

**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)

CALL TO THE AUDIENCE

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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
Ryan William Bentz, Coolidge Resident (via Webex).....	36

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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
20 Certificate No. 50876
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