 MS. DANIELS: Aye.

21 MR. ROEHRICH: Member Meck.

22 MR. MECK: Aye.

23 MR. ROEHRICH: Member Maxwell.

24 MR. MAXWELL: Aye.

25 MR. ROEHRICH: Member Stratton.

1 MR. STRATTON: Aye.

2 MR. ROEHRICH: Chairman Thompson.

3 CHAIRMAN THOMPSON: Aye.

4 MR. ROEHRICH: The motion passes, six ayes with
5 one absent.

6 CHAIRMAN THOMPSON: Motion carries.

7 Let's go to Item 9B, Greg.

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

9 The next item is on the I-40. This is the Anvil
10 Rock Road TI underpass. This is a bridge deck rehabilitation
11 project. There were two bidders on this project. The low bid
12 was \$2,677,693. The State's estimate was \$2,077,917, a
13 difference of \$599,776, or 28.9 percent.

14 The major differences that we had, the costs, the
15 removal of the structural concrete, the rate at which that was
16 to be removed. We had underestimated that amount or at least
17 that production rate, as well as the production rate for the
18 structural concrete. Reinforcing steel was higher than what we
19 had expected, and mobilization costs were slightly higher.

20 After reviewing the low bid, we do see it is a
21 responsive and responsible bid and recommend award to the low
22 bidder of FNF Construction, Inc.

23 VICE CHAIR KNIGHT: Mr. Chair, this is Board
24 Member Knight. I move to approve --

25 CHAIRMAN THOMPSON: Go ahead.

1 VICE CHAIR KNIGHT: I move to approve Item 9B and
2 award to FNF Construction, Inc.

3 MR. STRATTON: Second.

4 CHAIRMAN THOMPSON: There's a motion by Gary and
5 a second by Steve. Any questions? Any opposed?

6 Again, Floyd, roll call vote.

7 MR. ROEHRICH: Vice Chairman Knight. Vice
8 Chairman Knight.

9 VICE CHAIR KNIGHT: Aye.

10 MR. ROEHRICH: Member Daniels.

11 MS. DANIELS: Aye.

12 MR. ROEHRICH: Member Meck.

13 MR. MECK: Aye.

14 MR. ROEHRICH: Member Maxwell.

15 MR. MAXWELL: Aye.

16 MR. ROEHRICH: Member Stratton.

17 MR. STRATTON: Aye.

18 MR. ROEHRICH: Chairman Thompson.

19 CHAIRMAN THOMPSON: Aye.

20 MR. ROEHRICH: Six ayes, one absent. The motion
21 passes.

22 CHAIRMAN THOMPSON: Motion and second carries.
23 Approval (indiscernible).

24 Greg.

25 MR. BYRES: Thank you.

1 Item 9C, this is pavement rehabilitation project
2 on SR-68. This is -- runs from the Laughlin Bridge to west of
3 Golden Valley. There were five bidders on this project. The
4 major differences that we had on the -- actually, let me go
5 through costs. The low bid was \$3,589,004. The State's
6 estimate was \$4,516,355. The difference was \$927,351, or 20.5
7 percent under the engineer's estimate.

8 One of the biggest items that we had with this
9 was actually due to the location and remoteness of the project.
10 We had estimated the project fairly high, and the differences
11 occurred in emulsified asphalt, the dry mill aggregate,
12 asphaltic concrete, asphalt rubber material and the
13 mobilization.

14 We've had five bidders on this project, and after
15 reviewing the low bid, it is a responsive and responsible bid,
16 and we recommend water to Paveco, Inc.

17 CHAIRMAN THOMPSON: All members, need a motion.

18 MS. DANIELS: So moved.

19 VICE CHAIR KNIGHT: Second.

20 CHAIRMAN THOMPSON: Thank you for the motion and
21 second, Ms. Daniels and also Gary, Vice Chairman, second. By
22 board members, any discussion? Any opposed?

23 Again, Floyd.

24 MR. ROEHRICH: Vice Chairman Knight.

25 VICE CHAIR KNIGHT: Aye.

1 MR. ROEHRICH: Member Daniels.

2 MS. DANIELS: Aye.

3 MR. ROEHRICH: Member Meck.

4 MR. MECK: Aye.

5 MR. ROEHRICH: Member Maxwell.

6 MR. MAXWELL: Aye.

7 MR. ROEHRICH: Member Stratton.

8 MR. STRATTON: Aye.

9 MR. ROEHRICH: Chairman Thompson.

10 CHAIRMAN THOMPSON: Aye.

11 MR. ROEHRICH: Six ayes with one absent. The
12 motion passes.

13 CHAIRMAN THOMPSON: Motion carries.

14 Let's move on to Item 9D, Greg.

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

16 Item 9D, this is a pavement preservation project
17 on SR-86 down near Tucson. This runs from Kinney Road to I-19.
18 We have one bidder on this project. The low bid was \$2,538,000.
19 The State's estimate was \$2,130,968, a difference of \$407,032,
20 which is 19.1 percent.

21 The major differences that we had was the time
22 frame in which the work estimate occurred. We didn't take into
23 complete consideration what that is. So that affects the
24 milling, the bonding wearing course as well as mobilization.

25 After reviewing the bid, the low bid, we do find

1 it as being responsive and responsible bid and recommend award
2 to Sunland Asphalt & Construction, LLC.

3 CHAIRMAN THOMPSON: Is that Item 9C?

4 MR. BYRES: 9D.

5 MR. ROEHRICH: Mr. Chairman, 9D.

6 CHAIRMAN THOMPSON: Oh, okay.

7 MR. ROEHRICH: (Inaudible) Mr. Chairman so we
8 (indiscernible).

9 CHAIRMAN THOMPSON: Oh, thank you for that. That
10 is 9 -- Item 9D. Is there a motion to award motion 9D to
11 Sunland Asphalt & Construction, Inc., as presented?

12 MR. MAXWELL: Mr. Chair, so moved.

13 VICE CHAIR KNIGHT: Second.

14 CHAIRMAN THOMPSON: Motion by Board Member
15 Maxwell and a second by Vice Chairman Gary. Any discussion?
16 Any opposed?

17 Floyd.

18 MR. ROEHRICH: Vice Chairman Knight. Vice
19 Chairman Knight.

20 VICE CHAIR KNIGHT: Aye.

21 MR. ROEHRICH: Member Daniels.

22 MS. DANIELS: Aye.

23 MR. ROEHRICH: Member Meck.

24 MR. MECK: Aye.

25 MR. ROEHRICH: Member Maxwell.

1 MR. MAXWELL: Aye.

2 MR. ROEHRICH: Member Stratton.

3 MR. STRATTON: Aye.

4 MR. ROEHRICH: Chairman Thompson.

5 CHAIRMAN THOMPSON: Aye.

6 MR. ROEHRICH: Motion passes, six ayes with one
7 absent.

8 CHAIRMAN THOMPSON: Thank you for your vote.
9 Let's move on to next item, Greg.

10 MR. BYRES: Thank you.

11 This next item is Item 9E. This is a combination
12 of three separate projects we've combined into a single
13 contract. There is a bridge rehab, some drainage and sediment
14 construction, as well as rock fall mitigation. This runs on
15 SR-89, Pumphouse Wash Bridge and Oak Creek Canyon, Milepost
16 375.1 to Milepost 389.2.

17 Portions of this project have been advertised
18 prior, in 2019 and 2021. All those were over budget
19 considerably. So by combining these three, we're basically
20 looking at trying to get (inaudible) of scale, which we have
21 done to some extent.

22 There were two bidders on this project. The low
23 bid was \$11,111,111. The State's estimate was \$9,252,469. The
24 difference is \$1,858,642, or a difference of 20.1 percent.

25 The biggest differences that we saw on this

1 was -- one was the cost of silica fume concrete for the bridge
2 rehab, but one of the biggest items that we saw was in the rock
3 mitigation, rock fall mitigation project. There was
4 considerable amount of blast protection that's necessary for
5 that project. That was not considered in the engineer's
6 estimate. That makes up for a majority of the difference.

7 After reviewing the low bid, we do see this as a
8 responsive and responsible bid and recommend award to Fisher
9 Sand & Gravel Company, doing business as Southwest Asphalt
10 Paving.

11 CHAIRMAN THOMPSON: (Indiscernible) a motion to
12 award Item 9E to Fisher Sand & Gravel Company, d/b/a Southwest
13 Asphalt Paving?

14 VICE CHAIR KNIGHT: So moved.

15 CHAIRMAN THOMPSON: Motion by Vice Chairman
16 Knight. Needs a second.

17 MR. MAXWELL: Second.

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

20 (Speaking simultaneously.)

21 MR. MAXWELL: (Indiscernible) I think somebody
22 online was going to make a comment. I'd open it to them first.

23 CHAIRMAN THOMPSON: Okay.

24 MR. ROEHRICH: Mr. Chairman, I don't see any
25 comments. I just want to clarify that the motion was by Vice

1 Chairman Knight, and the second was Board Member Maxwell.

2 MR. MAXWELL: Mr. Chair.

3 CHAIRMAN THOMPSON: Maxwell.

4 MR. MAXWELL: Mr. Chair and Greg, I'd like to
5 compliment the department for trying to figure out how to make
6 this one work. It's obviously been in front of us especially
7 with the rock fall mitigation several times. So I do think it
8 was a good idea to combine these to try to get some of that.
9 Obviously it's still over the initial estimates, but it's much
10 more in line. I'll give the company that's -- looks like they
11 may be awarded this -- creativity, that was probably one of the
12 most interesting bids I've ever seen.

13 MR. BYRES: Thank you.

14 CHAIRMAN THOMPSON: Thank you, Board Member
15 Knight.

16 Floyd.

17 VICE CHAIR KNIGHT: Aye.

18 MR. ROEHRICH: Vice Chairman Knight.

19 Member Daniels.

20 MS. DANIELS: Aye.

21 MR. ROEHRICH: Member Meck.

22 MR. MECK: Aye.

23 MR. ROEHRICH: Member Maxwell.

24 MR. MAXWELL: Aye.

25 MR. ROEHRICH: Member Stratton.

1 MR. STRATTON: Aye.

2 MR. ROEHRICH: Chairman Thompson.

3 CHAIRMAN THOMPSON: Aye.

4 MR. ROEHRICH: With six ayes and one absent the
5 motion passes.

6 CHAIRMAN THOMPSON: (Indiscernible.) Let's go on
7 to the next item.

8 MR. BYRES: Thank you.

9 Mr. Chairman, Board, with out -- this is Item 9F.
10 This is a pavement rehabilitation project on SR-89A, from SR-89A
11 to I-40B. We have four bidders on this project. The low bid
12 was \$3,595,500. The State's estimate was \$3,076,100, a
13 difference of \$519,400, or a difference of 16.9 percent.

14 The major differences that we saw were in milling
15 and concrete sidewalk work. For milling it was pretty much that
16 difference that we saw in the production rate. There's a
17 considerable number of driveways and access roads that are
18 coming off of this section, so we did not account for the lower
19 production rate. Also, there is sidewalk work and driveway ramp
20 work. There's a considerable amount of night work that's going
21 to need to occur with a limited number of subcontractors that
22 were bidding work. Also, the cost of asphaltic concrete was
23 slightly higher.

24 After reviewing the low bid, we do find it as
25 responsive and a responsible bid and are recommending award to

1 Sunland Asphalt & Construction, LLC.

2 CHAIRMAN THOMPSON: Thank you, Greg.

3 Is there a motion to award 9F to Sunland Asphalt
4 & Construction as presented? Board members?

5 MR. MAXWELL: So moved.

6 VICE CHAIR KNIGHT: Second.

7 CHAIRMAN THOMPSON: (Indiscernible) Maxwell made
8 the motion. Is there a second?

9 MR. ROEHRICH: Mr. Chairman, I heard second by
10 Board Member Knight. Motion by Board Member Maxwell, second by
11 Board Member Knight.

12 CHAIRMAN THOMPSON: Very good. Is there any
13 discussion? Any opposed?

14 Floyd.

15 MR. ROEHRICH: Vice Chairman Knight.

16 VICE CHAIR KNIGHT: Aye.

17 MR. ROEHRICH: Member Daniels.

18 MS. DANIELS: Aye.

19 MR. ROEHRICH: Member Meck.

20 MR. MECK: Aye.

21 MR. ROEHRICH: Member Maxwell.

22 MR. MAXWELL: Aye.

23 MR. ROEHRICH: Member Stratton.

24 MR. STRATTON: Aye.

25 MR. ROEHRICH: Chairman Thompson.

1 CHAIRMAN THOMPSON: Aye.

2 MR. ROEHRICH: With six ayes with and one absent,
3 the motion passes.

4 CHAIRMAN THOMPSON: Motion carries. Let's go on
5 to Item 9G. Greg.

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

7 Item 9G, this is US-95. This is Wellton-Mohawk
8 Canal to Imperial Dam. We had three bidders on this project.
9 The low bid was \$979,273. The State's estimate was \$1,232,619.
10 The difference was \$253,345, or an underrun of 2.6 percent
11 (sic).

12 The biggest items that we have here was the
13 production rate and the use of equipment coming into the
14 project, as well as asphalt rubber material, mobilization,
15 surveying and layout.

16 After review of the low bid, we do find this as
17 responsive and responsible bid and recommend award to Paveco,
18 Inc.

19 CHAIRMAN THOMPSON: Is there a motion to award
20 Item 9G to Paveco, Inc., as presented?

21 VICE CHAIR KNIGHT: Yes, Mr. Chair. This is
22 Board Member Knight. I move that we award to Paveco, Inc., on
23 this project.

24 MR. STRATTON: Second.

25 CHAIRMAN THOMPSON: There is a motion by Vice

1 Chairman Knight and a second by Board Member Stratton. Any
2 discussion? Any opposed?

3 Floyd.

4 MR. ROEHRICH: Vice Chairman Knight.

5 VICE CHAIR KNIGHT: Aye.

6 MR. ROEHRICH: Member Daniels.

7 MS. DANIELS: Aye.

8 MR. ROEHRICH: Member Meck.

9 MR. MECK: Aye.

10 MR. ROEHRICH: Member Maxwell.

11 MR. MAXWELL: Aye.

12 MR. ROEHRICH: Member Stratton. Member Stratton.

13 MR. STRATTON: Aye.

14 MR. ROEHRICH: Chairman Thompson.

15 CHAIRMAN THOMPSON: Aye.

16 MR. ROEHRICH: Motion carries, six ayes and one
17 absent.

18 CHAIRMAN THOMPSON: Thank you for your vote.

19 Let's go to 9H, Greg.

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

21 Item 9H, this is a bridge deck replacement on
22 SR-264 on Moenkopi Wash Bridge. We had five bidders on this
23 project. The low bid was \$3,031,193. The State's estimate was
24 \$2,682,907, a difference of \$348,286, or 13 percent.

25 The biggest differences that we saw in costs were

1 the cost of the asphaltic concrete friction course, mostly being
2 it was such a small quantity that the costs were very high;
3 removal of the structural concrete has to be done in a phased
4 work atmosphere, as well as costs of structural concrete,
5 concrete barrier and transition and reinforcing steel.

6 After reviewing the low bid, we do find it as a
7 responsive and responsible bid and are recommending award to FNF
8 Construction, Inc.

9 MR. STRATTON: Move to approve, Mr. Chairman.

10 CHAIRMAN THOMPSON: Do I have a motion?

11 Okay. Who was that again?

12 MR. ROEHRICH: Motion by Board Member Stratton.

13 CHAIRMAN THOMPSON: Very good. There's a motion
14 to approve the award, motion by Steve Stratton. Second?

15 MS. DANIELS: Second.

16 CHAIRMAN THOMPSON: Thank you, Ms. Daniels.

17 With that, is there any discussion? Any opposed?
18 Again, Floyd.

19 MR. ROEHRICH: Vice Chairman Knight.

20 VICE CHAIR KNIGHT: Aye.

21 MR. ROEHRICH: Member Daniels.

22 MS. DANIELS: Aye.

23 MR. ROEHRICH: Member Meck.

24 MR. MECK: Aye.

25 MR. ROEHRICH: Member Maxwell.

1 MR. MAXWELL: Aye.

2 MR. ROEHRICH: Member Stratton.

3 MR. STRATTON: Aye.

4 MR. ROEHRICH: Chairman Thompson.

5 CHAIRMAN THOMPSON: Aye.

6 MR. ROEHRICH: Motion carries. Six ayes and one
7 absent.

8 CHAIRMAN THOMPSON: With that let's go to Item
9 9I.

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

11 Item 9I, this is a pavement preservation project
12 on SR-287, from SR-87 to SR-79B. This is between Coolidge and
13 Florence. We had four bidders on this project. The low bid was
14 \$1,048,975. The State's estimate was \$1,293,181. The total
15 difference was \$244,206, or underrun 18.9 percent.

16 The biggest differences that we saw was the cost
17 of the asphaltic concrete friction course, as well as the
18 milling, mobilization. The big thing was there was very low
19 haul costs as well as (indiscernible) asphalt almost directly
20 adjacent to the project.

21 After reviewing the low bid, we do find it as
22 being a responsive and responsible bid and are recommending
23 award to Paveco, Inc.

24 CHAIRMAN THOMPSON: (Indiscernible) motion?

25 MR. STRATTON: Move to award.

1 CHAIRMAN THOMPSON: Second? Any seconds?

2 MR. MAXWELL: Second.

3 CHAIRMAN THOMPSON: Floyd, can you
4 (indiscernible) motion and second?

5 MR. ROEHRICH: The motion was made by Member
6 Stratton, and second by Member Maxwell.

7 CHAIRMAN THOMPSON: Any discussion? Any opposed?
8 Floyd, conduct the roll call.

9 MR. ROEHRICH: Vice Chairman Knight.

10 VICE CHAIR KNIGHT: Aye.

11 MR. ROEHRICH: Member Daniels.

12 MS. DANIELS: Aye.

13 MR. ROEHRICH: Member Meck.

14 MR. MECK: Aye.

15 MR. ROEHRICH: Member Maxwell.

16 MR. MAXWELL: Aye.

17 MR. ROEHRICH: Member Stratton.

18 MR. STRATTON: Aye.

19 MR. ROEHRICH: Chairman Thompson.

20 CHAIRMAN THOMPSON: Aye.

21 MR. ROEHRICH: The vote is six ayes and one
22 absent. The motion passes.

23 CHAIRMAN THOMPSON: That motion carries.

24 Let's go on to Item 9J, Greg.

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

1 Item 9J, this is our last item. This is a bridge
2 replacement project in Yuma County on Salinity Canal Bridge. We
3 had two bidders on this project. The low bid was \$723,536. The
4 State's estimate was \$587,050, a difference of \$136,486, or 23.2
5 percent.

6 The biggest items that we have for differences
7 was the costs of the precast members, as well as concrete
8 barrier transition. This particular bridge has a curvature to
9 it, which has a production rate that's fairly slow, especially
10 with the (indiscernible) work and form work.

11 We did analyze the low bid and found it to be a
12 responsive and responsible bid and are recommending award to
13 Combs Construction Company, Inc.

14 CHAIRMAN THOMPSON: Any motion?

15 VICE CHAIR KNIGHT: Mr. Chair, I move to -- I'll
16 move to award the Item 9J to Combs Construction Company, Inc.

17 MR. STRATTON: Second.

18 CHAIRMAN THOMPSON: Thank you, Vice Chair. Thank
19 you Board Member Stratton.

20 Any discussion? Any opposed?

21 Floyd?

22 MR. ROEHRICH: Vice Chairman Knight.

23 VICE CHAIR KNIGHT: Aye.

24 MR. ROEHRICH: Member Daniels.

25 MS. DANIELS: Aye.

1 MR. ROEHRICH: Member Meck.

2 MR. MECK: Aye.

3 MR. ROEHRICH: Member Maxwell.

4 MR. MAXWELL: Aye.

5 MR. ROEHRICH: Member Stratton.

6 MR. STRATTON: Aye.

7 MR. ROEHRICH: Chairman Thompson.

8 CHAIRMAN THOMPSON: Aye.

9 MR. ROEHRICH: With six ayes and one absent, the
10 motion passes.

11 CHAIRMAN THOMPSON: Thank you very much. That
12 completes.

13 MR. BYRES: Thank you.

14 CHAIRMAN THOMPSON: Greg, thank you very much.

15 Moving on to Agenda Item 10.

16 Floyd, (indiscernible).

17 MR. ROEHRICH: If the board members have any
18 items they want us to agenda, please let me know (indiscernible)
19 board chairman for next month.

20 Next month we (indiscernible) in the city of
21 Tucson. We have (indiscernible) coordination with them and
22 (indiscernible) any other coordinated item that happened, we'll
23 make sure to get them (indiscernible) the board members
24 (indiscernible), but we are (indiscernible) meeting, a live,
25 in-person meeting with the virtual with public and

1 (indiscernible).

2 That's all, Mr. Chairman. Any suggestions or
3 (indiscernible).

4 MR. MAXWELL: Mr Chair. (Inaudible) suggestions,
5 but I do want to say, Floyd, I would anticipate (indiscernible)
6 evening activities. Hopefully (indiscernible) looking forward
7 to (indiscernible).

8 CHAIRMAN THOMPSON: Any other (indiscernible)?
9 Board members?

10 Hearing none, I'd just like to again -- once
11 again appreciate the county (indiscernible), the city, ADOT and
12 various organizations (indiscernible) this morning and reaching
13 out to (indiscernible) participation (indiscernible) we're doing
14 our best to reach out to them and vice versa, reaching out to
15 (indiscernible). So thank you again very much.

16 With that, I'd like to -- I need the -- again, I
17 understand that I need the motion aye (indiscernible) adjourn
18 the meeting. It's got to be a motion and then a second --

19 MR. ROEHRICH: (Indiscernible.)

20 MR. MAXWELL: Mr. Chair, so moved.

21 Second.

22 MR. ROEHRICH: So the motion by Member Maxwell,
23 and the second by Vice Chairman Knight, and now you can adjourn
24 the meeting.

25 CHAIRMAN THOMPSON: Okay. With that we don't

1 need to do a roll call?

2 MR. ROEHRICH: No, sir. You just take the voice
3 vote. It's (indiscernible) per voice vote.

4 CHAIRMAN THOMPSON: Only a voice vote. All those
5 in favor say aye.

6 BOARD MEMBERS: Aye.

7 CHAIRMAN THOMPSON: Thank you.

8 (End of recording.)

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1 STATE OF ARIZONA)
)
2 COUNTY OF MARICOPA) ss.
3

4 BE IT KNOWN that the foregoing proceedings were reported by
5 me, TERESA A. WATSON, Registered Merit Reporter, Certified
6 Reporter, Certificate No. 50876, State of Arizona, from an
7 electronic recording and were reduced to written form under my
8 direction; that the foregoing 109 pages constitute a true and
9 accurate transcript of said electronic recording, all done to
10 the best of my skill and ability.

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

14 DATED at Phoenix, Arizona, this 8th day of March 2022.
15
16

17 /s/ Teresa A. Watson

18 TERESA A. WATSON, RMR
19 Certified Reporter
 Certificate No. 50876
20
21
22
23
24
25

Adjournment

Chairman Jesse Thompson moved to adjourn the February 18, 2022, State Transportation Board meeting.

Meeting adjourned at 11:55 a.m. PST.

Not Available for Signature

Jesse Thompson, Chairman
State Transportation Board

Not Available for Signature

John S. Halikowski, Director
Arizona Department of Transportation

March 18, 2022

RES. NO. 2022-03-A-011
PROJECT: N-810-603
HIGHWAY: STATEWIDE FACILITY SITES
SECTION: Slick Rock Wash Material Site No. M.S. 6451
ROUTE NO.: U.S. Route 70
DISTRICT: Southeast
COUNTY: Graham
DISPOSAL: D - SE - 009

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the extinguishment and relinquishment of certain easement right of way originally acquired for Slick Rock Wash Material Site No. M.S. 6451 under the above referenced project.

The easement right of way acquired for Slick Rock Wash Material Site Parcel M.S. 6451A, and Haul Road Parcel M.S. 6451H-1, to be extinguished and relinquished from the State Transportation System, was acquired from the United States Department of the Interior Bureau of Land Management, as disclosed on BLM Serial Register Page AZA 031732; and was granted to the State of Arizona, by and through its Department of Transportation, in that certain Highway Easement Deed, executed by the Federal Highway Administration, dated September 02, 2003, recorded October 03, 2003, in Document No. 2003-06204, records of Graham County, Arizona.

The material site easement right of way to be extinguished and relinquished is delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Arizona Department of Transportation Right of Way Section M.S. 6451 & Haul Rd., Project N-810-603", and is shown in Appendix "A" attached hereto.

This material site easement right of way is no longer required in the State Transportation System, nor will it be used for any other public transportation purpose.

March 18, 2022

RES. NO. 2022-03-A-011
PROJECT: N-810-603
HIGHWAY: STATEWIDE FACILITY SITES
SECTION: Slick Rock Wash Material Site No. M.S. 6451
ROUTE NO.: U.S. Route 70
DISTRICT: Southeast
COUNTY: Graham
DISPOSAL: D - SE - 009

Accordingly, I recommend that said easement right of way acquired for Slick Rock Wash Material Site No. M.S. 6451 be removed from the State Transportation System, extinguished and relinquished to the United States Department of the Interior Bureau of Land Management, according to law.

All other rights of way, easements and appurtenances thereto, subject to the provisions of Arizona Revised Statutes § 28-7210, shall continue as they existed prior to the extinguishment and relinquishment of the material site easement right of way depicted in Appendix "A".

The extinguishment and relinquishment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213; and this resolution is considered the only document necessary to extinguish and relinquish said material site easement right of way; and no other instrument of conveyance is legally required.

Pursuant to Arizona Revised Statutes §§ 28-7046 and 28-7214, and United States 23CFR § 710.601(h), I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

GREGORY D. BYRES, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, Arizona 85007-3212

March 18, 2022

RES. NO. 2022-03-A-011
PROJECT: N-810-603
HIGHWAY: STATEWIDE FACILITY SITES
SECTION: Slick Rock Wash Material Site No. M.S. 6451
ROUTE NO.: U.S. Route 70
DISTRICT: Southeast
COUNTY: Graham
DISPOSAL: D - SE - 009

RESOLUTION OF RELINQUISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on March 18, 2022, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes §§ 28-7046 and 28-7214, and in accordance with United States Code of Federal Regulations 23CFR § 710.601(h), recommending the removal of easement right of way acquired for Slick Rock Wash Material Site No. M.S. 6451 from the State Transportation System by the extinguishment and relinquishment thereof.

The easement right of way acquired for Slick Rock Wash Material Site Parcel M.S. 6451A, and Haul Road Parcel M.S. 6451H-1, is no longer needed for State transportation purposes.

Accordingly, it is recommended that the State's interest in this material site easement right of way be extinguished and relinquished.

The easement right of way acquired for Slick Rock Wash Material Site Parcel M.S. 6451A, and Haul Road Parcel M.S. 6451H-1, to be extinguished and relinquished from the State Transportation System, was acquired from the United States Department of the Interior Bureau of Land Management, as disclosed on BLM Serial Register Page AZA 031732; and was granted to the State of Arizona, by and through its Department of Transportation, in that certain Highway Easement Deed, executed by the Federal Highway Administration, dated September 02, 2003, recorded October 03, 2003, in Document No. 2003-06204, records of Graham County, Arizona.

March 18, 2022

RES. NO. 2022-03-A-011
PROJECT: N-810-603
HIGHWAY: STATEWIDE FACILITY SITES
SECTION: Slick Rock Wash Material Site No. M.S. 6451
ROUTE NO.: U.S. Route 70
DISTRICT: Southeast
COUNTY: Graham
DISPOSAL: D - SE - 009

The material site easement right of way to be extinguished and relinquished is delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Arizona Department of Transportation Right of Way Section M.S. 6451 & Haul Rd., Project N-810-603", and is shown in Appendix "A" attached hereto.

This resolution is considered the only document necessary to extinguish and relinquish said material site easement right of way; and no other instrument of conveyance is legally required.

WHEREAS said easement right of way acquired for Slick Rock Wash Material Site Parcel M.S. 6451A, and Haul Road Parcel M.S. 6451H-1, is no longer needed for such purposes, nor will it be used for any other public transportation purpose; and

WHEREAS this resolution is considered the only document necessary to extinguish and relinquish said Slick Rock Wash Material Site No. M.S. 6451 easement right of way; and no other instrument of conveyance is legally required; and

WHEREAS because of these premises, this Board finds public convenience requires that said Slick Rock Wash Material Site No. M.S. 6451 easement right of way be removed from the State Transportation System, extinguished and relinquished to the United States Department of the Interior Bureau of Land Management; therefore be it

RESOLVED that the recommendation of the Deputy Director is adopted and made a part of this resolution; be it further

March 18, 2022

RES. NO. 2022-03-A-011
PROJECT: N-810-603
HIGHWAY: STATEWIDE FACILITY SITES
SECTION: Slick Rock Wash Material Site No. M.S. 6451
ROUTE NO.: U.S. Route 70
DISTRICT: Southeast
COUNTY: Graham
DISPOSAL: D - SE - 009

RESOLVED that the extinguishment and relinquishment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes §28-7213; and that this resolution is the only document necessary to extinguish and relinquish said Slick Rock Wash Material Site No. M.S. 6451 easement right of way; and no other instrument of conveyance is legally required; be it further

RESOLVED that the easement right of way acquired for Slick Rock Wash Material Site Parcel M.S. 6451A, and Haul Road Parcel M.S. 6451H-1, is hereby removed from the State Transportation System, extinguished and relinquished to the United States Department of the Interior Bureau of Land Management, as provided in Arizona Revised Statutes §§28-7046 and 28-7214, and in United States Code of Federal Regulations 23CFR § 710.601(h).

March 18, 2022

RES. NO. 2022-03-A-011
PROJECT: N-810-603
HIGHWAY: STATEWIDE FACILITY SITES
SECTION: Slick Rock Wash Material Site No. M.S. 6451
ROUTE NO.: U.S. Route 70
DISTRICT: Southeast
COUNTY: Graham
DISPOSAL: D - SE - 009

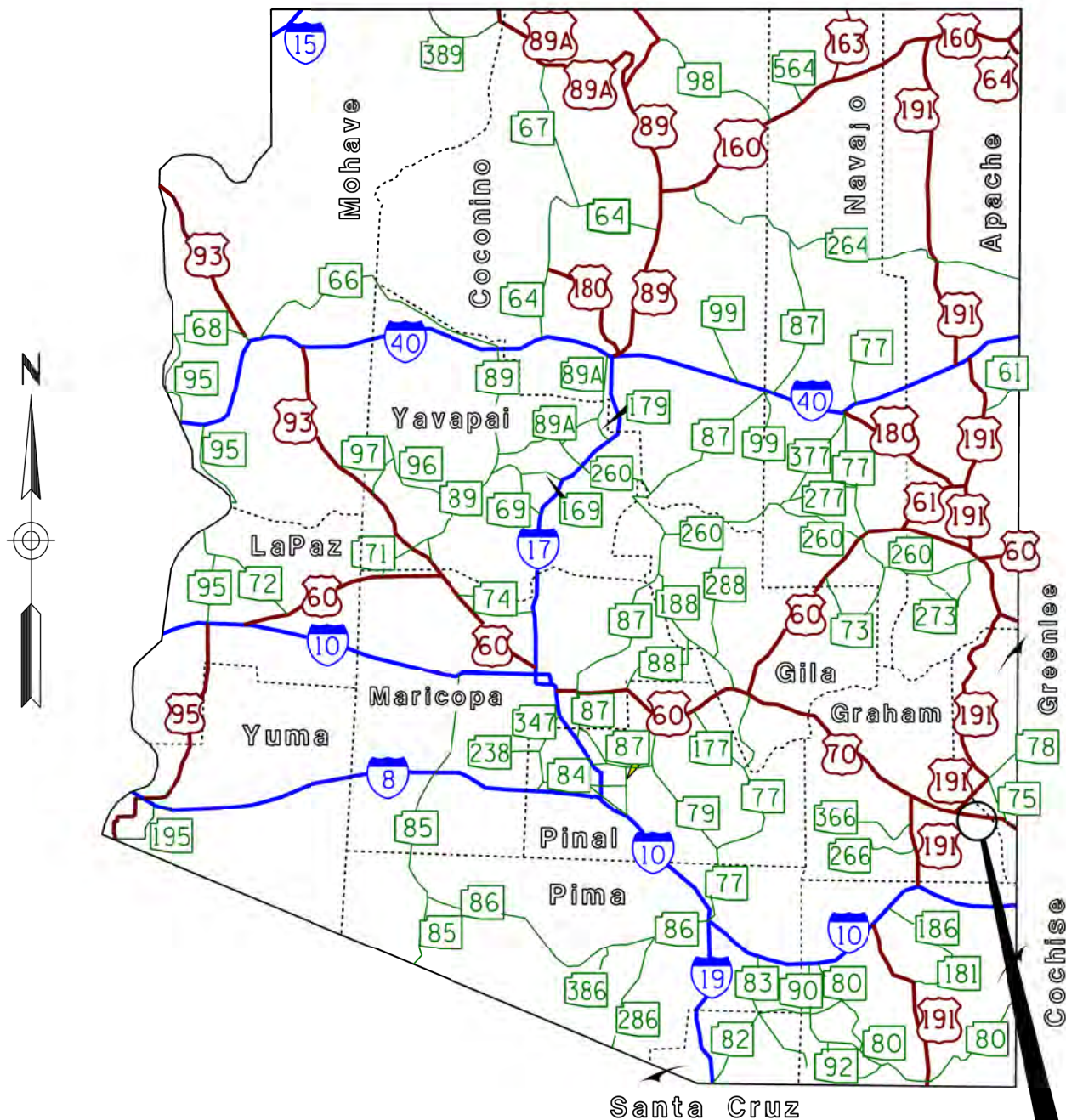
CERTIFICATION

I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on March 18, 2022.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on March 18, 2022.

GREGORY D. BYRES, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

Seal

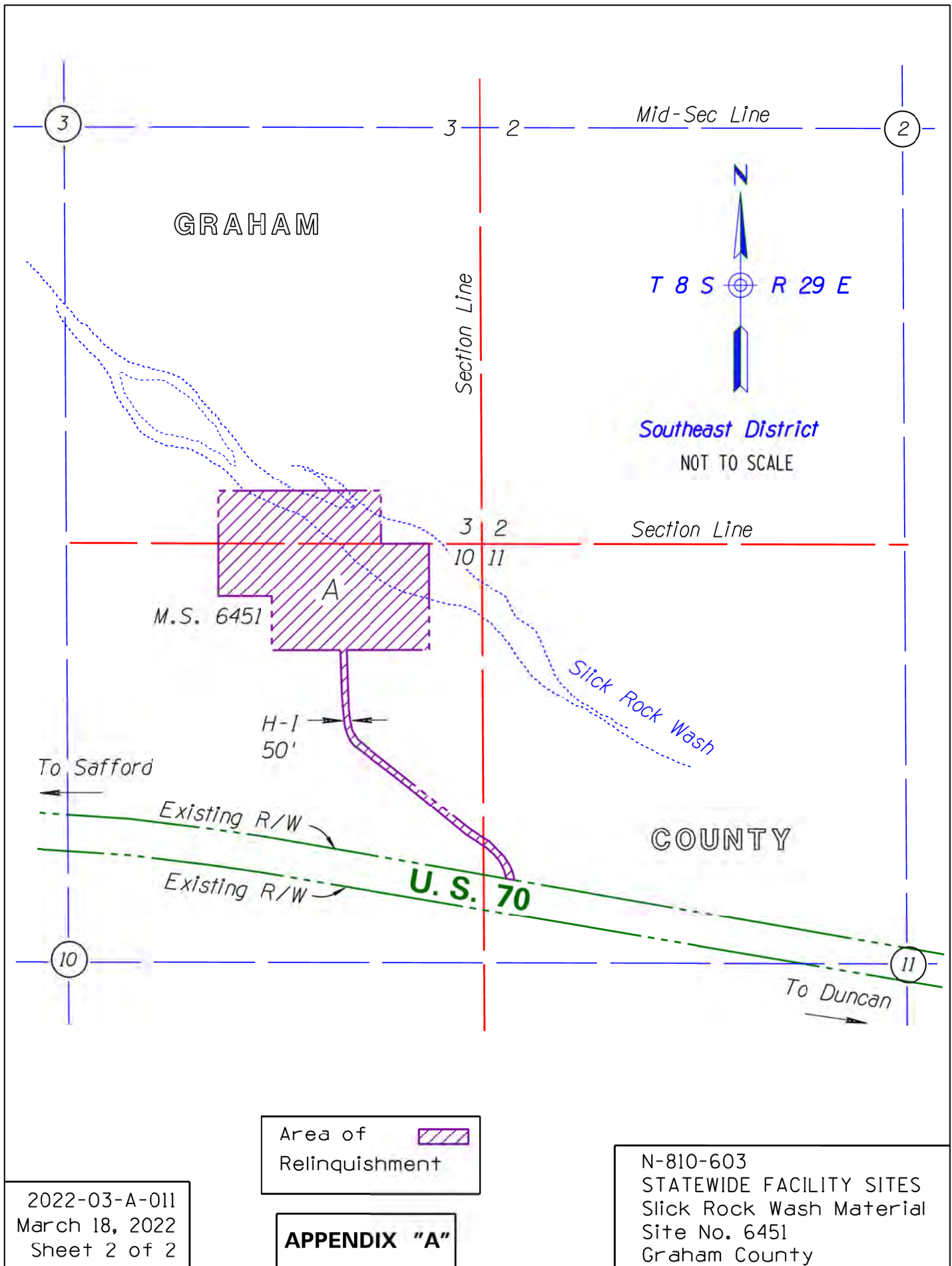


Area of Relinquishment
See Sheet 2 of 2
for Details

N-810-603
STATEWIDE FACILITY SITES
Slick Rock Wash Material
Site No. 6451
Graham County

2022-03-A-011
March 18, 2022
Sheet 1 of 2

APPENDIX "A"



March 18, 2022

RES. NO. 2022-03-A-012
PROJECT: N-810-603
HIGHWAY: STATEWIDE FACILITY SITES
SECTION: Fort Thomas Material Site No. M.S. 8595
ROUTE NO.: U.S. Route 70
DISTRICT: Southeast
COUNTY: Graham
DISPOSAL: D - SE - 010

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the extinguishment and relinquishment of certain easement right of way originally acquired for Fort Thomas Material Site No. M.S. 8595 under the above referenced project.

The easement right of way acquired for Fort Thomas Material Site Parcel M.S. 8595A, and Haul Road Parcel M.S. 8595H-1, to be extinguished and relinquished from the State Transportation System, was acquired from the United States Department of the Interior Bureau of Land Management, as disclosed on BLM Serial Register Page AZA 031596; and was granted to the State of Arizona, by and through its Department of Transportation, in that certain Highway Easement Deed, executed by the Federal Highway Administration, dated September 02, 2003, recorded October 03, 2003, in Document No. 2003-06205, records of Graham County, Arizona.

The material site easement right of way to be extinguished and relinquished is delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Arizona Department of Transportation Right of Way Section M.S. No. 8595 & Haul Rd., Project N-810-603", and is shown in Appendix "A" attached hereto.

This material site easement right of way is no longer required in the State Transportation System, nor will it be used for any other public transportation purpose.

March 18, 2022

RES. NO. 2022-03-A-012
PROJECT: N-810-603
HIGHWAY: STATEWIDE FACILITY SITES
SECTION: Fort Thomas Material Site No. M.S. 8595
ROUTE NO.: U.S. Route 70
DISTRICT: Southeast
COUNTY: Graham
DISPOSAL: D - SE - 010

Accordingly, I recommend that said easement right of way acquired for Fort Thomas Material Site No. M.S. 8595 be removed from the State Transportation System, extinguished and relinquished to the United States Department of the Interior Bureau of Land Management, according to law.

All other rights of way, easements and appurtenances thereto, subject to the provisions of Arizona Revised Statutes § 28-7210, shall continue as they existed prior to the extinguishment and relinquishment of the material site easement right of way depicted in Appendix "A".

The extinguishment and relinquishment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213; and this resolution is considered the only document necessary to extinguish and relinquish said material site easement right of way; and no other instrument of conveyance is legally required.

Pursuant to Arizona Revised Statutes §§ 28-7046 and 28-7214, and United States 23CFR § 710.601(h), I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

GREGORY D. BYRES, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, Arizona 85007-3212

March 18, 2022

RES. NO. 2022-03-A-012
PROJECT: N-810-603
HIGHWAY: STATEWIDE FACILITY SITES
SECTION: Fort Thomas Material Site No. M.S. 8595
ROUTE NO.: U.S. Route 70
DISTRICT: Southeast
COUNTY: Graham
DISPOSAL: D - SE - 010

RESOLUTION OF RELINQUISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on March 18, 2022, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes §§ 28-7046 and 28-7214, and in accordance with United States Code of Federal Regulations 23CFR § 710.601(h), recommending the removal of easement right of way acquired for Fort Thomas Material Site No. M.S. 8595 from the State Transportation System by the extinguishment and relinquishment thereof.

The easement right of way acquired for Fort Thomas Material Site Parcel M.S. 8595A, and Haul Road Parcel M.S. 8595H-1, is no longer needed for State transportation purposes.

Accordingly, it is recommended that the State's interest in this material site easement right of way be extinguished and relinquished.

The easement right of way acquired for Fort Thomas Material Site Parcel M.S. 8595A, and Haul Road Parcel M.S. 8595H-1, to be extinguished and relinquished from the State Transportation System, was acquired from the United States Department of the Interior Bureau of Land Management, as disclosed on BLM Serial Register Page AZA 031596; and was granted to the State of Arizona, by and through its Department of Transportation, in that certain Highway Easement Deed, executed by the Federal Highway Administration, dated September 02, 2003, recorded October 03, 2003, in Document No. 2003-06205, records of Graham County, Arizona.

March 18, 2022

RES. NO. 2022-03-A-012
PROJECT: N-810-603
HIGHWAY: STATEWIDE FACILITY SITES
SECTION: Fort Thomas Material Site No. M.S. 8595
ROUTE NO.: U.S. Route 70
DISTRICT: Southeast
COUNTY: Graham
DISPOSAL: D - SE - 010

The material site easement right of way to be extinguished and relinquished is delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Arizona Department of Transportation Right of Way Section M.S. No. 8595 & Haul Rd., Project N-810-603", and is shown in Appendix "A" attached hereto.

This resolution is considered the only document necessary to extinguish and relinquish said material site easement right of way; and no other instrument of conveyance is legally required.

WHEREAS said easement right of way acquired for Fort Thomas Material Site Parcel M.S. 8595A, and Haul Road Parcel M.S. 8595H-1, is no longer needed for such purposes, nor will it be used for any other public transportation purpose; and

WHEREAS this resolution is considered the only document necessary to extinguish and relinquish said Fort Thomas Material Site No. M.S. 8595 easement right of way; and no other instrument of conveyance is legally required; and

WHEREAS because of these premises, this Board finds public convenience requires that said Fort Thomas Material Site No. M.S. 8595 easement right of way be removed from the State Transportation System, extinguished and relinquished to the United States Department of the Interior Bureau of Land Management; therefore be it

RESOLVED that the recommendation of the Deputy Director is adopted and made a part of this resolution; be it further

March 18, 2022

RES. NO. 2022-03-A-012
PROJECT: N-810-603
HIGHWAY: STATEWIDE FACILITY SITES
SECTION: Fort Thomas Material Site No. M.S. 8595
ROUTE NO.: U.S. Route 70
DISTRICT: Southeast
COUNTY: Graham
DISPOSAL: D - SE - 010

RESOLVED that the extinguishment and relinquishment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes §28-7213; and that this resolution is the only document necessary to extinguish and relinquish said Fort Thomas Material Site No. M.S. 8595 easement right of way; and no other instrument of conveyance is legally required; be it further

RESOLVED that the easement right of way acquired for Fort Thomas Material Site Parcel M.S. 8595A, and Haul Road Parcel M.S. 8595H-1, is hereby removed from the State Transportation System, extinguished and relinquished to the United States Department of the Interior Bureau of Land Management, as provided in Arizona Revised Statutes §§28-7046 and 28-7214, and in United States Code of Federal Regulations 23CFR § 710.601(h).

March 18, 2022

RES. NO. 2022-03-A-012
PROJECT: N-810-603
HIGHWAY: STATEWIDE FACILITY SITES
SECTION: Fort Thomas Material Site No. M.S. 8595
ROUTE NO.: U.S. Route 70
DISTRICT: Southeast
COUNTY: Graham
DISPOSAL: D - SE - 010

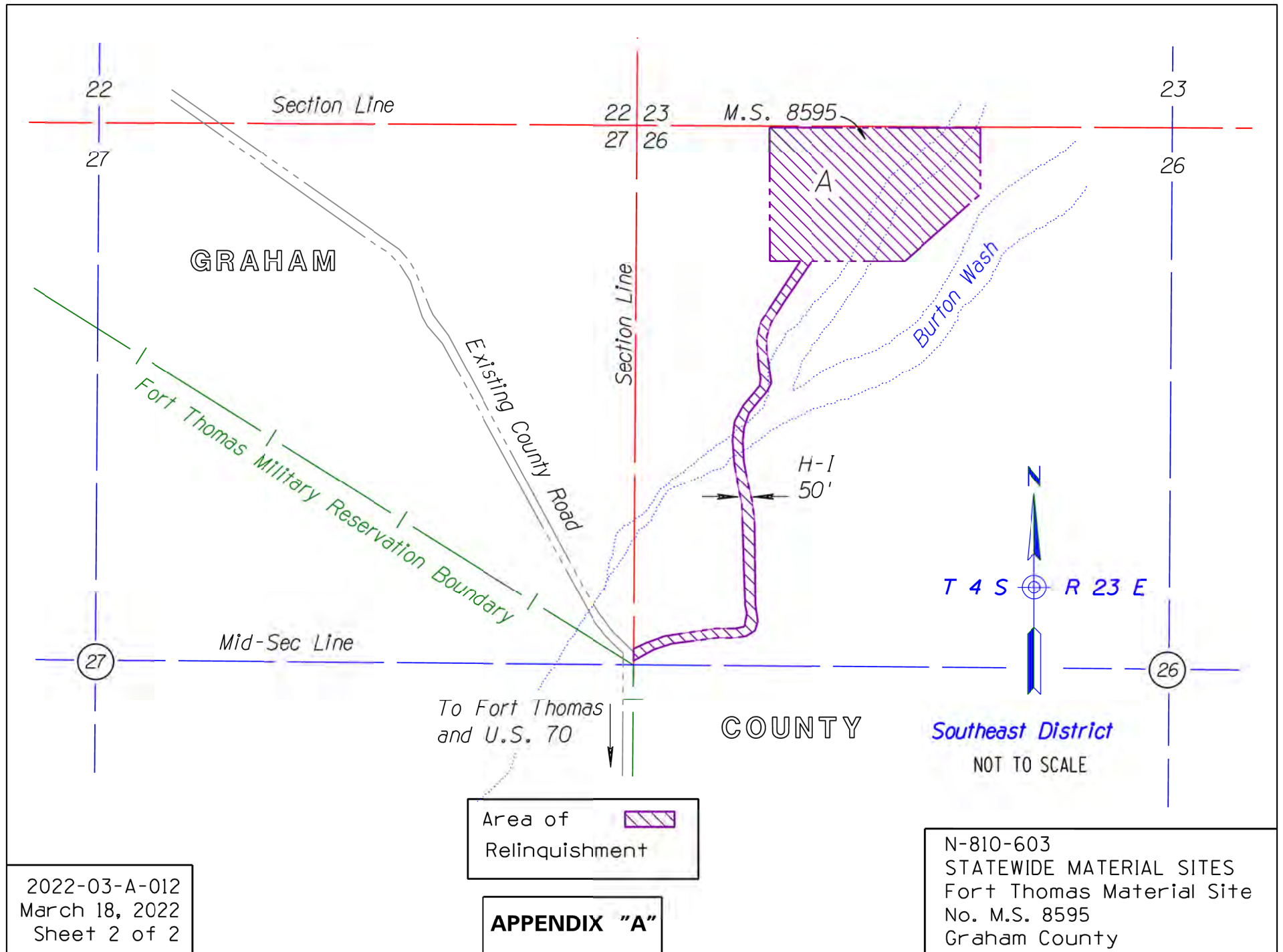
CERTIFICATION

I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on March 18, 2022.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on March 18, 2022.

GREGORY D. BYRES, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

Seal



PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6a.	Route & MP:	SR 80 @ MP 298.8
	Project Name:	SAN PEDRO RIVER BRIDGE
	Type of Work:	CONSTRUCT BRIDGE REPLACEMENT
	County:	Cochise
	District:	Southcentral
	Schedule:	FY 2022
	Project:	H893701C TIP#: 6807
	Project Manager:	Olivier Mirza
	Program Amount:	\$8,500,000
	New Program Amount:	\$10,500,000
	Requested Action:	Increase Construction Budget.



04

1. PRB Meeting Date: 2/15/2022

2. Teleconference: No

3. Form Date / 5. Form By:

2/22/2022

Olivier Mirza

4. Project Manager / Presenter:

Olivier Mirza @

- 4983 PROJECT MANAGEMENT

6. Project Name:

SAN PEDRO RIVER BRIDGE

7. Type of Work:

CONSTRUCT BRIDGE REPLACEMENT

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
PM1N	Southcentral	80	Cochise	298.8	H893701C ?	1.0	STBG080-A(212)T

16. Program Budget: \$8,500

17. Program Item #: 6807

18. Current Approved Program Budget:

\$8,500

18a. (+/-) Program Budget Request:

\$2,000

18b Total Program Budget After Request:

\$10,500

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
6807	\$8,500	SAN PEDRO RIVER BRIDGE	

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
76222	\$2,000	BRIDGE REPLACEMENT & REHABILITATION	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 22

22. CURRENT BID READY:

23. CURRENT ADV DATE: 6/3/2022

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN:	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	STAGE V
-------------------	--------------------	----	--------------------	----	-------------	----	---------------------	---------

24e. ENVIRONMENTAL CLEARANCE: YES

24f. MATERIALS MEMO COMP: YES

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

24k. SCOPING DOCUMENT: YES

25. DESCRIPTION OF REQUEST

Increase Construction Budget.

26. JUSTIFICATION OF REQUEST

This is a complete bridge replacement on SR-80 over the San Pedro River. The major construction items for this complete bridge replacement are concrete, steel and the labor associated with these items. The average increase in material unit cost between concrete and structural steel, that includes labor cost, was about 40pct since the stage IV estimate was developed in Dec. 2020. Additionally ICAP increased from 9.9pct to 10.5pct.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 3/2/2022

PRB APPROVED

*ITEM 6b.

Local

27th AVE & THOMAS RD @ BNSF

RAIL SAFETY PROJECT

Maricopa

Central

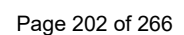
SR24501C TIP#: 102267

Jane Gauger

\$0

\$1,350,000

Establish an 01C phase for civil construction work.



02

1. PRB Meeting Date: 2/8/2022

2. Teleconference: No

3. Form Date / 5. Form By:

2/10/2022

Jane Gauger

4. Project Manager / Presenter:

Jane Gauger @ (602) 712-4052

205 S 17th Ave, RM 357, MD618E - 4981 UTILITIES AND RAILROADS

6. Project Name:

27TH AVE & THOMAS RD @ BNSF

7. Type of Work:

RAIL SAFETY PROJECT

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
WY1N	Central	0000	Maricopa	PHX	SR24501C	0.1	PHX-0(249)D

16. Program Budget: \$0

17. Program Item #: 102267

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$1,350

18b Total Program Budget After Request:

\$1,350

CURRENTLY APPROVED:**19. BUDGET ITEMS:****CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
72622	\$1,215	RAILWAY HIGHWAY CROSSING	Section 130 FHWA 90 percent participation
OTHR22	\$135	.	City of Phoenix 10 percent match contribution

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 22

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 15-0005704-I; 20-0007986-I

SIGNED: YES

ADV: NO

CHANGE IN:	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	NOT APPLICABLE
-------------------	--------------------	----	--------------------	----	-------------	----	---------------------	----------------

24e. ENVIRONMENTAL CLEARANCE: YES

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&RR CLEARANCE: YES

24h. C&S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: YES

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish an 01C phase for civil construction work

26. JUSTIFICATION OF REQUEST

Rail-Highway crossings at 27th Ave and Thomas Rd (DOT 025-430G & 025-617C) in Phoenix, are being modified to provide safety improvements. Both BNSF crossings are on the Federal Railroad Administration (FRA) list of crossings with the most incidents in the U.S. in the last decade. Thomas Rd is listed at number one and 27th Ave is number five.

Civil improvements by the City of Phoenix consist of constructing raised concrete center medians, sidewalks, ramps, curbing, signing and striping, and new traffic signals. There will be road widening to account for the medians and for placement of the railroad gates and cantilever foundations.

The Section 130 program provides federal funding to improve safety at rail-highway crossings. There is a 90/10 cost split, with the federal 90 percent and a local match of 10 percent. The City of Phoenix is contributing funding for the 10 percent match for their civil construction portion.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

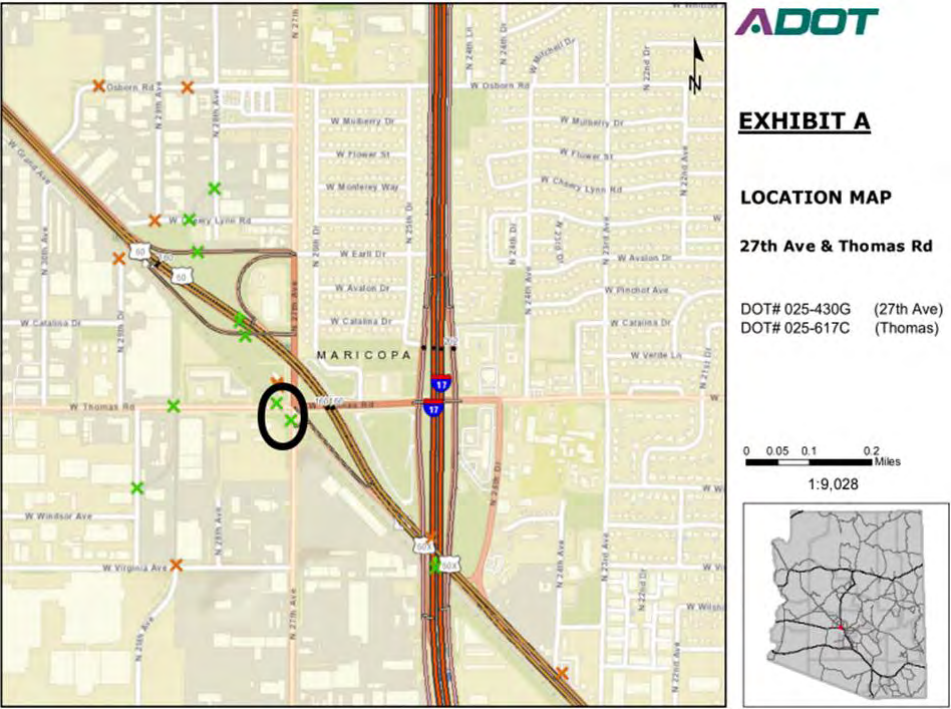
REQUEST APPROVED

SUBJECT TO PPAC APPROVAL - 3/2/2022



PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6c.	Route & MP:	Local
	Project Name:	27th AVE & THOMAS RD @ BNSF
	Type of Work:	RAIL SAFETY PROJECT
	County:	Maricopa
	District:	Central
	Schedule:	
	Project:	SR24501X TIP#: 102267
	Project Manager:	Jane Gauger
	Program Amount:	\$0
	New Program Amount:	\$1,020,000
	Requested Action:	Establish an 01X phase for railroad construction.



03

1. PRB Meeting Date: 2/8/2022

2. Teleconference: No

3. Form Date / 5. Form By:

2/10/2022

Jane Gauger

4. Project Manager / Presenter:

Jane Gauger @ (602) 712-4052

205 S 17th Ave, RM 357, MD 618E - 4981 UTILITIES AND RAILROADS

6. Project Name:

27TH AVE & THOMAS RD @ BNSF

7. Type of Work:

RAIL SAFETY PROJECT

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
WY1N	Central	0000	Maricopa	PHX	SR24501X ?	0.1	PHX-0(249)T

16. Program Budget: \$0

17. Program Item #: 102267

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$1,020

18b Total Program Budget After Request:

\$1,020

CURRENTLY APPROVED:**19. BUDGET ITEMS:****CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
72622	\$918	RAILWAY HIGHWAY CROSSING	Section 130 FHWA 90 percent participation
OTHR22	\$102	.	BNSF 10 percent match contribution

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 22

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 15-0005704-I; 20-0007986-I

SIGNED: YES

ADV: NO

CHANGE IN:	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	NOT APPLICABLE
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24e. ENVIRONMENTAL CLEARANCE: YES

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&RR CLEARANCE: YES

24h. C&S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: YES

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish an 01X phase for railroad construction.

26. JUSTIFICATION OF REQUEST

Rail-Highway crossings at 27th Ave and Thomas Rd (DOT 025-430G & 025-617C) in Phoenix, are being modified to provide safety improvements. Both BNSF crossings are on the Federal Railroad Administration (FRA) list of crossings with the most incidents in the U.S. in the last decade. Thomas Rd is listed at number one and 27th Ave is number five.

The project will upgrade the existing railroad equipment to consist of new cantilevers, gates, flashing lights, signal houses, and install a more complex warning system.

The Section 130 program provides federal funding to improve safety at rail-highway crossings. There is a 90/10 cost split, with the federal 90 percent and a match of 10 percent. The railroad is not required to contribute any funding to the project. However, BNSF has agreed to contribute the 10 percent match for their construction portion, due to the high priority of this project and to keep moving the project forward.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

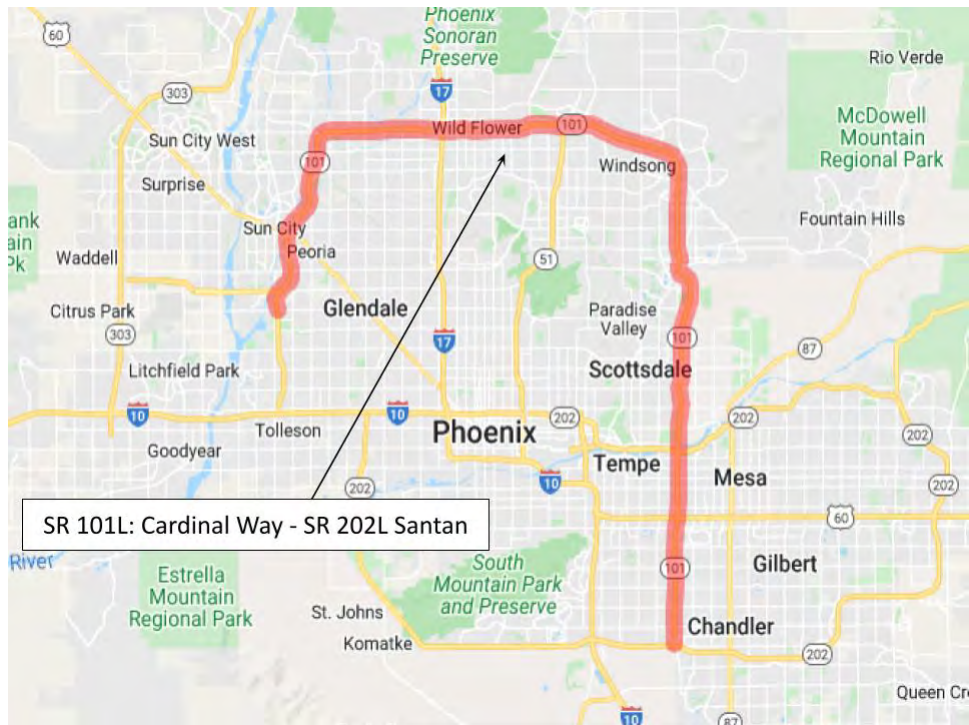
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 3/2/2022
Contingent upon approval by MAG Regional Council

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

ITEM 6d.	Route & MP:	SR 101L @ MP 8.0
	Project Name:	CARDINAL WAY - SR 202 SAN TAN
	Type of Work:	INSTALL CAMERAS
	County:	Maricopa
	District:	Central
	Schedule:	
	Project:	F048401X TIP#: 101787
	Project Manager:	Joan Lovell
	Program Amount:	\$0
	New Program Amount:	\$372,000
	Requested Action:	Establish Project.



02

1. PRB Meeting Date: 2/15/2022

2. Teleconference: No

3. Form Date / 5. Form By:

2/18/2022

Joan Lovell

4. Project Manager / Presenter:

Joan Lovell @ (602) 712-7754

2302 W. Durango St., PM02 - 6003 SYSTEMS TECHNOLOGY

6. Project Name:

CARDINAL WAY - SR 202 SAN TAN

7. Type of Work:

INSTALL CAMERAS

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
VS1P	Central	101L	Maricopa	8.0	F048401X ?	56.0	101-A(216)T

16. Program Budget: \$0

17. Program Item #: 101787

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$372

18b Total Program Budget After Request:

\$372

CURRENTLY APPROVED:**19. BUDGET ITEMS:****CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
OTHR22	\$350	.	MAG ID 27048 SM&O DOT21-813
78822	\$22	TSM&O	Match for SM&O DOT21-813

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 2022

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED:

NO

ADV:

NO

CHANGE IN:	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	NOT APPLICABLE
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24e. ENVIRONMENTAL CLEARANCE:

NO

24f. MATERIALS MEMO COMP:

NO

24g. U&RR CLEARANCE:

NO

24h. C&S CLEARANCE:

NO

24i. R/W CLEARANCE:

NO

24j. CUSTOMIZED SCHEDULE:

NO

24k. SCOPING DOCUMENT:

NO

25. DESCRIPTION OF REQUEST

Establish Project

26. JUSTIFICATION OF REQUEST

This request is to install wrong way driver detection along the SR101 from Cardinal Way to SR202 Santan to deploy additional wrong way detection in the MAG Region. Equipment will be purchased through Procurement and installed by Staff.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 3/2/2022



PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6e.	Route & MP:	Statewide
	Project Name:	SMART SOFTWARE SUITE
	Type of Work:	EXPAND & ENHANCE ANALYTIC TOOLS
	County:	Maricopa
	District:	Statewide
	Schedule:	
	Project:	M715502X TIP#: 101804
	Project Manager:	John Roberts
	Program Amount:	\$0
	New Program Amount:	\$100,000
	Requested Action:	Establish new project.



04

1. PRB Meeting Date: 2/8/2022

2. Teleconference: No

3. Form Date / 5. Form By:

2/18/2022

John Roberts

4. Project Manager / Presenter:

John Roberts @ (602) 712-3830

2209 W Durango St, 078R - 6003 SYSTEMS TECHNOLOGY

6. Project Name:

SMART SOFTWARE SUITE

7. Type of Work:

EXPAND & ENHANCE ANALYTIC TOOLS

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:
 - Phoenix Maricopa M715502X ?

16. Program Budget: \$0

17. Program Item #: 101804

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$100

18b Total Program Budget After Request:

\$100

CURRENTLY APPROVED:**19. BUDGET ITEMS:****CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
78822	\$100	TSM&O	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 22

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED:

NO

ADV:

NO



PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE:

NO

24f. MATERIALS MEMO COMP:

NO

24g. U&RR CLEARANCE:

NO

24h. C&S CLEARANCE:

NO

24i. R/W CLEARANCE:

NO

24j. CUSTOMIZED SCHEDULE:

NO

24k. SCOPING DOCUMENT:

NO

25. DESCRIPTION OF REQUEST

Establish new project

26. JUSTIFICATION OF REQUEST

TSMO is requesting a new project to have the University of Arizona continue developing and expanding the Data-Driven, Ramp Meter Evaluation Tool. The tool was created last year for a pilot section of SR51, encompassing 15 locations, This project will expand the capability of the tool to 250 ramp meter locations within the Phoenix metro area, as well as enhance several modules within the program's dashboard. The tool utilizes a combination of controller data and third party data. It is essential for the evaluation and optimization of smart ramp meter operations. Additionally, the analytics tool will be expanded to add mainline, safety, and other TSMO operational capabilities. With the expanded capabilities the project is being named to house the all the analytic tools in one SMART (Statewide Mobility Analytics in Real Time) suite.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED

SUBJECT TO PPAC APPROVAL - 3/2/2022

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6f.	Route & MP:	I-10 @ MP 122.0
	Project Name:	JACKRABBIT TRAIL TI
	Type of Work:	SCOPING (DCR/Env Doc)
	County:	Maricopa
	District:	Central
	Schedule:	
	Project:	F048601L TIP#: 102988
	Project Manager:	Olivier Mirza
	Program Amount:	\$0
	New Program Amount:	\$1,500,000
	Requested Action:	Establish a Scoping Project.



03

1. PRB Meeting Date: 2/15/2022

2. Teleconference: No

3. Form Date / 5. Form By:

2/18/2022

Olivier Mirza

4. Project Manager / Presenter:

Olivier Mirza @

,, - 4983 PROJECT MANAGEMENT

6. Project Name:

JACKRABBIT TRAIL TI

7. Type of Work:

SCOPING (DCR/Env Doc)

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
VF1P	Central	10	Maricopa	122.0	F048601L ?	1.0	010-B(222)T

16. Program Budget: \$0

17. Program Item #: 102988

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$1,500

18b Total Program Budget After Request:

\$1,500

CURRENTLY APPROVED:**19. BUDGET ITEMS:****CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
49922	\$1,500		RARF Funding

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED:

NO

ADV:

NO

CHANGE IN:	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	NOT APPLICABLE
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24e. ENVIRONMENTAL CLEARANCE:

NO

24f. MATERIALS MEMO COMP:

NO

24g. U&RR CLEARANCE:

NO

24h. C&S CLEARANCE:

NO

24i. R/W CLEARANCE:

NO

24j. CUSTOMIZED SCHEDULE:

NO

24k. SCOPING DOCUMENT:

NO

25. DESCRIPTION OF REQUEST

Establish a Scoping Project.

26. JUSTIFICATION OF REQUEST

Increased travel demand on Jackrabbit Trail has strained the capacity of the existing Jackrabbit Trail and I-10 traffic interchange. This study will evaluate traffic interchange alternatives at Jackrabbit Trail Rd and Interstate 10, including widening Jackrabbit Trail from McDowell Rd to Roosevelt St. The project will include the reconstruction/improvements at McDowell Rd and Roosevelt St. The study will include preparation of a Design Concept Report (DCR) and an Environmental Clearance document. The construction phase will be funded using Federal Aid, which is planned to be in FY26. MAG ID is 15426 and TIP ID DOT22-017D. Request to change design funding from Federal Aid to RARF will go to MAG Regional Council for approval on March 23, 2022.

Staff: \$200K

Consultant: \$1.157Mil

ICAP: \$143K

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 3/2/2022

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6g.	Route & MP:	Statewide
	Project Name:	EV INFRASTRUCTURE DEPLOYMENT PLAN
	Type of Work:	Planning Project
	County:	Statewide
	District:	Statewide
	Schedule:	
	Project:	PEV2201P, TIP#: 103191
	Project Manager:	Thor Anderson
	Program Amount:	\$0
	New Program Amount:	\$500,000
	Requested Action:	Establish the initial plan to fund the electric vehicle charging station program.



09

1. PRB Meeting Date: 3/1/2022

2. Teleconference: No

3. Form Date / 5. Form By:

3/1/2022

Thor Anderson

4. Project Manager / Presenter:

Thor Anderson @ (602) 712-4574

206 S 17th Ave, , 310B - 4210 MPD PLANNING TEAM

6. Project Name:

EV Infrastructure Deployment

7. Type of Work:

Develop Plan

8. CPSID:

9. District:

10. Route:

11. County:

12. Beg MP:

13. TRACS #:

14. Len (Mi.):

15. Fed Id #:

16. Program Budget: \$0

17. Program Item #: 103191

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$500

18b Total Program Budget After Request:

\$500

CURRENTLY APPROVED:**19. BUDGET ITEMS:****CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
74522	\$500	PRIVITIZATION	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 22

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED: NO

ADV: NO

CHANGE IN:

24a. PROJECT NAME: NO

24b. TYPE OF WORK: NO

24c. SCOPE: NO

24d. CURRENT STAGE:

NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE:

NOT APPLICABLE

24f. MATERIALS MEMO COMP:

NOT APPLICABLE

24g. U&RR CLEARANCE:

NOT APPLICABLE

24h. C&S CLEARANCE:

NOT APPLICABLE

24i. R/W CLEARANCE:

NOT APPLICABLE

24j. CUSTOMIZED SCHEDULE:

NOT APPLICABLE

24k. SCOPING DOCUMENT:

NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish a new project.

26. JUSTIFICATION OF REQUEST

The BIL act established a formula funded electric vehicle charging station program. The goal of the formula program is to install electric vehicle charging stations every fifty miles along alternative fuel corridors within the state. In AZ, all the interstates have been identified as alternative fuel corridors or pending alternative fuel corridors. More alternative fuel corridors may be added in the round 6 designations in May 2022. In order to make use of the formula funds the State must prepare a complex EV Deployment Plan, which includes extensive public and stakeholder outreach, by August 1, 2022. This effort will require participation from many areas in ADOT.

Consultant \$400K

Staff \$100K

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED

SUBJECT TO PPAC APPROVAL - 3/2/2022

PRB APPROVED

*ITEM 6h. AIRPORT PROGRAM:	Glendale Municipal Airport
GRANT MANAGER:	Sonia Pizano
REQUESTED ACTION:	To establish a new airport project to be added to the FY 22 Airport Capital Improvement Program.
NEW PROGRAM AMOUNT:	\$154,287.00



**ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group**

Project Committee Recommendations

AIRPORT: Glendale Municipal Airport

☒ **New Project**

SPONSOR: City of Glendale

☐ **Changed Project(s)**

CATEGORY: State/Local Match

PROJECT NUMBER: E2S5H 01C

GRANT MANAGER: Sonia Pizano

AIP NUMBER: N/A

DATE: 02/23/2022 - PPAC date 04/02/2022

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Land Protection (Conair Phase III) Land Acquisition Project	2022	138,859.00	15,428.00	N/A	154,287.00	245
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Recommended Action is:						
A new State/Local Match Project is being added to the FY 22 CIP list (Grant # E2S5H 01C). Funding was approved by Aeronautics Management and Finance.						

Aeronautics Recommends for PPAC action

Aeronautics State Engineer Approval:

DocuSigned by:

Matthew Munden

Date: 2/24/2022

Matthew Munden

DocuSigned by:

FMS Review and Approval:

Leticia Pineda-Daley

Leticia Pineda-Daley

Date: 2/24/2022

STATE ENGINEER'S REPORT

February 2022

The Status of Projects Under Construction report for February 2022 shows 72 projects under construction valued at \$1,896,022,645.09. The transportation board awarded 16 projects during February valued at approximately \$42.7 million.

During February, the Department finalized 2 projects valued at \$2,979,928.41. Projects where the final cost exceeded the contractors bid amount by more than 5% are detailed in your board package.

Fiscal Year to date we have finalized 54 projects. The total cost of these 54 projects has exceeded the contractors bid amount by 4.3%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to 1.5%.

MONTHLY CONSTRUCTION REPORT

February 2022

PROJECTS UNDER CONSTRUCTION	72
MONETARY VALUE OF CONTRACTS	\$1,896,022,645.09
PAYMENTS MADE TO DATE	\$770,099,213.86
STATE PROJECTS	55
LOCAL GOVERNMENT	17
OTHER	
CONTRACTS EXECUTED IN FEBRUARY 2022	0
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$0.00

FIELD REPORTS SECTION

EXT. 7301

Accumulation to Date (Fiscal Year 2022 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
54	\$291,022,254.46	\$281,943,677.80	\$293,995,890.13	\$12,052,212.33	4.3%

Prepared By:

Checked By:

DocuSigned by:

Ladd Bouts

3/2/2022

4121CC9894A942B...

Field Reports Unit, X7301

DocuSigned by:

Irene Del Castillo

3/2/2022

697D5935C248471...

Irene Del Castillo, Manager

Field Reports Unit, X7301

Completed Contracts (Fiscal Year 2022)

February, 2022

<u>Totals</u>	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
# of Projects: 2	2	\$3,571,225.13	\$3,028,941.94	\$2,979,928.41
		<u>Monetary</u> (\$542,283.19)		<u>Monetary</u> (\$49,013.53)

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2022
February, 2022

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
PPN-0-(214)T T005601C	GERMANN RD: MERIDIAN RD TO Central District						
Working Days: 137 = 115 + 12 + 10 Days Used: 137							
		1,770,939.05	Sunland Asphalt & Construction Inc.	Low Bid = (\$133,295.19) or 7.53% under State Estimate \$1,637,643.86	\$1,755,299.81	\$117,655.95	7.2 %
999-A-(534)T F014201C	Various locations SouthCent District						
Working Days: 210 Days Used: 198							
		1,800,286.08	ABBCO SIGN GROUP, INC.	Low Bid = (\$408,988.00) or 22.72% under State Estimate \$1,391,298.08	\$1,224,628.60	(\$166,669.48)	-12.0 %

FINAL COST VS BID ADJUSTED

FISCAL YEAR 2022.

<u>LESS ADJUSTMENTS FOR</u>								
<u>MONTH</u>	<u>CUMULATIVE FINAL COST</u>	<u>REVISIONS/ OMISSIONS #4 & #5</u>	<u>INCENTIVE/ BONUS #7</u>	<u>ADD'L WORK PD OTHERS #3</u>	<u>CUMULATIVE ADJ</u>	<u>CUMULATIVE BID AMOUNT</u>	<u>ADJUSTED FINAL COST</u>	<u>ADJ CUM</u>
Jul-21	\$ 13,114,728	\$ 243,287	\$ (7,189)	\$ 69,966	\$ 306,064	\$ 12,739,896	\$ 12,808,665	0.5%
Aug-21	\$ 159,659,933	\$ 2,730,400	\$ 500,755	\$ 1,096,935	\$ 4,634,153	\$ 152,575,285	\$ 155,025,780	1.6%
Sep-21	\$ 209,786,828	\$ 709,024	\$ 122,004	\$ -	\$ 5,465,181	\$ 195,717,714	\$ 204,321,647	4.4%
Oct-21	\$ 244,205,723	\$ 246,754	\$ 758,388	\$ -	\$ 6,470,322	\$ 229,753,407	\$ 237,735,400	3.5%
Nov-21	\$ 245,689,111	\$ 75,870	\$ -	\$ -	\$ 6,546,192	\$ 231,093,038	\$ 239,142,919	3.5%
Dec-21	\$ 275,836,516	\$ 211,887	\$ 738,037	\$ -	\$ 7,496,116	\$ 262,688,005	\$ 268,340,400	2.2%
Jan-22	\$ 291,015,962	\$ 36,891	\$ 245,023	\$ -	\$ 7,778,030	\$ 278,914,736	\$ 283,237,932	1.6%
Feb-22	\$ 293,995,890	\$ 27,544	\$ (5,065)	\$ -	\$ 7,800,509	\$ 281,943,678	\$ 286,195,381	1.5%
Mar-22					\$ 7,800,509		\$ (7,800,509)	
Apr-22					\$ 7,800,509		\$ (7,800,509)	
May-22					\$ 7,800,509		\$ (7,800,509)	
Jun-22					\$ 7,800,509		\$ (7,800,509)	
		\$ 4,281,657	\$ 2,351,951	\$ 1,166,901	\$ 7,800,509			

Contracts: (Action as Noted)

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

*ITEM 8a: BOARD DISTRICT NO.: 6

BIDS OPENED: FEBRUARY 04, 2022

HIGHWAY: MESQUITE – LITTLEFIELD – NORTH HWY (I-15)

SECTION: BLACK ROCK TI UP SB/NB

COUNTY: MOHAVE

ROUTE NO.: I-15

PROJECT : TRACS: 015-A(217)T: 015 MO 027 F030801C

FUNDING: 94.34% FEDS 5.66% STATE

LOW BIDDER: VASTCO, INC.

LOW BID AMOUNT: \$ 2,384,989.04

STATE ESTIMATE: \$ 1,324,601.20

\$ OVER ESTIMATE: \$ 1,060,387.84

% OVER ESTIMATE: 80.1%

PROJECT DBE GOAL: 7.18%

BIDDER DBE PLEDGE: 7.88%

NO. BIDDERS: 1

RECOMMENDATION: REJECT ALL BIDS



*ITEM 8b: BOARD DISTRICT NO.: 2

BIDS OPENED: FEBRUARY 11, 2022

HIGHWAY: NOGALES-TUCSON HWY (I-19)
NOGALES-TUCSON HWY (I-19)

SECTION: PIMA MINE RD-VALENCIA RD
VALENCIA RD-SR 86

COUNTY: 2

ROUTE NO.: I-19

PROJECT : TRACS: 019-A(242)T: 019 PM 050 F039901C
019-A(240)T: 019 PM 058 F021101C

FUNDING: 96.15% FEDS 3.85% STATE

LOW BIDDER: FNF CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 9,552,118.00

STATE ESTIMATE: \$ 7,357,673.75

\$ OVER ESTIMATE: \$ 2,194,444.25

% OVER ESTIMATE: 29.8%

PROJECT DBE GOAL: 6.45%

BIDDER DBE PLEDGE: 6.51%

NO. BIDDERS: 1

RECOMMENDATION: AWARD



*ITEM 8c: BOARD DISTRICT NO.: 6

BIDS OPENED: FEBRUARY 18, 2022

HIGHWAY: CORDES JCT – PRESCOTT HIGHWAY (SR 69)

SECTION: BIG BUG 4 – POLAND JCT

COUNTY: YAVAPAI

ROUTE NO.: SR 69

PROJECT : TRACS: 069-A(223)T: 069 YV 271 F040701C

FUNDING: 100% FEDS

LOW BIDDER: ASPHALT PAVING & SUPPLY, INC.

LOW BID AMOUNT: \$ 2,697,412.78

STATE ESTIMATE: \$ 3,282,589.00

\$ UNDER ESTIMATE: \$ 585,176.22

% UNDER ESTIMATE: 17.8%

PROJECT DBE GOAL: 5.19%

BIDDER DBE PLEDGE: 5.19%

NO. BIDDERS: 5

RECOMMENDATION: AWARD



*ITEM 8d: BOARD DISTRICT NO.: 4

BIDS OPENED: FEBRUARY 18, 2022

HIGHWAY: MESA – PAYSON HIGHWAY (SR 87)

SECTION: MP 229.6 – 229.9 NB

COUNTY: GILA

ROUTE NO.: SR 87

PROJECT : TRACS: 087-B(228)T: 087 GI 229 F044801C

FUNDING: 94.3% FEDS 5.7% STATE

LOW BIDDER: COMBS CONSTRUCTION COMPANY, INC.

LOW BID AMOUNT: \$ 768,937.30

STATE ESTIMATE: \$ 534,860.45

\$ OVER ESTIMATE: \$ 234,076.85

% OVER ESTIMATE: 43.8%

PROJECT DBE GOAL: 3.10%

BIDDER DBE PLEDGE: 3.46%

NO. BIDDERS: 3

RECOMMENDATION: AWARD (DBE DISCREPANCIES IDENTIFIED, A LETTER HAS BEEN SENT OUT TO ALL BIDDERS).



CONTRACTS

*ITEM 8e: BOARD DISTRICT NO.: 4

BIDS OPENED: FEBRUARY 18, 2022

HIGHWAY: GRAHAM COUNTY

SECTION: FORT THOMAS RIVER RD BRIDGE STRUCTURE NO. 11693

COUNTY: GRAHAM

ROUTE NO.: LOCAL

PROJECT : TRACS: GGH-0(206)T: 0000 GH GGH T023501C

FUNDING: 64.14% FEDS 35.86% LOCAL

LOW BIDDER: TECHNOLOGY CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 1,335,741.98

STATE ESTIMATE: \$ 953,665.00

\$ OVER ESTIMATE: \$ 382,076.98

% OVER ESTIMATE: 40.1%

PROJECT DBE GOAL: 3.92%

BIDDER DBE PLEDGE: 6.33%

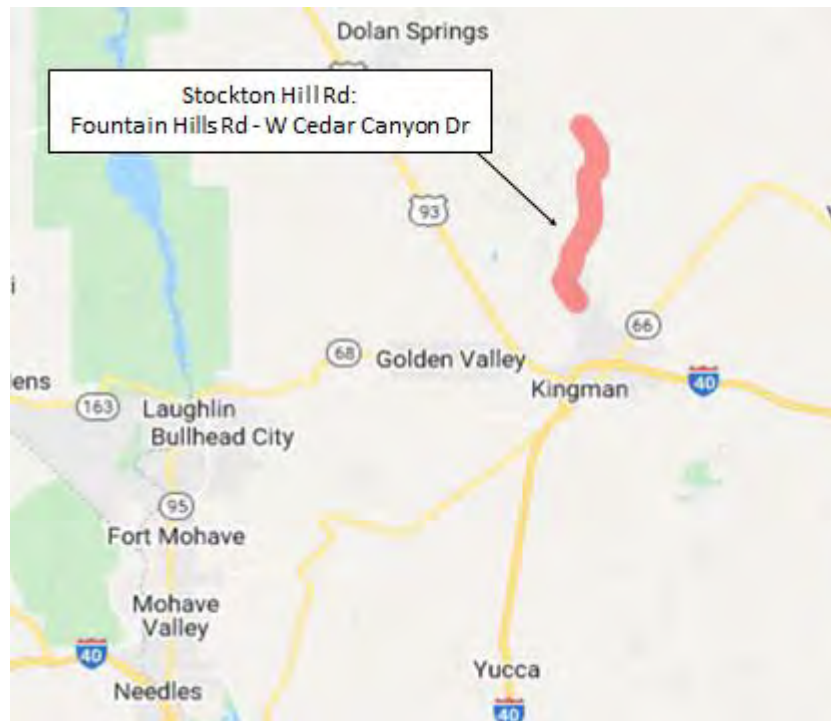
NO. BIDDERS:

RECOMMENDATION: REJECT ALL BIDS



CONTRACTS

*ITEM 8f: BOARD DISTRICT NO.: 6
BIDS OPENED: FEBRUARY 11, 2022
HIGHWAY: MOHAVE COUNTY
SECTION: STOCKTON HILL ROAD ; FOUNTAIN HILLS RD. – W. CEDAR
COUNTY: MOHAVE
ROUTE NO.: LOCAL
PROJECT : TRACS: MMO-0(224)T: 0000 MO MMO T0271 01C
FUNDING: 100% FEDS
LOW BIDDER: NEVADA BARRICADE & SIGN COMPANY, INC.
LOW BID AMOUNT: \$ 499,605.40
STATE ESTIMATE: \$ 522,362.15
\$ UNDER ESTIMATE: \$ 22,756.75
% UNDER ESTIMATE: 4.4%
PROJECT DBE GOAL: 5.23%
BIDDER DBE PLEDGE: 6.20%
NO. BIDDERS: 2
RECOMMENDATION: AWARD (CONTINGENT UPON PROCURING APPROPRIATE LICENSES BY THE LOW BIDDER ON OR BEFORE APRIL 12, 2022)



ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

180 Working Days

The proposed bridge deck rehabilitation project is located in Yuma County on I-8 within and around the City of Yuma and Town of Wellton between MP 0.46 and MP 33. The work consists on bridge deck rehabilitation on various bridges; 4th St TI OP EB and WB (Str. #1322 and 1323), Ave 2E UP (Str. #1381), Telegraph pass OP WB over EB (Str. #971 & 972), Wellton Road TI UP (Str. #1332), and County Road 31E UP (Str. #1335). The work also includes mechanical milling, apply polyester polymer concrete overlay, install guardrail, replace bridge joint and barrier, new concrete sidewalk and sidewalk ramps, remove and install new pedestrian push button, restriping and other related work.

Bid Opening Date : 2/11/2022, Prequalification Required, Engineer Specialist : Vian Rashid

Project No.	Highway Termini	Location	Item
008 YU 0 F017201C 008-A-(235)T	YUMA-CASA GRANDE HIGHWAY (I-8)	4TH ST TI - COUNTY ROAD 31E SouthWest District	8363

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$4,983,175.45	DEPARTMENT	
1	\$5,450,153.55	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318-

Apparent Low Bidder is 9.4% Over Department Estimate (Difference = \$466,978.10)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 11, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO 008 YU 000 F0172 01C
PROJECT NO 008-A(235)T
TERMINI YUMA-CASA GRANDE HIGHWAY (I- 8)
LOCATION 4TH ST TI – COUNTY ROAD 31E

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-8	0.46 to 33	SOUTHWEST	8363

The amount programmed for this contract is \$6,000,000. The location and description of the proposed work are as follows:

The proposed bridge deck rehabilitation project is located in Yuma County on I-8 within and around the City of Yuma and Town of Wellton between MP 0.46 and MP 33. The work consists on bridge deck rehabilitation on various bridges; 4th St TI OP EB and WB (Str. #1322 and 1323), Ave 2E UP (Str. #1381), Telegraph pass OP WB over EB (Str. #971 & 972), Wellton Road TI UP (Str. #1332), and County Road 31E UP (Str. #1335). The work also includes mechanical milling, apply polyester polymer concrete overlay, install guardrail, replace bridge joint and barrier, new concrete sidewalk and sidewalk ramps, remove and install new pedestrian push button, restriping and other related work.

The time allowed for the completion of the work included in this contract will be 180 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 6.24.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 01/06/2022

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

100 Working Days

The proposed work is located in Navajo County on I-40, from Milepost 259.0 to Milepost 267.5. The work consists of pavement preservation. The work includes milling the existing asphaltic concrete and replacing it with new asphaltic concrete, pavement marking and other related work.

Bid Opening Date : 2/18/2022, Prequalification Required, Engineer Specialist : Jesmin Farhana

Project No.	Highway Termini	Location	Item
040 NA 259 F040801C 040-D-(243)T	FLAGSTAFF - HOLBROOK HIGHWAY (I-40)	SECOND MESA - JOSEPH CITY NorthCent District	102280

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$5,402,004.00	DEPARTMENT	
1	\$5,686,595.00	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
2	\$5,777,000.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-
3	\$6,338,888.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-

Apparent Low Bidder is 5.3% Over Department Estimate (Difference = \$284,591.00)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 18, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	040 NA 259 F0408 01C
PROJECT NO	040-D(243)T
TERMINI	FLAGSTAFF - HOLBROOK HIGHWAY (I-40)
LOCATION	SECOND MESA – JOSEPH CITY

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-40	259.0 to 267.5	NORTHCENTRAL	102280

The amount programmed for this contract is \$7,128,000. The location and description of the proposed work are as follows:

The proposed work is located in Navajo County on I-40, from Milepost 259.0 to Milepost 267.5. The work consists of pavement preservation. The work includes milling the existing asphaltic concrete and replacing it with new asphaltic concrete, pavement marking and other related work.

The time allowed for the completion of the work included in this contract will be 100 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.18.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

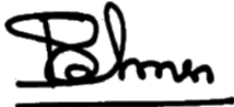
Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

A handwritten signature in black ink, appearing to read 'Iqbal Hossain', is written over a horizontal line.

For Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: (1/20/2022)

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

135 Calendar Days

The proposed project is located within Apache County at the intersection of US 60 at approximately Mile Post 356 and County Road 3148; West of Vernon and Northeast of Show Low. The proposed work consists of the installation of an Advanced Warning System which includes Advance Warning Flasher and LED Stop Sign Assemblies and related work.

Bid Opening Date : 2/18/2022, Prequalification Required, Engineer Specialist : Mowery-Racz Thomas

Project No.	Highway Termini	Location	Item
060 AP 356 F033801C 060-F-(202)T	Show Low-Springerville-East Highway (US 60)	Intersection of US60 & CR 3148 NorthEast District	100976

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$108,560.00	TECHNOLOGY CONSTRUCTION, INC.	5430 SIDE ROAD PRESCOTT, AZ 86301-
	\$113,406.00	DEPARTMENT	

Apparent Low Bidder is 4.3% Under Department Estimate (Difference = (\$4,846.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 4, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO: 060 AP 356 F0338 01C
PROJECT NO: 060-F(202)T
TERMINI: SHOW LOW – SPRINGERVILLE – EAST HIGHWAY (US 60)
LOCATION: INTERSECTION OF US 60 AND CR 3148

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 60	356.1 to 356.7	NORTHEAST	100976

The amount programmed for this contract is \$242,000. The location and description of the proposed work are as follows:

The proposed project is located within Apache County at the intersection of US 60 at approximately Mile Post 356 and County Road 3148; West of Vernon and Northeast of Show Low. The proposed work consists of the installation of an Advanced Warning System which includes Advance Warning Flasher and LED Stop Sign Assemblies and related work.

The time allowed for the completion of the work included in this contract will be **135** calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: November 15, 2021

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

75 Working Days

The proposed work is located in La Paz County on US 60 between milepost 63.00 and 85.33, about 40 miles west of Wickenburg, Arizona. The proposed work consists of placing a Cape Seal which includes application of hot Chip Seal Coat (PG 70-22 TR+), followed by an application of Micro-Surfacing. The work also includes applying pavement marking and other related work.

Bid Opening Date : 2/11/2022, Prequalification Required, Engineer Specialist : Yusuf Kadem

Project No.	Highway Termini	Location	Item
060 LA 063 F041501C 060-A-(215)T	QUARTZSITE - WICKENBURG HIGHWAY (US 60)	CENTENNIAL WASH TO AGUILA NorthWest District	102312

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$1,634,000.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-
	\$1,698,432.80	DEPARTMENT	
2	\$1,774,000.00	VSS INTERNATIONAL, INC.	3785 Channel Drive West Sacramento, CA 95691-
3	\$1,799,738.20	CACTUS TRANSPORT, INC.	8211 WEST SHERMAN STREET TOLLESON, AZ 85353-
4	\$1,820,012.00	EARTH RESOURCES CORPORATION	14655 East Cielo Vista DEWEY, AZ 86327-

Apparent Low Bidder is 3.8% Under Department Estimate (Difference = (\$64,432.80))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 11, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	060 LA 063 F041501C
PROJECT NO	060-A(215)T
TERMINI	QUARTZSITE - WICKENBURG HIGHWAY (US 60)
LOCATION	CENTENNIAL WASH TO AGUILA

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 60	63.00 to 85.33	NORTHWEST	102312

The amount programmed for this contract is \$2,000,000. The location and description of the proposed work are as follows:

The proposed work is located in La Paz County on US 60 between milepost 63.00 and 85.33, about 40 miles west of Wickenburg, Arizona. The proposed work consists of placing a Cape Seal which includes application of hot Chip Seal Coat (PG 70-22 TR+), followed by an application of Micro-Surfacing. The work also includes applying pavement marking and other related work.

The time allowed for the completion of the work included in this contract will be 75 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

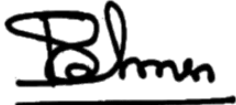
Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

A handwritten signature in black ink, appearing to read 'Iqbal Hossain', written over a horizontal line.

For Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 1/18/2022

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

250 Working Days

The proposed shoulder widening project is located in Apache County on US 191 from Chinle to Black Mountain Wash, south of Many Farms from MP 448.22 to MP 460.36 within the limits of the Navajo Nation. The work consists of widening the existing shoulder on both sides of the roadway and installing shoulder and centerline rumble strips. The work also includes chip seal application, paving turnouts, installing pipe, headwalls and guardrail, signing, pavement markings and other related work.

Bid Opening Date : 2/11/2022, Prequalification Required, Engineer Specialist : Vian Rashid

Project No.	Highway Termini	Location	Item
191 AP 448 F019301C 191-E-(217)T	CHAMBERS - MEXICAN WATER HWY (US 191)	CHINLE - BLACK MOUNTAIN WASH NorthEast District	100328

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$12,857,631.50	DEPARTMENT	
1	\$13,777,777.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-
2	\$14,372,113.45	SHOW LOW CONSTRUCTION, INC.	1801 W. DEUCE OF CLUBS, SUITE 300 SHOW LOW, AZ 85901-
3	\$16,794,826.52	SEMA CONSTRUCTION, INC. & SUBSIDIARIES	7353 S EAGLE STREET CENTENNIAL, CO 80112-
4	\$18,861,249.65	WILLIAM CHARLES CONSTRUCTION COMPANY, LLC	8767 E. VIA DE VENTRUA SCOTTSDALE, AZ 85258-

Apparent Low Bidder is 7.2% Over Department Estimate (Difference = \$920,145.50)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 11, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	191 AP 448 F0193 01C
PROJECT NO	191-E(217)T
TERMINI	CHAMBERS – MEXICAN WATER HWY (US 191)
LOCATION	CHINLE - BLACK MOUNTAIN WASH

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 191	448.22 to 460.36	NORTHEAST	100328

The amount programmed for this contract is \$17,066,000. The location and description of the proposed work are as follows:

The proposed shoulder widening project is located in Apache County on US 191 from Chinle to Black Mountain Wash, south of Many Farms from MP 448.22 to MP 460.36 within the limits of the Navajo Nation. The work consists of widening the existing shoulder on both sides of the roadway and installing shoulder and centerline rumble strips. The work also includes chip seal application, paving turnouts, installing pipe, headwalls and guardrail, signing, pavement markings and other related work.

This project is located on a Native American Reservation, in the Navajo Nation area, which may subject the contractor to the laws and regulations of the Navajo Nation and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the Navajo Nation on work performed on the Reservation.

The time allowed for the completion of the work included in this contract will be 250 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.16.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.


Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.



For Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 01/04/2022

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

70 Working Days

The proposed work is located in Mohave County on Interstate 15 at milepost 27.30, approximately two miles south of Arizona and Utah Border. The proposed work consists of rehabilitating existing northbound and southbound bridge decks. The work also includes milling and paving both sides of the approach slabs to provide a smooth transition between bridges and adjacent pavements.

Bid Opening Date : 2/4/2022, Prequalification Required, Engineer Specialist : Mahfuz Anwar

Project No.	Highway Termini	Location	Item
015 MO 027 F030801C 015-A-(217)T	MESQUITE - LITTLEFIELD - NORTH HWY (I-15)	Black Rock TI SB NB NorthCent District	100186

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$1,324,601.20	DEPARTMENT	
1	\$2,384,989.04	VASTCO, INC.	425 INDUSTRIAL DRIVE CHINO VALLEY, AZ 86323-

Apparent Low Bidder is 80.1% Over Department Estimate (Difference = \$1,060,387.84)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 04, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	015 MO 027 F0308 01C
PROJECT NO	015-A(217)T
TERMINI	MESQUITE-LITTLEFIELD-NORTH HWY (I-15)
LOCATION	BLACK ROCK TI UP SB/NB

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
015	027.00	NORTHCENTRAL	100186

The amount programmed for this contract is \$1,550,000. The location and description of the proposed work are as follows:

The proposed work is located in Mohave County on Interstate 15 at milepost 27.30, approximately two miles south of Arizona and Utah Border. The proposed work consists of rehabilitating existing northbound and southbound bridge decks. The work also includes milling and paving both sides of the approach slabs to provide a smooth transition between bridges and adjacent pavements.

The time allowed for the completion of the work included in this contract will be 70 working days.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 7.18.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 12/8/2021

**ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION**

BID RESULTS

Completion Date:

235 Calendar Days

The proposed work for 019 PM 050 F039901C is located in Pima County within the City of Tucson on Interstate 19, NB & SB, between milepost 50.30 and 58.50. The proposed work consists of removing the existing asphaltic concrete surface course by milling and replacing it with a new Asphaltic Concrete Friction Course (Asphaltic Rubber) (AR-ACFC). Additional work includes replacing pavement markings and other miscellaneous work.

The proposed work for 019 PM 058 F021101C is located in Pima County within the City of Tucson on Interstate 19, NB & SB, between mileposts 58.50 and 61.01. The work consists of removing the existing asphaltic concrete (AC) by milling and replacing it with a new Asphaltic Concrete Friction Course (Asphalt Rubber) (AR-ACFC). Additional work includes rehabilitating PCCP, upgrading existing guardrail system, replacing pavement markings, bridge work, signing, and other miscellaneous work.

Bid Opening Date : 2/11/2022, Prequalification Required, Engineer Specialist : Patwary Mohammed

Project No.	Highway Termini	Location	Item
019 PM 050 F039901C 019-A-(242)T	NOGALES-TUCSON HWY (I-19)	Pima Mine Rd to Valencia Rd SouthCent District	102287
019 PM 058 F021101C 019-A-(240)T	NOGALES-TUCSON HWY (I-19)	Valencia Rd to SR 86 SouthCent District	100242

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$7,357,673.75	DEPARTMENT	
1	\$9,552,118.00	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504

Apparent Low Bidder is 29.8% Over Department Estimate (Difference = \$2,194,444.25)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 11, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO 019 PM 050 F039901C
PROJECT NO 019-A(242)T
TERMINI NOGALES-TUCSON HWY (I-19)
LOCATION PIMA MINE RD-VALENCIA RD

TRACS NO 019 PM 058 F021101C
PROJECT NO 019-A(240)T
TERMINI NOGALES-TUCSON HWY (I-19)
LOCATION VALENCIA RD-SR 86

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-19	50.30 to 58.50	SOUTHCENTRAL	102287
I-19	58.50 to 61.01	SOUTHCENTRAL	100242

The amount programmed for this contract is \$ 9,498,000. The location and description of the proposed work are as follows:

The proposed work for 019 PM 050 F039901C is located in Pima County within the City of Tucson on Interstate 19, NB & SB, between milepost 50.30 and 58.50. The proposed work consists of removing the existing asphaltic concrete surface course by milling and replacing it with a new Asphaltic Concrete Friction Course (Asphaltic Rubber) (AR-ACFC). Additional work includes replacing pavement markings and other miscellaneous work.

The proposed work for 019 PM 058 F021101C is located in Pima County within the City of Tucson on Interstate 19, NB & SB, between mileposts 58.50 and 61.01. The work consists of removing the existing asphaltic concrete (AC) by milling and replacing it with a new Asphaltic Concrete Friction Course (Asphalt Rubber) (AR-ACFC). Additional work includes rehabilitating PCCP, upgrading existing guardrail system, replacing pavement markings, bridge work, signing, and other miscellaneous work.

This project is located on a Native American Reservation, in the Tohono O'odham Nation area, which may subject the contractor to the laws and regulations of the Tohono O'odham Nation and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the Tohono O'odham Nation on work performed on the Reservation.

The time allowed for the completion of the work included in this contract will be 235 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 6.45 .

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: (12/27/2021)

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

100 Working Days

The proposed project is located in Yavapai County on SR 69, from Milepost 271.56 to Milepost 279.1. The work consists of pavement preservation. The work includes milling the existing asphaltic concrete and replacing it with new asphaltic concrete and asphaltic concrete friction course, pavement marking and other related work.

Bid Opening Date : 2/18/2022, Prequalification Required, Engineer Specialist : Jesmin Farhana

Project No.	Highway Termini	Location	Item
069 YV 271 F040701C 069-A-(223)T	CORDES JCT - PRESCOTT HIGHWAY (SR 69)	Big Bug 4 to Poland Jct NorthWest District	102284

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$2,697,412.78	ASPHALT PAVING & SUPPLY, INC.	2425 NORTH GLASSFORD HILL RD PRESCOTT VALLEY, AZ 86314-
2	\$2,800,455.50	PAVECO, INC.	P.O. BOX 1067 SUN CITY, AZ 85372-
3	\$2,832,043.00	CACTUS TRANSPORT, INC.	8211 WEST SHERMAN STREET TOLLESON, AZ 85353-
4	\$3,037,777.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-
	\$3,282,589.00	DEPARTMENT	
5	\$3,346,000.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-

Apparent Low Bidder is 17.8% Under Department Estimate (Difference = (\$585,176.22))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 18, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	069 YV 271 F0407 01C
PROJECT NO	069-A(223)T
TERMINI	CORDES JCT - PRESCOTT HIGHWAY (SR 69)
LOCATION	BIG BUG 4 - POLAND JCT

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 69	271.56 to 279.1	NORTHWEST	102284

The amount programmed for this contract is \$6,198,000. The location and description of the proposed work are as follows:

The proposed project is located in Yavapai County on SR 69, from Milepost 271.56 to Milepost 279.1. The work consists of pavement preservation. The work includes milling the existing asphaltic concrete and replacing it with new asphaltic concrete and asphaltic concrete friction course, pavement marking and other related work.

The time allowed for the completion of the work included in this contract will be 100 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 5.19.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

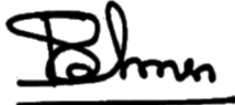
Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

A handwritten signature in black ink, appearing to read 'Iqbal Hossain', written over a horizontal line.

For Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: (1/19/22)

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

35 Working Days

The proposed project is located in Gila County on the State Route 87 Northbound from MP 229.60 to MP 229.90. The work consists of damaged drainage repairs and reinstalling guardrails. The work includes the culvert repair, replacing riprap, reinstallation of removed guardrail and seeding the disturbed area and other related work.

Bid Opening Date : 2/18/2022, Prequalification Required, Engineer Specialist : Yusuf Kadem

Project No.	Highway Termini	Location	Item
087 GI 229 F044801C 087-B-(228)T	MESA-PAYSON HIGHWAY (SR 87)	MP 229.6 to MP 229.9 NB NorthCent District	102802

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$534,860.45	DEPARTMENT	
1	\$768,937.30	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318-
2	\$786,390.65	TECHNOLOGY CONSTRUCTION, INC.	5430 SIDE ROAD PRESCOTT, AZ 86301-
3	\$984,945.46	BUESING CORP.	3045 S. 7TH STREET PHOENIX, AZ 85040-

Apparent Low Bidder is 43.8% Over Department Estimate (Difference = \$234,076.85)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 18, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	087 GI 229 F044801C
PROJECT NO	087-B(228)T
TERMINI	MESA - PAYSON HIGHWAY (SR 87)
LOCATION	MP 229.6 - 229.9 NB

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 87	229.60 to 229.90	NORTHCENTRAL	102802

The amount programmed for this contract is \$650,000. The location and description of the proposed work are as follows:

The proposed project is located in Gila County on the State Route 87 Northbound from MP 229.60 to MP 229.90. The work consists of damaged drainage repairs and reinstalling guardrails. The work includes the culvert repair, replacing riprap, reinstallation of removed guardrail and seeding the disturbed area and other related work

The time allowed for the completion of the work included in this contract will be 35 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.10.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

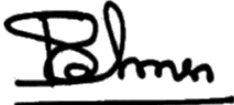
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A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

A handwritten signature in black ink, appearing to read 'Iqbal Hossain', written over a horizontal line.

For Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 1/27/2022

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

120 Working Days

The proposed project is located in Graham County along Fort Thomas River Road approximately one mile north of Highway US 70. The work consists of replacing existing bridge on Gila River with a new box culvert bridge and other associated work.

Bid Opening Date : 2/18/2022, Prequalification Required, Engineer Specialist : Mahfuz Anwar

Project No.	Highway Termini	Location	Item
0000 GH GGH T023501C GGH-0-(206)T	GRAHAM COUNTY	Ft. Thomas River Rd Bridge Str SouthEast District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$953,665.00	DEPARTMENT	
1	\$1,335,741.98	TECHNOLOGY CONSTRUCTION, INC.	5430 SIDE ROAD PRESCOTT, AZ 86301-

Apparent Low Bidder is 40.1% Over Department Estimate (Difference = \$382,076.98)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JANUARY 28, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 GH GGH T0235 01C
PROJECT NO	GGH-0(206)T
TERMINI	GRAHAM COUNTY
LOCATION	FORT THOMAS RIVER RD BRIDGE STRUCTURE NO. 11693

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	SOUTHEAST	100073

The amount programmed for this contract is \$938,000. The location and description of the proposed work are as follows:

The proposed project is located in Graham County along Fort Thomas River Road approximately one mile north of Highway US 70. The work consists of replacing existing bridge on Gila River with a new box culvert bridge and other associated work.

The time allowed for the completion of the work included in this contract will be 120 working days.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.92.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

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Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 12/22/2021

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

95 Working Days

The proposed project is located in Mohave County on Stockton Hill Road from MP 6.75 to MP 21.75, just north of Kingman, Arizona. The work consists of the installation of centerline and edge line rumble strips, fog coat, permanent pavement markings, installation of speed feedback signs and other related work.

Bid Opening Date : 2/11/2022, Prequalification Required, Engineer Specialist : Farhana Jesmin

Project No.	Highway Termini	Location	Item
MMO MO MM0 T027101C MM0-0-(224)T	MOHAVE COUNTY	STOCKTON HILL ROAD NorthWest District	Local

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$499,605.40	NEVADA BARRICADE & SIGN COMPANY, INC.	9530 NORTH VIRGINIA ST RENO, NV 89506-
2	\$507,547.66	PAVEMENT MARKING LLC	8949 SOUTH BECK AVE TEMPE, AZ 85284-
	\$522,362.15	DEPARTMENT	

Apparent Low Bidder is 4.4% Under Department Estimate (Difference = (\$22,756.75))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 11, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 MO MMO T027101C
PROJECT NO	MMO-0(224)T
TERMINI	MOHAVE COUNTY
LOCATION	STOCKTON HILL ROAD; FOUNTAIN HILLS RD. – W CEDAR CANYON DR.

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	6.75 to 21.75	NORTHWEST	LOCAL

The amount programmed for this contract is \$549,600. The location and description of the proposed work are as follows:

The proposed project is located in Mohave County on Stockton Hill Road from MP 6.75 to MP 21.75, just north of Kingman, Arizona. The work consists of the installation of centerline and edge line rumble strips, fog coat, permanent pavement markings, installation of speed feedback signs and other related work.

The time allowed for the completion of the work included in this contract will be 95 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 5.23.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

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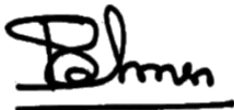
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For Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 12/16/2021