

**STATE TRANSPORTATION PUBLIC HEARING AND BOARD MEETING
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE**

9:00am, May 20, 2022

Salt River Pima-Maricopa Indian Community

10091 East Osborn Road

Scottsdale, Arizona 85256

Call to Order

Board Chairman Thompson called the State Transportation Public Hearing and Board Meeting to order at 9:00 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, Vice Chairman Knight, Board Member Maxwell, Board Member Daniels. **In attendance (via WebEx):** Board Member Searle, Board Member Meck. **Absent:** Board Member Stratton. There were approximately 81 members of the public in the audience on-line and approximately 25 members of the public in the audience in person.

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

STATE TRANSPORTATION BOARD

PUBLIC HEARING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

PUBLIC HEARING

VIA WEBEX AND IN PERSON AT:

SALT RIVER PIMA-MARICOPA INDIAN COMMUNITY
10091 East Osborn Road
Scottsdale, Arizona 85256

May 20, 2022
9:00 a.m.

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

Perfecta Reporting
(602) 421-3602

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

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

PARTICIPANTS:

Board Members:

- Jesse Thompson, Chairman
- Gary Knight, Vice Chairman
- Ted Maxwell, Board Member
- Jenn Daniels, Board Member
- Richard Searle, Board Member (via Webex)
- Jackie Meck, Board Member (via Webex)
- Steve Stratton, Board Member (Absent)

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1 (Beginning of excerpt.)

2 CHAIRMAN THOMPSON: Moving on to call to the
3 audience. Many of the people out there are calling in
4 telephonically using the Webex system. Everyone will be muted
5 when they call in to the meeting. When your name is called to
6 provide your comments, you will indicate your presence by
7 virtually raising your hand using your phone keypad or through
8 the Webex application. The Webex host will guide you through
9 the unmuting and muting process following the instructions
10 included with the meeting agenda.

11 Those in person, there is an opportunity for
12 members of the public to discuss items of interest with the
13 Board. Please fill out a Request For Public Input Form and give
14 it to the board secretary if you would like to address the
15 Board.

16 In the interest of time, a three-minute time
17 limit will be imposed. Please be mindful (inaudible) at least
18 to my understanding 30 people that will be making comments, and
19 that is a good feeling to know that we're, you know, coming
20 together again and your participation is very important. So a
21 three-minute time limit will be imposed. Please remember that.

22 With that, I'd like to turn this part over to
23 Floyd.

24 MR. ROEHRICH: Thank you, Mr. Chair. We'll start
25 with the people who are present. There's a number of those, and

1 then we'll go to the personnel online.

2 I just want to check that President Harvier is
3 here. I think he was going to make opening comments, but I
4 don't see him, so why don't we go to the next speaker.

5 Next speaker is Michael Lomayaktewa,
6 Mr. Lomayaktewa, if you would come up, make your comments,
7 please.

8 MR. LOMAYAKTEWA: Good morning, Chair and members
9 of the State Transportation Board. My name is Mike, Michael
10 Lomayaktewa, the Director of Hopi Department of Transportation
11 and a member of the Hopi Tribe.

12 Along with me, who will be coming shortly, an
13 honor to have our tribal chairman of the Hopi Tribe, Timothy
14 Nuvangyaoma, who will also have the honor of presenting and
15 addressing the Board.

16 My first appreciation to the Arizona Department
17 of Transportation, the staff for their continued working
18 relationship through partnership, and also through the
19 (inaudible) of the State Transportation Board.

20 In November of 2015, Hopi did host the State
21 Transportation Board that thereafter issues were addressed.
22 However, there remain -- greater safety issues still remain
23 outstanding. We want to re-emphasize that we want State Route
24 264, which traverses through the heart of Hopi from west to the
25 (inaudible) eastbound. Then there is State Route 87 from

1 (inaudible) Second Mesa to south reservation (inaudible). Both
2 these routes are -- remain (inaudible) that these routes are
3 (inaudible) not only serve our communities, but these are also
4 (inaudible) to our neighboring communities, visitors and state
5 as a whole.

6 We express new (inaudible) which continue
7 (inaudible) it's not addressing the continual rise of vehicular
8 crashes, (inaudible) with fatalities (inaudible) a result of
9 (inaudible) engineering improvement, the conditions have
10 worsened. Existing continued conditions (inaudible).
11 Therefore, we are requesting we be heard and (inaudible) assist
12 not only (inaudible) benefit of our tribal members, but for the
13 overall safety and (inaudible) of the entire (inaudible).

14 We appreciate the time to address the Board and
15 with the opportunity, would appreciate additional time to speak
16 more in depth of our concern. (Inaudible.)

17 CHAIRMAN THOMPSON: Thank you.

18 MR. LOMAYAKTEWA: (Inaudible.)

19 MR. ROEHRICH: I can take that, Mike.

20 CHAIRMAN THOMPSON: Thank you, Mike.

21 MR. ROEHRICH: Rhett, are those -- can you tell
22 if those microphones are on?

23 MR. CASTILLO: They are on. Yes.

24 MR. ROEHRICH: Please try to get close to the
25 microphone so we can make sure to pick this up. We do record

1 these meetings so we have a record and transcription. Thank
2 you.

3 Our next speaker is Chairman Timothy -- I'm going
4 to apologize for saying the name wrong -- Nuvangyaoma. Is the
5 chairman here?

6 I apologize for everybody else's name I'm going
7 to butcher today, there's a lot of them, and I apologize.

8 MR. NUVANGYAOMA: No need to apologize. I
9 appreciate the kind introduction. My timing will start
10 (inaudible), I guess, but (inaudible) members of the State Board
11 of Transportation, Arizona State Board of Transportation.

12 My name is Chairman Timothy Nuvangyaoma, and I
13 have the honor of serving as chairman of the Hopi Tribe. I'm
14 sure you guys know where we're located at, in the northeast
15 (inaudible) Arizona (inaudible).

16 I'm grateful for the opportunity to address the
17 Arizona State Board of Transportation. We hardly (inaudible)
18 concerns about roads on Hopi and the assistance needed to
19 address the problems.

20 The Arizona State Board -- Transportation Board
21 may recall in November 2015, Hopi hosted the first Arizona State
22 Transportation Board meeting, which was held at the Legacy Inn
23 located at the Village of Moenkopi. During that meeting, Hopi
24 expressed issues related to the safety concerns of our roads.
25 Unfortunately, as of today, we feel that they seem to have gone

1 ignored.

2 All our concerns have been updated because we
3 feel that Hopi's voice is not being heard, and we are not
4 considered by the Arizona State Board of Transportation with
5 regards to the conditions -- road conditions on Hopi. Our needs
6 are no different there than those of our neighboring
7 communities, towns and metropolitan cities of Arizona. Traffic
8 on Hopi has increased significantly and continues to increase if
9 the road conditions remain the same (inaudible) maintenance
10 required.

11 However, we are in a different place and a
12 different time, and I am optimistic that today, today we can
13 make a change and work together to strengthen our relationship
14 and partnership to begin addressing these concerns of Hopi.

15 Today I come before the Arizona State Board of
16 Transportation to not only request assistance and attention to
17 the safety of our roads. As you all may be aware, Hopi has two
18 main state road arteries (inaudible). Arizona State Route 264
19 runs through the heart of Hopi, from our eastern border to our
20 western border. Arizona State Route 87 runs from the south
21 southern boundary, entering Hopi, begins at the northern area
22 just below the villages of Second Mesa, at the junction of State
23 Route 264 and State Route 87.

24 The following are some of the continued safety
25 issues that Hopi would like addressed:

1 School bus route safety pullouts are being
2 addressed in the outlying communities; however, our children are
3 left unprotected.

4 State Route 264 safety improvement (inaudible).
5 As one approaches the Hopi boundary, it is evident there is
6 improvement to the roads in these areas. However, when one
7 enters Hopi and the boundary, road conditions are different,
8 there's a (inaudible) which contributes to the increase of
9 vehicular incidents and crashes, which are increased.
10 Unfortunately, this is evidenced by a tragic accident which
11 resulted in the loss of two children just recently. This week.

12 In addition, wear and tear on vehicles and of the
13 roads, reducing the life span (inaudible) road conditions.
14 State Route 89 (inaudible). I'm sure we're all aware of the
15 detours that happen there. The recent event along with two
16 other previous events required the (inaudible) to create a
17 detour which routed through Hopi. As a result, that had a great
18 impact of the area, but we do understand that events (inaudible)
19 occur and detours through Hopi are --

20 MR. ROEHRICH: Excuse me, Mr. Chairman, but the
21 -- I'm sorry. The three minutes is up. Could you please
22 complete your comments?

23 MR. NUVANGYAOMA: Okay. Well, I'm (inaudible).
24 I appreciate the time again. These are only some of the
25 overarching issues we would like addressed. As we look forward,

1 I do want to express my appreciation for the continued
2 partnership and the assistance we are currently receiving
3 related to the State Route 264/Indian Route 4 (inaudible).

4 We also appreciate the collaboration of
5 (inaudible) of the successful completion of our Hopi (inaudible)
6 airport.

7 Finally, we welcome the opportunity to host
8 another State Transportation Board meeting on Hopi for sure.

9 Thank you for giving me the time. I wish I had
10 more time to provide comments on behalf of Hopi. As leadership,
11 I -- you know (inaudible) to the Arizona State Board of
12 Transportation. I understand the time limitations, but this is
13 one of the first times that we are here, and I'm a little
14 offended by the time limit that we're given and happened to be
15 cut off, but I appreciate the gentleman's position and what he
16 has promptly directed to the Board. But we do appreciate the
17 time here, and we hope to get the attention. I can follow up
18 with written comment to the Board, and if you have any
19 questions, I'm open for any questions at this time, so...

20 CHAIRMAN THOMPSON: Thank you, Chairman. We
21 really appreciate that. Any other comments, you know, to staff
22 (inaudible), and many times, you know, you can make a comment
23 directly with the ADOT staff. So thank you very much.

24 MR. NUVANGYAOMA: Thank you, Chairman.
25 Appreciate that, State Board. Thank you.

1 MR. ROEHRICH: Our next speaker is Mr. Raymond
2 Smith.

3 MR. SMITH: Good morning, board members of the
4 Arizona Department of Transportation. I'm honored to be here.
5 My name is Raymond Smith, Junior, and I'm Navajo Nation Council
6 for the communities of Lupton, Houck, Wide Ruins, Klagetoh and
7 also Sanders.

8 I come to the Board before you regarding the
9 bridge named Querino Bridge. Its structural number is 08071,
10 and it's listed in the National Bridge Inventory located in
11 northeastern Arizona, right below the -- I-40. It's known as
12 the Querino exit in Apache County. It's part of the 7250 county
13 road (inaudible) historic bridge.

14 This bridge is over 100 -- getting close to 100
15 years old, and it needs to be replaced. It's a bus route, and
16 many of our constituents use that road on a daily basis, and
17 we're looking for it to be replaced. It's not within the Navajo
18 Nation's inventory. Its under the -- Arizona's inventory. So
19 we come to you respectfully asking for -- to address the county
20 and also the state to look into the aspects of helping out to
21 replace that bridge, because it's used every day, and it's a bus
22 route. And I-40 had an accident, and the bridge was utilized by
23 18-wheelers crossing that, and we were like, whoa. That's not
24 supposed to be utilized for that.

25 The other one I bring up is 9402 County Road.

1 It's a 20-mile stretch on the southern part of the I-40. It
2 runs from the state line of Arizona and New Mexico, known as
3 Lupton. It runs through Houck, Arizona, and it runs out to
4 Sanders. It is an unimproved road. It's nothing but a dirt
5 road, and when it rains, snows, kids can't get to school.
6 Grandmas and grandpas can't get to their appointments, and if
7 it's law enforcement activity that needs to be out there,
8 there's no way that the services could be provided. And we know
9 that the wildland fire is prevalent right now, and if there is a
10 wildland fire in there, something comes down -- comes down, that
11 road is impassable in inclement weather.

12 So I come to you respectfully asking to also be
13 aware of 9402. We're trying to work with our Navajo Nation and
14 also the Apache County and other entities and come down here to
15 see if that maybe the Arizona Department of Transportation can
16 assist on behalf of getting this road, because school is
17 important, and we don't want our kids to be missing school and
18 lacking their education, and the graduation's coming up.

19 So with the three minutes' time that we have,
20 hopefully I can give that all -- squeeze it into -- to this. I
21 know we have the document that was done back in 2020 on the
22 Querino Bridge, and also, we have a letter from Alton Joe
23 Shephard, District 2, on the Querino Bridge. These are both
24 here, and also 9402, we have documents and (inaudible) on behalf
25 on that.

1 So again, thank you very much and have a blessed
2 day, and God bless you all, and I appreciate the time.

3 CHAIRMAN THOMPSON: Thank you, Delegate Smith.
4 Thank you very much for your comments.

5 MR. ROEHRICH: Our next speaker is Mr. Alton Joe
6 Shephard.

7 MR. SHEPHARD: Good morning, board members.
8 (Inaudible.) Good morning. Greetings to you. I come from
9 Apache County as an elected official there. My title is a board
10 supervisor for District 2 in Apache County.

11 And again, a couple things I just wanted to bring
12 out is -- I know (inaudible) public comments on the five-year
13 plan (inaudible) interested in learning a little bit more on
14 (inaudible). Again, I'm (inaudible), and on behalf of the
15 communities that I represent as well. I'm thankful that one of
16 our tribal leaders are here, Mr. Raymond Smith, in regards to
17 Querino Bridge. It has been inspected back -- every ten years,
18 it goes under a (inaudible) and structural inspection. So 2020,
19 he did point out that there was an inspection that was done.
20 It's given under state as Structure Number 08071.

21 It's a 1931 historic bridge that was built back
22 in 1931 on Old Route 66, and it's between (inaudible) structure,
23 three-span structure, 264 feet long, 18 feet wide, and part of
24 the National Register of (inaudible).

25 In 2011 (inaudible) new rating was set at

1 (inaudible), and back (inaudible) after ten years, it will drop
2 down to 19.3. So as you know, (inaudible). Load ranking back
3 in 2011 was 23,000 -- 23 tons, and right now we basically are
4 set at 3 tons in order for it to cross. Recently we did have an
5 accident on I-40. DPS had to reroute that, and if you look at a
6 semi truck, it's about 40 tons, going across a 3-ton bridge. So
7 it's a liability that either falls on the county or state.

8 So I know that the Build Back Better and also the
9 Bipartisan Infrastructure, but as the county official, we don't
10 have the county resources to deal with the grant writing or --
11 we're seeking, you know, to have ADOT to assist us in possibly
12 looking for some of these moneys, possibly within surplus that
13 the state has. You know, they're getting money up front for the
14 Gila River Bridge in this past Legislature, so -- but that's
15 kind of (inaudible) travel and the resources to be given to.

16 So my answer was just basically to possibly put
17 it in the five-year plan, take a look at what we can do in the
18 next five years, but (inaudible) 20 to 30 million dollars, but a
19 (inaudible) all the costs (inaudible) 1.1 million is what our
20 county engineer has estimated.

21 So again, thanks for the time for coming before
22 you and providing this testimony before you. Thank you.

23 CHAIRMAN THOMPSON: Thank you, Supervisor
24 Shephard. (Inaudible.)

25 MR. ROEHRICH: Our next speaker is Mr. Kee Allen

1 Begay.

2 MR. BEGAY: Good morning. (Inaudible.)

3 CHAIRMAN THOMPSON: (Inaudible.)

4 MR. BEGAY: Good morning, everyone, all those
5 online and everyone on the floor here, and also those that are
6 (inaudible). Good morning. My name is Kee Allen Begay, Junior.
7 I am a council member from the community of Many Farms and
8 representing the central agency to the Navajo Nation, obviously
9 oversight -- (inaudible) oversight of the transportation with
10 Navajo Nation Council.

11 The main area -- there's two areas that I
12 continue to advocate to ADOT board, and of course, the
13 administration and to the state government is the initiative
14 that Governor Ducey has been pushing and making some effort to
15 establish a smart highway along all of the interstate throughout
16 the state of Arizona.

17 So the Navajo Nation Council passed a resolution
18 requesting the governor to include one of the state highway that
19 runs north from I-40, I believe it was from (inaudible) all the
20 way up to the Utah border line, running through the Navajo
21 Nation, north, parallel, 191.

22 So there's quite a few things that needs to be
23 done. I know it's just a matter of (inaudible) that we talk
24 about, and I continue to ask for support by the Arizona
25 Department of Transportation to implement and establish being

1 Highway -- Highway 191 as one of the smart highways, and of
2 course, there's a lot other area of (inaudible) tribal members
3 (inaudible) another opportunity to run this fiber optic through
4 these tribal reservations, the tribal land. So that's one area.

5 The second part is the (inaudible) road
6 construction, and I appreciate the Board for all the effort, the
7 administration, the director (inaudible) construction between
8 Many Farms and Chinle. I have been advocating for that
9 particular project, but the one thing that I continue to ask is
10 that the increase of adding three miles on the northern part of
11 the project, because it stops short towards the community where
12 I'm from, Many Farms, Arizona.

13 And, of course, the justification is safety. It
14 is always the key issue. Then, of course, the summer we had the
15 high traffic with all these visitors making visits to the
16 (inaudible) and national monument (inaudible) travel to the
17 monument on the Navajo Nation, the Grand Canyon, the Four
18 Corners, Monument Valley, Canyon de Chelly and everything else.
19 So -- but I'd just ask for your support in seeking additional
20 funding for (inaudible) request, but nonetheless, I just want to
21 contribute to (inaudible) for all other road improvement on the
22 Navajo Nation as well.

23 So with that, I appreciate the time, and you all
24 have a wonderful day.

25 CHAIRMAN THOMPSON: Thank you, Council Delegate

1 Begay.

2 MR. ROEHRICH: The next speaker is Mr. Vincent
3 Gallegos.

4 MR. GALLEGOS: Mr. Chairman, members of the
5 Board, I'm Vinnie Gallegos, the executive director of the
6 Central Yavapai Metropolitan Planning Organization. Very good
7 to be here with you this morning. Just wanted to take some time
8 to thank you for the work that you're doing on behalf of all of
9 us.

10 Just want to share with you that the State Route
11 69 project between Prescott and Prescott Valley is moving
12 forward. Again, with your approval and the support of staff.

13 If you remember, Central Yavapai MPO started the
14 conversation with you with our elected officials coming to these
15 meetings starting about eight years ago. So the design is
16 coming to a finish as we speak. I believe staff will be coming
17 to you to be (inaudible) to have that project go forward
18 (inaudible).

19 With that in mind, CYMPO's next priority as a
20 region is to continue to focus on State Route 69. That one-mile
21 widening helps clearly with safety and capacity for us, but the
22 corridor really continues to be a major issue for the region.
23 So we're -- in our area, in our region, we have about 45,000
24 cars a day between Prescott and Prescott Valley that are
25 traveling that highway. The MPO, with -- through the approval

1 of our executive board, has prioritized to continue to work with
2 ADOT and prioritize this. So we will be doing a master corridor
3 plan. The staff, my staff, is working on a scope as we speak.
4 Gary Knight is our representative on the board, and we're
5 getting his input and the executive board's input, ADOT staff
6 and, of course, all of our locals.

7 So we'll be doing that. We hope to issue out the
8 request for proposals probably here in the next month or two.
9 It will take a year long, but that corridor that we're going to
10 be looking at is in Prescott, from the intersection of 89, going
11 through Prescott Valley to the border of Dewey-Humboldt, which
12 will be about a 15-and-a-half-mile corridor. So we look forward
13 to your participation to be able to take the leadership on that.

14 And again, for our area, it's very significant.
15 Yavapai County, as you know, it's a very big county. It's about
16 8,000 square miles. CYMPO's only about 400 square miles of the
17 entire county, yet we have about two-thirds of the population in
18 Yavapai County in that (inaudible) city area.

19 So again, just here to thank you, to give you a
20 little bit of an update, and look forward to future ways to
21 share with you, again, the good partnership that CYMPO shares
22 with ADOT. So thank you again, Mr. Chair, members of the Board.

23 CHAIRMAN THOMPSON: Thank you very much for your
24 comments. Next.

25 MR. ROEHRICH: Next speaker is Mr. John Moffatt.

1 MR. MOFFATT: Good morning, Mr. Chairman, board
2 members. I'm John Moffatt. I'm the director of infrastructure
3 policy for the Southern Arizona Leadership Council. (Inaudible)
4 talk to about (inaudible), make sure I stay within my time
5 limit.

6 First of all, the community understands the
7 importance (inaudible) in the overall sequence (inaudible) I-10
8 (inaudible). I would like to note removal of the Kino TI from
9 this year's five-year plan. The -- that was included in the
10 previous year's (inaudible) TI. I would like to remind the
11 Board that there is a 300-plus million dollar major event center
12 being developed immediately adjacent to the Kino TI that will
13 generate significantly increased traffic volumes at that TI that
14 already has a very high accident rate.

15 (Inaudible), that's the name of the project, is
16 going to begin coming online in 2024. So that bridges, which is
17 another development on the north side of I-10, is experiencing
18 explosive growth with retail, office and (inaudible).

19 So we're beginning to see significant increase in
20 traffic from that. If there's funding available this year, we
21 would urge you retaining at least a portion of the Kino TI
22 planning, as well as the Country Club project, or at a minimum,
23 prioritizing the inclusion of that TI in the 2024-2028 five-year
24 plan.

25 The second thing is this real (inaudible)

1 everyone (inaudible) want to thank the staff for collaboration
2 and cooperation with PAG, Pima County and the City of Tucson.
3 (Inaudible) provided incremental funding to incorporate the
4 Sunset overpass, and to make sure (inaudible) Road (inaudible)
5 project with the I-10, Ina Road to Ruthrauff widening project.

6 That adds capacity. It's also an important
7 connector that will ease congestion to Orange Grove Road and
8 improve overall east/west traffic flow in the region. So that
9 -- that is the (inaudible) for everyone there. So thank you
10 very much for that.

11 And finally, one last specific to this tentative
12 five-year plan, and I'm going to continue to talk about the
13 Sonoran corridor. I'm assuming funding now becomes available
14 for the Sonoran corridor tier 2 study. I would like to ask that
15 ADOT please prioritize the execution of that study, because
16 there's a significant growth occurring in the area of the
17 University of Arizona Tech Park and Tucson International
18 Airport. Two of the key commerce centers the -- in Pima County.
19 They're both adjacent to the recommended route. Feedback for
20 major employers --

21 MR. ROEHRICH: Mr. Moffatt, that was your three
22 minutes. If you could please wrap up.

23 MR. MOFFATT: Yeah. Half a sentence. Feedback
24 (inaudible) is highly important to the (inaudible) state land
25 and state land as well.

1 CHAIRMAN THOMPSON: Thank you, Mr. Moffatt, very
2 much for those comments.

3 MR. ROEHRICH: Our next speaker is Mr. Blue
4 Crowley. Mr. Crowley.

5 MR. CROWLEY: On your document, you ask for a
6 timeline. Among one of my past titles was the (inaudible) for
7 Prop 400. I'm the one who (inaudible). You're welcome, and
8 that's why I'm (inaudible). And I'm looking at your agenda and
9 such, and some of the things that I've been having to deal with
10 is at the RTA meeting, there was a document from 2006 of the
11 transit plan, right? That was a (inaudible), and unfortunately,
12 back in the '80s when we wrote it, we didn't realize that there
13 were people living on the other side of Pima Road. So when we
14 developed the plan, those weren't the routes that were going.

15 But I (inaudible) I know you're (inaudible), but
16 you need to be a part of the RPGA, too, because, you know, there
17 are a couple of routes that, oh, yeah, 29 right there, is there
18 a reason it doesn't come onto the res? Because you're not part
19 of a RPGA and because they're not (inaudible) moneys the way
20 they're supposed to be, and that was one of your agenda items
21 was the current planning activities, including tribal
22 transportation. I mean, how hard is it?

23 And when it comes to Multimodal (inaudible) RPGA
24 and Valley Metro Rail are one agency, but they can't understand
25 that multimodal is what you do. Because with the routing or the

1 (inaudible) extension out to 79, the (inaudible), there are
2 different stops that it's not going to be connected, one of
3 which is 43rd Avenue, and they say, well, part of the reason for
4 that is because (inaudible) the freeway and such.

5 So could you as the State Board understand that
6 that right-of-way needs to be multi-purpose, and with the
7 routing of the rails (inaudible) are significantly close to the
8 freeway if not (inaudible)? Where's the park and rides? You
9 know, you could be doing those (inaudible) how long ago, and I
10 know that my time is getting short, so I'm looking here to
11 (inaudible) plan for '23 to '27. How come? It's not going
12 to -- there -- there is no transit or a MAG plan for '27,
13 because it's not funded. There are absolutely no funds there.
14 So when you say this is the plan, you can't do the plan without
15 funding in it. So why are you presenting this as to '27?

16 And also, like I said, that with the RPTA and
17 Valley Metro Rail, they don't understand that they need to
18 (inaudible) systems. One of the stops that needs to be there is
19 43rd Avenue. And for the archaeological part of it, when
20 they're doing the history on that, when you guys put the freeway
21 in there, you discovered turtles the size of Volkswagens.

22 MR. ROEHRICH: Mr. Crowley, that is the three
23 minutes. Please wrap up your comments.

24 MR. CROWLEY: I was doing that right then. I'm
25 aware that you don't have a thing here, but as of (inaudible)

1 turtles the size of Volkswagens. So what we do put (inaudible)
2 northern Arizona's got (inaudible) right now. We need to make
3 it historical and show that there is communication between the
4 agencies and how hard is it to get the bus on the res. Thank
5 you.

6 CHAIRMAN THOMPSON: Thank you for your comments,
7 sir.

8 MR. ROEHRICH: Our next speaker is Ms. Crystal
9 Figueroa.

10 MS. FIGUEROA: Good morning Mr. Chairman, members
11 of the State Transportation Board. My name is Crystal Figueroa,
12 and I'm the YMPO executive director.

13 Similar to the meeting at -- in Nogales, I'm just
14 trying -- I'm really here to thank you for the action of
15 (inaudible) later on today regarding the additional funding for
16 the State Route 95 (inaudible) Rifle Range Road through the
17 (inaudible) canal. And I just want to give special thanks to a
18 couple people, including Mr. Greg Byres, Mr. Paul Patane,
19 Mr. Bruce (inaudible), Ms. Isabella Garcia, and the project
20 (inaudible) board, including the Priority Planning Advisory
21 Committee. And I've been looking forward to working together
22 and to future projects (inaudible) only target (inaudible) for
23 the US-95, as it's a -- it's an ongoing project, and we're
24 looking for funds in any way we can. Thank you.

25 CHAIRMAN THOMPSON: Thank you.

1 MR. ROEHRICH: Mr. Chairman, that's all the
2 requests we have to speak for present, (inaudible) who are
3 present at the meeting. We are now going to go to the online
4 requests.

5 CHAIRMAN THOMPSON: (Inaudible.)

6 MR. ROEHRICH: Our first speaker is Halie Gobler.
7 Ms. Gobler, please raise your hand so you can be unmuted.

8 Randy, do you -- Randy, do you see anybody --

9 RANDY: Raise your hand.

10 MR. ROEHRICH: -- (inaudible) online?

11 RANDY: Right now I have no hands raised. Oh,
12 okay. I found them. Hold on one second.

13 Okay. You have been -- your line has been
14 requested to unmute. Go ahead and unmute your line.

15 They were a call-in user, and that user has now
16 logged off. So maybe we can come back to them.

17 MR. ROEHRICH: Ms. Gobler, are you there? Randy
18 is Ms. Gobler online?

19 RANDY: Yes, and I have requested an unmute.

20 MS. DANIELS: Because she's on the phone, you may
21 need to tell her which buttons to push. I think it's star 6.
22 Is that correct?

23 RANDY: Hit star 3 to unmute.

24 MS. DANIELS: Star 3 to unmute.

25 RANDY: Okay. Your line --

1 MS. POTTER: Good morning, members of the
2 transpor- -- oh.

3 RANDY: Your line has been unmuted. We can hear
4 you. Go ahead.

5 MS. POTTER: Good morning, members of the
6 Transportation Board. Thank you so much for the opportunity to
7 speak today. My name is Caryn Potter, and I am speaking today
8 on behalf of the Southwest Energy Efficiency Project. My
9 apolog- --

10 MR. ROEHRICH: Ms. Gobler, are you there?
11 Mr. Chairman, it looks like it just either hung up or lost the
12 connection. I'm going to come back to see if we can get her
13 again, but move on the next speaker?

14 CHAIRMAN THOMPSON: Okay. (Inaudible.)

15 MR. ROEHRICH: Mr. Richard Yanke. Mr. Yanke,
16 please raise your hand.

17 RANDY: Okay. Mr. Yanke, your line has been
18 requested to be unmuted. You are not unmuted. Go ahead and
19 speak. Thank you.

20 MR. YANKE: Good morning. I'm -- my name is
21 Richard Yanke. I'm a member of the Page City Council. I am
22 speaking to you on behalf of US-89 and North Lake Powell
23 Boulevard, an intersection in our community that has a great
24 number of accidents. It's been identified as a high priority by
25 the state to be -- have a roundabout placed in it. However,

1 it's not on the five-year plan. We have many accidents and
2 many, many more close calls in the intersection. It is an
3 intersection that 89 is uncontrolled and North Lake Powell
4 Boulevard is a stop sign. We have right-hand turn lanes. We
5 have left-hand turn lanes, and it creates all kinds of problems
6 with more than 5 million visitors coming into the community area
7 every year. And I thank you for your time.

8 MR. ROEHRICH: Our next speaker is Mayor Bill
9 Diak. Mayor Diak, please raise your hand.

10 RANDY: Okay. Mayor, your line has been
11 requested to be unmuted.

12 MAYOR DIAK: Good morning. Can you hear me?

13 MR. ROEHRICH: Yes, sir.

14 MAYOR DIAK: Thank you. My name is Mayor Bill
15 Diak, Mayor of the City of Page, and I thank the Transportation
16 Board for this opportunity to speak this morning.

17 I am speaking on the matter that was just talked
18 to about by Mr. Yanke also or Councilor Yanke to bring to your
19 attention an extremely dangerous intersection located at North
20 Lake Powell Boulevard at Arizona State Highway 89 in Page,
21 Arizona.

22 I respectfully ask that you find the project --
23 fund the project in this year's fiscal budget. This project is
24 an important component to fight against accidents and fatalities
25 in northern Arizona and is eligible for the Transportation

1 Improvement Plan.

2 During the most recent five years, this
3 intersection experienced 19 accidents, including two fatalities,
4 one of which was a long-term City of Page employee. With a
5 crash rating of 88 percent, obtained from ADOT, four out of five
6 star list for all crashes. ADOT could see a five-year reduction
7 in 17 crashes and two fatalities.

8 From a technical standpoint, ADOT has determined
9 that the -- it is accordance with 23 U.S.C. 148(a) and (4)(A).
10 This project is consistent with the COGs and the State 2014
11 SHSP. It is -- supports the roadway infrastructure of
12 operations at intersections throughout, reducing the frequency
13 and severity of intersection crashes through geometric
14 improvements and age-related older drivers through making
15 engineering an infrastructure improvements and enhancements for
16 the roadways. It has a BC ratio of 2.7.

17 This safety improvement, one of rural Arizona's
18 busiest and most dangerous intersections, will benefit nearly
19 5.5 million visitors, as well as over 10,000 local residents
20 that travel through this intersection on a regular basis.

21 The estimated cost of this project is \$5 million,
22 which the city is willing to come up with a good share of that.
23 A small project when considering the amount of use by Arizonans
24 and tourists in this state.

25 I want to thank you in advance for your

1 consideration of this much needed improvement. It is the
2 hope -- my hope that you will see the critical importance of
3 this infrastructure project and commit to its completion and get
4 it on the five-year plan as a high priority. I thank the Board
5 for all of their consideration at this time, and I'll stand for
6 any questions.

7 CHAIRMAN THOMPSON: Floyd.

8 MR. ROEHRICH: Our next speaker is Rebecca Vacha.
9 Ms. Vacha -- Ms. Vacha please raise your hand.

10 RANDY: Okay. Your line has requested to be
11 unmuted. You may unmute yourself now.

12 Okay. That one went away, so want to move on to
13 the next one?

14 MR. ROEHRICH: Okay. We'll come back and see if
15 they're on to later.

16 Our next speaker, Mr. Bob Barrett. Mr. Barrett,
17 please raise your hand.

18 RANDY: Mr. Barrett, you are now unmuted.

19 MR. BARRETT: Hi. Can you hear me?

20 MR. ROEHRICH: Yes, sir.

21 MR. BARRETT: Good morning. My name is Bob
22 Barrett. My wife and I moved here to Lake Havasu City from
23 Minnesota last July, where, among other things, I served in the
24 State Legislature for three terms.

25 We love living here. However, we hate potholes.

1 I am here today to communicate my extreme dissatisfaction with
2 the terrible, awful, deep, car-swallowing potholes on Interstate
3 40 just west of Kingman, Arizona, and ask that you get someone
4 out there to fill them in immediately.

5 This is a huge safety issue, and the potholes
6 have been there for far too long. That road is dangerous enough
7 already with a speed limit of 75, but nutjobs driving 15 to 30
8 miles per hour over that, and with all the traffic entering and
9 exiting I-40, and the 5 to 7 percent grade on the road, but now
10 too many people drive in the left-hand lane simply because they
11 don't want their rims bent or their alignment shot or their
12 tires flat or their suspension damaged or their exhaust torn off
13 by driving over all the potholes in the right-hand lane.

14 When trying to figure out why these potholes
15 aren't -- haven't been filled, I was told by someone at ADOT
16 that the reason was Arizona's gas tax was too low. So low. It
17 is. It's really low, but that fact may justify why a major
18 highway around a city is three lanes wide instead of five, but
19 it's not really a good reason why ADOT can't close down a
20 one-mile section of interstate highway and fill in a few
21 potholes to make a major interstate highway safer.

22 Why does an Arizona citizen need to come to a
23 meeting like this to tell you to fix potholes? It's the most
24 basic of transportation needs. To think that this committee
25 will be assessing the value of hundreds of millions of dollars

1 of new projects, all of whom will need pothole repair after they
2 are completed, without first making sure that existing roads are
3 maintained, not with capital expenses, but they should be
4 maintained with yearly operating experiences. Please fix these
5 potholes first. They are both dangerous and expensive.

6 FYI, when I sent my email to ADOT about the
7 potholes on May 3rd, they said they would forward my message on
8 to the district so, quote, they can respond with a detailed
9 answer, end quote. I have yet to get a response, which is why
10 I'm coming to you today.

11 Thank you for your attention, and in summary, I
12 am looking for an explanation to the problem -- I'm not looking
13 for an explanation to the problem, only an immediate solution.
14 Thank you.

15 CHAIRMAN THOMPSON: Thank you, Mr. Barrett.

16 (Inaudible), Floyd.

17 MR. ROEHRICH: Our next speaker is Mr. Darryl
18 Ahasteen. Mr. Ahasteen, please raise your hand.

19 RANDY: There are no hands raised currently.

20 MR. ROEHRICH: Then we'll go back to our next
21 speaker and we'll come back if Mr. Ahasteen logs in later.

22 Our next speaker is Mr. Jim MacLean.

23 Mr. MacLean, please raise your hand.

24 RANDY: Mr. McLean, your line is unmuted.

25 MR. MACLEAN: Good morning. Are you able to hear

1 me?

2 MR. ROEHRICH: Yes, sir.

3 MR. MACLEAN: Hi. I'm Councilman McLean, and
4 greetings from Winslow, Arizona. I talked with you last month
5 about what we call the Lindbergh Corridor Project. I believe
6 you have a handout in front of you; is that correct?

7 MR. ROEHRICH: Mr. MacLean, your handout was
8 submitted to the board members and senior staff.

9 MR. MACLEAN: Okay. Thank you very much.

10 Well, as we talked about last time, State Route
11 87, coming north from Mesa through Payson, comes here to
12 Winslow, and then access to I-40 is very difficult.

13 If you do have that packet, if you'll look at the
14 third page, there's our historic BNSF underpass that was built
15 in 1936. If you have that picture, I think you can see why this
16 is a huge safety issue and a very big problem getting the
17 freight and the traffic over to I-40, as it all congests right
18 here under this underpass.

19 So what we're proposing to you, if you can turn
20 back two more pages, if you have that handout, we have a newer
21 overpass that's been built, and our plan then is to reroute all
22 of the freight and the traffic that needs to gain access to I-40
23 around Winslow on a loop that would then utilize this overpass.
24 That would make it much safer and just much more efficient for
25 all of the traffic and be so much safer for our town and our

1 community.

2 So I just -- I appreciate the chance to talk with
3 you this morning, and I ask you to take a look at that and
4 please consider us. We're seeking your support for this project
5 and want you guys to have a great weekend. Thank you for all
6 that you do.

7 CHAIRMAN THOMPSON: Thank you, Mr. MacLean.
8 Floyd.

9 MR. ROEHRICH: Randy, I just saw a number popped
10 up that raised their hand. Is that Mr. Ahasteen?

11 RANDY: I can unmute the line and ask.

12 Caller, your line has been asked to unmute. If
13 you could you please unmute your line and tell us your name.

14 MS. POTTER: Good morning, members of the Board.
15 My name is Caryn Potter. Can you hear me?

16 MR. ROEHRICH: Yes, Ms. Potter. Hold on.

17 MS. DANIEL: She was the first individual who
18 stopped (inaudible).

19 MR. ROEHRICH: Yes. Ms. Gobler (sic), go ahead.
20 You have your three minutes to speak. Please start.

21 MS. POTTER: Thank you so much, and I apologize
22 for the technical difficulties earlier. And good morning again
23 to members of the Board.

24 My name is Caryn Potter, and I'm speaking today
25 on behalf of SWEEP, the Southwest Energy Efficiency Project.

1 SWEEP is a nonprofit organization that works to cut costs for
2 all Arizonans by supporting policies and programs that make our
3 power and transportation systems more energy efficient. And I
4 would like to thank the Board for the opportunity to speak
5 today.

6 SWEEP is calling in today to state our general
7 support for the state and Arizona Department of Transportation's
8 preparation for the increased adoption of electric vehicles.
9 Increased use of electric vehicles will spur economic
10 development and improve air quality. Arizona's electric vehicle
11 market share in 2021 is upwards of 6.31 percent, making it --
12 making the state tenth in the nation overall for EV market
13 share. However, despite this incredible growth, the supply of
14 electric vehicle charging stations is limited across our state,
15 making growth in this industry and in this transition limited,
16 thereby impacting consumers' access to critical charging
17 infrastructure.

18 Therefore, SWEEP wants to encourage the Board to
19 take advantage of the federal stimulus dollars that have become
20 readily available for the State of Arizona in assisting with
21 building out the electric vehicle charging network across the
22 state, also while working in tandem with the industry to jump-
23 start the market overall.

24 Thank you very much for your consideration of my
25 comments today.

1 CHAIRMAN THOMPSON: Thank you.

2 Floyd.

3 MR. ROEHRICH: Our next speaker is Mr. Will
4 Humble. Mr. Humble, please raise your hand.

5 RANDY: Mr. Humble, your line is unmuted. You
6 may speak now. Thank you.

7 MR. ROEHRICH: Mr. Humble, are you there?
8 Mr. Humble?

9 Mr. Humble, it looks like your line is unmuted
10 but we are -- we cannot hear you.

11 Randy, can you hear him?

12 RANDY: I cannot hear him, no.

13 MR. ROEHRICH: Mr. Chairman, let's come back to
14 Mr. Humble and see if we can find out (inaudible) difficulties.

15 Our next speaker is Mr. Doug Bland. Mr. Bland,
16 please raise your hand.

17 RANDY: You may go ahead. Your line is now
18 unmuted you may -- we can hear you. Thank you.

19 MR. BLAND: Can you hear me now?

20 MR. ROEHRICH: Yes, sir.

21 MR. BLAND: Thank you, Mr. Chairman, and the
22 Transportation Board for the opportunity to speak. I'm Doug
23 Bland, Executive Director for Arizona Interfaith Power & Light,
24 which is a spiritual response to the climate crisis, and I'm
25 calling to support bold action on electric vehicles and charging

1 stations in Arizona.

2 Not long ago we had a group of children together
3 where I -- at a church where I was preaching, and I decided to
4 teach them an old camp song. And one of the verses is: "Give
5 me gas for my Ford. Keep me trucking for the Lord." The --
6 there was great silence among the kids, and one of them said,
7 wait a minute. Gas for my Ford? Don't you know that fossil
8 fuels are killing the planet? Yes, said another boy. I've got
9 asthma, and pollution makes it harder for me to breathe.
10 Another child said, and pollution is making summers hotter and
11 hotter. Most days we can't even go out to play.

12 So I asked them, well, can you think of another
13 source of energy that would be better for -- than fossil fuels.
14 They didn't hesitate, because they're from Arizona, the sunniest
15 state in the nation. Sunshine, they said. So I said, well,
16 will you help me make up a new verse that would be better for
17 today? This is what the kids came up with: "Give me sunshine
18 for my solar. Make my car a holy roller. Give me sunshine for
19 my solar, I pray. Hallelujah."

20 I hope that you and others in the state will find
21 a way to answer those kids' prayers, especially putting charging
22 stations in rural areas and in underserved communities. Thank
23 you for the opportunity to speak.

24 MR. ROEHRICH: Our next speaker is Mr. Richard
25 Demar. Mr. Demar, please raise your hand.

1 RANDY: Mr. Demar, you have been unmuted.

2 MR. ROEHRICH: Mr. Demar, are you there?

3 RANDY: I can't hear anything on my end.

4 MR. ROEHRICH: Yeah. Mr. Demar, we can't hear
5 you either.

6 Mr. Chairman, let's go on to our next speaker and
7 see if we can come back to Mr. Demar. See if we can figure out
8 what the difficulty is.

9 Our next speaker is Kyle Christiansen.

10 Mr. Christiansen, please raise your hand.

11 RANDY: Mr. Christiansen, you are now unmuted.

12 MR. CHRISTIANSEN: Yes. Good morning. Can you
13 hear me?

14 MR. ROEHRICH: Yes, sir.

15 MR. CHRISTIANSEN: Yes. First I'd like to thank
16 the Chairman and the Arizona State Transportation Board for
17 allowing the public to comment on the tentative five-year plan.
18 I too would like to thank you for your efforts to make Arizona
19 roadways safer.

20 My name is Kyle Christiansen. I live and work in
21 the City of Page, and I've been in the community for the last
22 five years now. As a resident of Page, I was eager to review
23 the plan and see where ADOT plans on spending the funding
24 statewide, specifically northern Arizona, and when I speak of
25 northern Arizona, I'm talking north of I-40. So much of the

1 comments, our first few comments were shared by our -- our
2 Navajo and Hopi neighbors. I too am concerned of where that
3 money's being spent.

4 So in reviewing the plan, I only identified ten
5 projects that would be constructed north of I-40. Of course,
6 these projects are good projects. They include bridge rehabs,
7 pavement preservations and some smaller light and signal
8 improvements. What I didn't see were any major traffic safety
9 control projects that were in the plan, especially on the US-89
10 corridor directly north of Flagstaff, and like many of my -- of
11 our fellow northern Arizonans, I too am disappointed in the
12 amount of funding and projects located north of I-40.

13 As previously mentioned by Councilor Rick Yanke
14 and Mayor Bill Diak, the City of Page has been working
15 diligently to add at least one additional roundabout within the
16 city limits on US-89 to North Lake Powell Boulevard. This lack
17 of traffic control device continues to haunt the city in a
18 number of crashes, especially those resulting in fatalities.

19 So looking back on the plan, of the 152 projects
20 listed in the five-year tentative plan, nowhere in the plan is
21 the US-89 to North Lake Powell Boulevard roundabout listed. As
22 mentioned earlier, the intersection has been studied by ADOT,
23 and there was also this survey revealed, the district
24 modernization of number (inaudible) on the fiscal (inaudible) to
25 '27 P2P list, and also receiving a statewide ranking of number

1 three. But again, despite the high ranking, unfortunately I
2 don't see this project listed in the five-year tentative plan
3 anywhere.

4 The last five years the project's been discussed
5 at various levels of ADOT, and including our local COG
6 representative with northern Arizona. I have had discussions
7 with engineers in the Northcentral District. They have been
8 helpful pleading our case for something to be done in that
9 intersection, yet there is not, again, a single note of this
10 project in the tentative five-year plan.

11 And the crash data provides a pretty good picture
12 of what's happening at this location. In the last 12 years
13 we've had about 43 crashes with two fatalities. In the last
14 seven of those 12 years, accidents have doubled and even tripled
15 in the injury rates.

16 So in -- to kind of shed a little bit of light in
17 comparison, in '15 ADOT did construct a similar roundabout about
18 three-quarters of a mile south of the intersection we're
19 requesting, and (inaudible) roundabout five years leading up to
20 (inaudible) completion, there were 23 crashes, 15 that reported
21 injuries. After the roundabout was complete, in the following
22 seven years, they -- the incidences, the crashes reduced by less
23 than half. I think there was only one injury crash --

24 MR. ROEHRICH: Excuse me. Mr. Christiansen,
25 that's your three minutes. Could you please finish your

1 comments?

2 MR. CHRISTIANSEN: Absolutely. Thank you.

3 Just by a way of comparison, you travel south on
4 89 at Chino to Prescott. There's six roundabouts. That -- five
5 of those have been constructed since 2015. So I'm wondering
6 what we can do to add that funding to the state.

7 I did notice in the plan, real quick, last
8 comment is that of the \$463 million slated for projects to
9 improve highway safety, efficiency and functionality in the
10 state, not a dollar is going to be spent in the Page corridor,
11 especially along US-89. And to echo the last thing --

12 MR. ROEHRICH: Excuse me, Mr. Christiansen, but
13 you're well over your time limit. Please, thank you, and finish
14 your comment.

15 MR. CHRISTIANSEN: All right. Thank you.

16 So roundabouts work in the city of Page. I'm
17 confident that if there'd been a roundabout at US-89/North Lake
18 Powell Boulevard, Mr. Todd Savage would be alive today. So I
19 want to thank you for your consideration in this concern.

20 CHAIRMAN THOMPSON: (Inaudible.) Randy, I see
21 that Richard Demar has reraised his hand. Could you see if we
22 can unmute him?

23 RANDY: Mr. Demar, you are unmuted.

24 MR. DEMAR: Hi. Good morning everybody.

25 MR. ROEHRICH: Mr. Demar, we can barely hear you.

1 MR. DEMAR: I wanted to talk about the
2 interchange that's being built in Kingman. I think it should be
3 built at Exit 44 instead of 48. 44 has more room. It's more
4 open and spacious for a full and complete interstate highway
5 interchange, and the industrial buildings there, I'm sure, would
6 love to have the interstate right there.

7 MR. ROEHRICH: Thank you, Mr. Demar, for your
8 comments.

9 MR. DEMAR: You're welcome.

10 CHAIRMAN THOMPSON: Floyd.

11 MR. ROEHRICH: Our next speaker is Mayor Don
12 Huish. Mayor Huish, please raise your hand.

13 RANDY: Mayor, you can go ahead and unmute your
14 line. Your line is unmuted.

15 MAYOR HUISH: Chairman Thompson, members of the
16 Transportation Board and ADOT staff, my name is Donald Huish,
17 and I am the mayor of City of Douglas.

18 I come before you to express my gratitude for the
19 collaborative work we have enjoyed with you and the Arizona
20 Department of Transportation and to express our support for the
21 work the department is undertaking for the new connector road
22 between the international border and State Route 80 along James
23 Ranch Road in Douglas.

24 For years we have appeared before you asking for
25 your support in this road, and we have been coming with only a

1 promise of new port of entry. Today I come before you with a
2 commitment by the U.S. federal government that they will spend
3 \$400 million to solve the border crossing problems at Douglas,
4 Arizona. This includes \$240 million for the construction of a
5 new commercial port of entry five miles to the west, and
6 \$160 million to modernize the existing port in our downtown.
7 This is what we call the Douglas two-port solution.

8 The U.S. General Services Administration, the
9 GSA, is advancing a procurement process for the construction of
10 a new port of entry as we speak. The City is finalizing the
11 donation of 80 acres of land where GSA will be building the new
12 port. In support of this project, the City is being -- leading
13 a technical team that includes GSA, ADOT, Cochise County and all
14 the relevant utilities in order to ensure that all
15 infrastructure and utility needs for the new port of entry are
16 met.

17 One of the principal infrastructure needs is the
18 road that will connect the new port to State Route 80. This
19 will be a 1.5 mile long road that will serve the commercial
20 traffic in and out of our port, as well as the industrial and
21 commercial development that is anticipated around the new port
22 facility.

23 Pages 237 and 278 of the report that is before
24 you includes the background information for the 1.5 million that
25 is needed to pay for the DCI and the environmental compliance

1 necessary for the connector road. The \$400 million investment
2 by the federal government represents the largest (inaudible)
3 investment by the federal government in our city and perhaps the
4 entire county over -- in over a decade. This is the proverbial
5 game changer that every community is looking for.

6 This commitment will attract new investment,
7 create new jobs, extend our tax base and dramatically improve
8 the quality of life for the residents of this binational region.
9 Without the road, this project will simply die. If you think
10 that that sounds overly dramatic, let me assure you it is not.
11 Our federal partners have expressly indicated that without the
12 road, there is no project.

13 I want to thank Board Member Searle and Daniels
14 for visiting Douglas and seeing the challenges in our community
15 firsthand. Please know that you are all invited to come and see
16 for yourselves. I want to thank Director Halikowski as well as
17 key members of his team, Mark Sanders and Todd Emery, for their
18 continued work with our technical team on this project. With
19 your support we can ensure that the investment in Douglas has a
20 maximum positive impact in our community in Arizona.

21 MR. ROEHRICH: Excuse me, but your time is up,
22 please. Complete your comments.

23 MAYOR HUIISH: Thank you. I'd be happy to answer
24 any questions.

25 CHAIRMAN THOMPSON: Thank you for your comments.

1 And Floyd, the next person?

2 MR. ROEHRICH: Our next speaker is Mr. David Auge
3 or Auge. Mr. Auge, please raise your hand.

4 RANDY: Okay. You can go ahead and unmute your
5 line. And your line has been unmuted. If you're speaking, we
6 cannot hear you.

7 MR. ROEHRICH: Mr. Auge, we cannot hear you.

8 Mr. Chairman, let's move on to the next speaker.

9 Let's see if we can get back with Mr. Auge.

10 Our next speaker is Chief Tim Lange, Mr. Lange.
11 Chief Lange, please raise your hand.

12 RANDY: Go ahead and unmute your line, Chief.
13 Your line is unmuted.

14 MR. ROEHRICH: Chief Lange, are you there?

15 CHIEF LANGE: Yes, I'm here.

16 MR. ROEHRICH: Go ahead. You have your three
17 minutes, please.

18 CHIEF LANGE: Yes, sir. Chair and members of the
19 Board, I appreciate this opportunity to -- to speak to you
20 today, and as of our mayor, some of our councilors and other
21 folks from the Page area, but I'm also going to speak about a
22 roundabout at North Lake Powell Boulevard and US-89.

23 Since 2010, there have been 36 accidents at this
24 location. 21 of those accidents -- or excuse me -- there was 21
25 total injuries as a result of those accidents, 2 fatalities, and

1 it should be noted that 40 percent of all fatal crashes in Page
2 in the fast five years have been at that intersection.

3 33 percent of the -- of accidents at this
4 location have resulted in injury, which is more than double the
5 average of the rest of the city. 18 percent of all injury
6 accidents in Page since August of 2017 have also been at this
7 intersection.

8 If you Google the intersection, it's very
9 unassuming, but if you really look at it and review it, there's
10 nine lanes of travel that converge at this intersection from 11
11 different directions, and that in itself causes a lot of chaos
12 for a lot of our motorists.

13 A couple weeks ago, Mr. Thompson visited the
14 site, and we were only there about 30 minutes, about 9:30 in the
15 morning, and we all witnessed several hazards that occurred as
16 the result of speed and other driving behavior while we were
17 there. I provided him a binder documenting our statistics,
18 which included photos.

19 US-89 and Haul Road was another intersection with
20 a high number of accidents and injuries. In 2015, a roundabout
21 was put in which led to a dramatic increase in accidents,
22 especially accidents with injury. Since then our most serious
23 accident was a 15-mile-an-hour rear-end collision that resulted
24 in a minor injury. Prior to that we were -- we were seeing a
25 lot of the same carnage, if you will, that we're seeing at US-89

1 and North Lake Powell Boulevard.

2 So I challenge any of you, if you want to come to
3 Page and visit the site yourself, give me a call. I'll take you
4 there. We are begging you to consider a roundabout at that
5 location. Thank you.

6 CHAIRMAN THOMPSON: Thank you, Chief.

7 MR. ROEHRICH: Our next speaker is Ms. Ida
8 Pedrego. Ms. Pedrego, please raise your hand.

9 RANDY: You may unmute your line.

10 MR. ROEHRICH: Ms. Pedrego, would you unmute your
11 line?

12 RANDY: Okay. Your line has been unmuted. If
13 you are speaking, we cannot hear you.

14 MR. ROEHRICH: Ms. Pedrego, we cannot hear you.

15 Mr. Chairman, let's see if we can go on to the
16 next speaker and then come back and try again.

17 CHAIRMAN THOMPSON: Okay.

18 MR. ROEHRICH: Our next speaker is Ms. Alexia
19 Martineau. Ms. Martineau, please raise your hand.

20 RANDY: Go ahead and unmute your line. There you
21 go. Your line has been unmuted.

22 MS. MARTINEAU: -- Thompson, Director Halikowski
23 and members of the Board. Can you all hear me?

24 MR. ROEHRICH: Yes, ma'am.

25 MS. MARTINEAU: Fantastic. My name is Alexia

1 Martineau, and I'm speaking on behalf of Plug In America, a
2 nonprofit organization that represents the voice of the electric
3 vehicle consumer with members across Arizona. Thank you so much
4 for the opportunity to speak with you all today.

5 When it comes to transportation costs, air
6 quality, health and environmental impacts, EVs are a clear
7 solution. Electric vehicles save drivers money because they are
8 cheaper to fuel and require dramatically less maintenance. They
9 produce no tailpipe emissions and help reduce the increasing
10 threat of wildfire, which improves air quality and helps avoid
11 painful and expensive health problems.

12 We are encouraged by the opportunities for
13 Arizona to lead the nation in the clean transportation economy,
14 especially in Arizona, through Lucid, Nikola and
15 ElectraMeccanica. The EV industry has already created
16 good-paying jobs that will continue to grow.

17 Arizonans deserve the significant benefits of
18 electric vehicles and accessible, and reliable charging
19 infrastructure is key for Arizonans to experience these
20 benefits. For these reasons, we see great opportunity in the
21 state embracing the historic federal funding for EV charging
22 deployment and the opportunity for ADOT's strategic plan to help
23 make this funding effective and efficient for the citizens of
24 Arizona.

25 Where applicable, Arizona should be finding

1 opportunities to save taxpayer money and to expand EV charging
2 capacity within ADOT's current five-year program. ADOT can
3 accomplish these savings by integrating EV charging deployment
4 within the well-thought-out categories of modernization,
5 preservation and expansion described in the program.

6 By integrating EV charging infrastructure efforts
7 now and digging once where possible, Arizona can save valuable
8 taxpayer money and deliver Arizonans charging access so they
9 have the freedom to enjoy the benefits of clean transportation.
10 This leads to why this integration is so important ahead of the
11 National Electric Vehicle Infrastructure funding coming to the
12 state.

13 As you know, the NEVI formula program created by
14 the Infrastructure Investment and Jobs Act provides \$5 billion
15 to help establish a national EV charging network along the;
16 nation's interstate corridors. ADOT's prudent integration of EV
17 charging deployment in its five-year plan will prepare the state
18 ahead of this funding and will reflect well on Arizona's state
19 EV infrastructure deployment plan due August 1st to the Energy
20 and Transportation Joint Office.

21 Further, ADOT's work in this area is timely with
22 additional funding of \$2.5 billion and competitive grants which
23 will add to the interstate corridor network and provide
24 connections to the urban and rural communities where people
25 work, live and play.

1 This is ADOT's opportunity to both help drive
2 Arizonans towards the future of transportation and
3 simultaneously save costs by integrating EV infrastructure
4 deployment into the five-year plan. We see a bright future for
5 ADOT and this Arizona State Transportation Board in helping
6 build the foundation for effective use of EV charging funds now
7 and EV funds in the future.

8 Plug In America is here to work with you. Any
9 resources we have available to make this process of EV access
10 for Arizonans more effective, we are here to support. We also
11 thank the Board for considering the prioritization of efforts to
12 make the most efficient and effective use of EV infrastructure
13 charging using these critical and historic NEVI funds.

14 Thank you so much for the opportunity to comment
15 here today.

16 CHAIRMAN THOMPSON: Thank you for those comments.
17 Floyd?

18 MR. ROEHRICH: Our next speaker is Mr. Severiano
19 DeSoto. Mr. DeSoto, please raise your hand.

20 RANDY: All right. Mr. DeSoto, go ahead. Your
21 line is now unmuted.

22 MR. DESOTO: -- members of the Board. My name is
23 Severiano DeSoto, and I'm a clean energy policy fellow with
24 Western Resource Advocates. WRA is an environmental advocacy
25 organization with offices in Phoenix and four other states that

1 provides on-the-ground policy solutions for addressing climate
2 change and sustaining a healthy economy for communities across
3 the Intermountain West.

4 Today I am here to comment on Agenda 1A and the
5 need for this board and the Arizona Department of Transportation
6 to develop a strong state NEVI plan to effectively deploy EV
7 charging stations across Arizona.

8 I want to highlight the findings of a report that
9 WRA just released with GridLab and Evolved Energy Research
10 regarding transportation electrification in Arizona. This
11 report modeled four pathways for decarbonizing the
12 transportation sector in Arizona.

13 The clean cars and truck scenario in which 100
14 percent of light-duty vehicle sales are electric by 2035, 100
15 percent of medium-duty vehicle sales are electric by 2040, and
16 100 percent of heavy-duty vehicle sales are electric or hydrogen
17 fuel cells by 2040, as well as a no transportation action,
18 delayed action and maximum feasible adoption scenario.

19 This analysis found that failing to take steps to
20 achieve rapid transportation electrification will cost Arizonans
21 \$13.7 billion annually or 1.9 percent of Arizona's GDP in
22 additional energy spending by 2050. Delaying action also
23 imposes significant cost to Arizona consumers of approximately
24 \$3 billion annually, or .55 percent of GDP by 2040, straining
25 consumers with high future costs.

1 It may seem counterintuitive, but due to the
2 efficiency of electric vehicles, statewide energy demands
3 actually decrease by 25 percent in 2050 in an electrified
4 transportation future.

5 The clean cars and trucks scenario modeled in
6 this analysis represents the least cost pathway for Arizona to
7 decarbonize both the transportation sector and the economy as a
8 whole. However, this rapid deployment of EVs requires the state
9 to begin planning and installing critical EV infrastructure now.

10 Our analysis shows that by 2050, Arizona will
11 need to install more than 150,000 DC fast chargers and 70,000
12 Level 1 and 2 public chargers, as well as millions home and
13 workplace chargers. The National Electric Vehicle
14 Infrastructure Program, or NEVI, funded through Bipartisan
15 Infrastructure Law, provides a \$76 million springboard for the
16 deployment of these charging stations across Arizona over the
17 next five years. Developing a strong statewide EV
18 infrastructure plan now allows for Arizona to bring together
19 stakeholders from all areas to carefully coordinate and deploy
20 charging infrastructure that will benefit all Arizonans.

21 This board's leadership on this matter is
22 essential. A well-developed plan will help leverage outside
23 funding to support a statewide network and meet charging needs
24 across Arizona. Failing to develop a strong plan that takes
25 advantage of these funds will limit the State's ability to shape

1 a cohesive statewide network of charging infrastructure.

2 Arizona must seize this opportunity to lower
3 energy costs, reduce emissions, improve air quality and create
4 good-paying jobs through the rapid adoption of electric vehicles
5 in the deployment of EV chargers statewide.

6 Thank you for your time and the opportunity to
7 comment today.

8 CHAIRMAN THOMPSON: Again, thank you for your
9 comments. Floyd.

10 MR. ROEHRICH: Mr. Chair (inaudible) that Ida
11 Pedrego has raised her hand again.

12 Randy, could you see if we can unmute her line.

13 RANDY: All right. Your line is unmuted. We
14 cannot hear you if you are speaking.

15 MR. ROEHRICH: Ms. Pedrego, we cannot hear you.
16 Mr. Chairman, let's go to the next speaker.

17 CHAIRMAN THOMPSON: Okay.

18 MR. ROEHRICH: Our next speaker is Mr. Kevin
19 Allard. Mr. Allard, please raise your hand.

20 RANDY: You may go ahead and unmute your line.
21 Your line is unmuted.

22 MR. ALLARD: Thank you, Mr. Chairman and members
23 of the Board for allowing us to speak. I'm calling in today in
24 concern about the Apache Trail. I'm the founder of Arizona
25 Backcountry Explorers, and I'm here from the Apache Trail

1 Committee that we have assembled. We understand that you're
2 doing a DCR for SR-88, the Apache Trail, and we want to make
3 sure it's in your view and included in this five-year plan.

4 The Apache Trail is a fundamental part of Arizona
5 history while providing a vital transportation corridor to
6 access world-renowned recreation sites. The Apache Trail
7 closure is affecting commerce, hinders operations by the
8 Maricopa County Sheriff's, and we ask that the Board include the
9 SR-88 Apache Trail in the five-year plan.

10 That's all I've got to say, and thank you guys so
11 much.

12 CHAIRMAN THOMPSON: Thank you.

13 MR. ROEHRICH: Our next speaker is Ms. Dianne
14 Barker. Ms. Barker, please raise your hand.

15 RANDY: I do not see her having raised her hand.

16 MR. ROEHRICH: We can try to come back and see if
17 Ms. Barker is there.

18 Our next speaker is Michael Hulse -- Hulse.
19 Mr. Hulse, please raise your hand.

20 RANDY: I believe he left the meeting. He had to
21 leave.

22 MR. ROEHRICH: Then our next speaker would be
23 Ms. Caryn Potter. Ms. Potter, please raise your hand.

24 RANDY: Ms. -- I believe Ms. Potter has already
25 spoken.

1 MR. ROEHRICH: Mr. Chairman, then the next people
2 that I can -- that we've gone through, the ones who were not
3 able to connect, would you like me to run through them again
4 once more to see if we can connect with them?

5 CHAIRMAN THOMPSON: Yes, please. I think one of
6 them, Darryl Ahasteen, submitted a written comment.

7 MR. ROEHRICH: Yes, sir, he did, and the board
8 members and staff received his comments.

9 CHAIRMAN THOMPSON: It will be recorded as part
10 of the public comments.

11 So yeah, go ahead through the names again. See
12 if they're available at the time.

13 MR. ROEHRICH: (Inaudible.) Rebecca Vacha.
14 Ms. Vacha, are you there? Please raise your hand.

15 RANDY: I see no hands raised.

16 MR. ROEHRICH: Mr. Ahasteen. Mr. Ahasteen, are
17 you there? Please raise your hand.

18 RANDY: I am not seeing him.

19 MR. ROEHRICH: Mr. Will Humble. Mr. Humble, are
20 you there? Please raise your hand.

21 RANDY: I am not seeing Mr. Humble.

22 MR. ROEHRICH: Mr. David Auge. Mr. Auge, are you
23 there? Please raise your hand.

24 RANDY: You can go ahead and unmute yourself,
25 sir.

1 MR. AUGÉ: Can you hear -- can you hear me now?

2 MR. ROEHRICH: Yes, sir.

3 MR. AGUE: Cool. My name is David Auge. I'm a
4 city councilor for Page, Arizona, and also been, more
5 importantly, a resident of Page since 1976.

6 Some of our -- our mayor, police chief, public
7 works director, Kyle Christiansen and Rick Yanke spoke
8 previously on our advocacy for a roundabout on highway -- North
9 Highway 89 at our North Lake Powell Boulevard. This
10 intersection, as has been pointed out, is a pretty dangerous
11 intersection, mainly because we have millions of people going
12 through this area every year, going both to Lake Powell,
13 Horseshoe Bend, Antelope Canyon and visiting the city of Page.

14 It's currently posted -- Highway 89 is currently
15 posted 45 miles per hour, but we have cross traffic on -- from
16 Lake Powell Boulevard at that intersection, and each side -- one
17 comes from -- has four hotels plus a Denny's exiting from that,
18 and then the other side is coming from the city of Page.

19 The tourists who use Highway 89 don't really
20 recognize the dangers of that intersection and people wanting to
21 basically shoot the gap to cross the highway or to get onto 89
22 either way. We have heavy truck traffic, commercial truck
23 traffic. We have a lot of heavy traffic from the vans and SUVs
24 of tourists and also just regular traffic.

25 As pointed out by Kyle Christiansen, Chino Valley

1 has four roundabouts, two north and two south of town, and then
2 there's two roundabouts going into Prescott -- from north --
3 from Highway 89 to the north, and we have -- we have the one at
4 the Wal-Mart intersection. We actually need two more within the
5 city of Page, but we are advocating definitely for the north
6 access one.

7 And so I appreciate your listening to us on this,
8 and we advocate that this is put into -- immediately put into
9 the plan. Thank you very much Roehrich.

10 CHAIRMAN THOMPSON: Very well. Thank you for
11 your comments.

12 MR. ROEHRICH: One more speaker we called, I
13 don't believe had answered was Halie Gobler or Gobler.
14 Ms. Gobler, are you there? Please raise your hand.

15 RANDY: I do not see that -- a hand raised.

16 MR. ROEHRICH: So, Mr. Chairman, those are the --
17 the people that I have here, the ones that we tried multiple
18 times. If you want to try them again, maybe we could do it
19 later at the end of the meeting, but otherwise, we can close
20 call to the audience and move on to the rest of the agenda.

21 CHAIRMAN THOMPSON: Okay. We can do that. If
22 let's let everybody know that your comments (inaudible) any
23 telephonic, that your comments are taken very seriously
24 (inaudible) how many times those comments have been made on your
25 project. So (inaudible) and thank you for your comments.

1 Again, they are taken very serious.

2 With that I think we can move on to the next
3 item. Paul Patane will now provide an overview of the Tentative
4 FY 2023-2027 Five-Year Transportation Facilities Construction
5 Program. This is for information and discussion only. I need
6 to step out for a call. Gary, you take over.

7 MS. WARD: Paul?

8 CHAIRMAN THOMPSON: (Inaudible) Paul.

9 MR. ROEHRICH: Kristine was going to just do a
10 quick financial and then move on to the rest of the
11 presentation?

12 VICE CHAIR KNIGHT: (Inaudible.)

13 MS. WARD: Paul has graciously allowed me to be
14 the opening act for him, so let me just start off with a couple
15 of comments before --

16 UNIDENTIFIED SPEAKER: (Inaudible.)

17 MS. WARD: I'm sorry, sir?

18 RANDY: I can get out of your way. Thank you.

19 MS. WARD: Good morning. So board members, Paul
20 is -- I won't take up much of Paul's time, because he's the main
21 attraction here.

22 The program that Paul is presenting to you today
23 is based on the same revenue estimates that I provided you back
24 in early February at the study session. And if you'll recall,
25 the estimates at that time I had told you incorporated an

1 estimate from additional revenues associated with the
2 infrastructure bill totaling about \$100 million.

3 Over the last subsequent I don't know how many
4 months, Paul, Greg and a number of the members of the ADOT team,
5 as well as FHWA, have been combing through and digging through
6 IIJA to arrive at new revenue figures, and we've been awaiting
7 guidance from FHWA on those programs.

8 We got -- on April 21st, we got the carbon
9 reduction program guidance, and we continue to await one more
10 program, the PROTECT Program, guidance on that program that will
11 give us the final major insight. It doesn't mean that there
12 won't be changes later on, but that's really the final component
13 that we need. However, we think we have enough with carbon --
14 having gotten carbon reduction (inaudible), we think we now have
15 enough to now begin and then finalize the revenue figures that
16 we believe we can bring back to you on June 2nd with the updated
17 -- with the updated revenue figures. I had hoped to be able to
18 provide those to you today. Sorry I could not, and -- but at
19 the June 2nd study session, you will get the updated numbers.

20 With that, I will turn it over to the main event,
21 which is Paul Patane.

22 Greg, did you have anything?

23 MR. BYRES: No.

24 MS. WARD: Okay. Thank you very much.

25 VICE CHAIR KNIGHT: Thank you, Kristine.

1 MR. PATANE: Good morning, Mr. Chairman, board
2 members. I'm Paul Patane, Multimodal Planning Division. Today
3 I'll be giving you an update or going over the tentative
4 2023-2027 Tentative Five-Year Program. Oops.

5 MR. ROEHRICH: No, Randy, it should be -- that's
6 the planning. It should be the one that says FY 2023 to 2027
7 Tentative Program.

8 Paul, can you see it there? I can't see it on
9 the screen.

10 MR. PATANE: There it is. (Inaudible.) No?
11 (Inaudible.)

12 Okay. Items I'll cover today are the background.
13 I'll cover the asset conditions, the tentative -- the five-year
14 program, delivery program. I'll cover the MAG program and the
15 PAG program, our tentative airport program, and then we'll
16 discuss next steps.

17 So the five-year program must be a fiscally
18 constrained document, and so the approval process and schedule,
19 we presented it to the Board, the tentative five-year program.
20 That's what the public hearing is about today, the 20th. Then
21 we have our June 2nd study session, which Kristine alluded to,
22 will be a very important meeting. Then on June 17th is the
23 projected approval of the five-year program, and July 1 is when
24 FY '23 begins.

25 So I'll begin with an overview of our asset

1 condition. So the current value of state highway system,
2 infrastructure, roads and bridges and all the assets associated
3 with that is estimated at \$23 and a half billion. So it's very
4 important that we commit to preservation. To rebuild the system
5 would cost in excess of \$300 billion. And this is the largest
6 asset the State of Arizona has.

7 So I'll begin with a description of our bridge
8 condition ratings. We evaluate our bridges based on good, fair
9 and poor. The good condition is where primary structure
10 components have no problems. Fair is when there's minimal
11 problems, concrete deterioration or erosion. And a poor
12 condition bridge is when there's advanced concrete deterioration
13 and there's some serious scouring on the foundation elements. A
14 poor condition bridge is not unsafe. Unsafe bridges are closed.

15 So next, this slide gives us an evaluation of our
16 bridge condition over the last ten years from 2010 to 2020. If
17 you look at the first -- the first five years in our bridge
18 condition, you note that it is up around the 70 percent and it
19 drops off, but then it's been sustaining over the last four to
20 five years. This has happened because of our financial
21 commitment to our bridge and infrastructure.

22 To improve our bridge condition requires a
23 substantial investment. Our current investment just maintains
24 where we're at, around the 63 percent. In order to elevate that
25 number, we'll need additional funding for our bridges. You

1 know, fortunately, the new IIJA program does have some
2 additional bridge funding, which will go to capitalize on the
3 (inaudible) structures.

4 Next slide, please.

5 Next is our pavement rating conditions. The
6 good, fair and poor a well. Good condition is smooth road
7 surface with no potholes. Fair is moderate amount of cracking
8 and beginning to have some rutting in the wheel path to allow
9 some roughness, and poor condition, as we noted earlier
10 (inaudible) poor condition of the roadway is.

11 So our pavement condition is broken down into
12 three categories. The first category I will talk about is the
13 interstate. There's the ten-year outlook. In 2010, we were at
14 72.2 percent. Then we're following up, as you can see, we have
15 the negative sloping line there. For 2020, we were at 52.4
16 percent. And again, if you see where the last, you know, two
17 years, we have kind of leveled off. That deterioration in
18 pavement from (inaudible) and failing and going into fair
19 condition. That's because of the short-term strategy that we
20 implemented to, you know, keep us, you know, right at 52
21 percent. The strategy doesn't improve the condition. Okay? It
22 keeps us, you know, right at the 50 percent mark, and so in
23 order to -- you know, the (inaudible) strategy's like the
24 band-aid approach. Like anything (inaudible) infrastructure, in
25 order to increase the rating requires an increase in investment

1 as well.

2 The next area is the national highway system, and
3 we have a downward trend on our pavement, and that's the good
4 condition. You know, some of the challenges we have in the
5 national highway system is we have to prioritize, you know,
6 which routes we do. The interstates, the key commerce corridors
7 are a priority, and so, unfortunately, some of these secondary
8 routes are -- you know, do -- are underfunded. We (inaudible)
9 we were doing a short-term strategy, which I'll talk about a
10 little bit later about how we do with our investment, but the
11 strategy is just a band-aid, and we -- again, we need additional
12 funding to increase the value of pavement.

13 Next slide, please.

14 Next is the non-national highway system. 2010,
15 we were at 44.3 percent. Now, in 2020, we're at a little over
16 20.9 percent. Again, another downward trend on our pavement
17 condition. We implemented our short-term strategy, which we
18 call the life extension program. Again, it's just holding --
19 you know, keep as much good condition as we can with
20 (inaudible).

21 So a little bit on our investment strategy.
22 We've been -- the graph on the right shows what we have invested
23 in over the last few -- what we have planned to invest and what
24 we have invested over the last few years into our pavement and
25 bridges.

1 Again, in order to bring our system into all --
2 into all good condition, it would be in excess of \$4 billion.
3 And so the funding problems that we have are constant, and
4 they're maintained now, and that's why the pavement condition
5 has not improved. Hopefully in the upcoming program, we can
6 show you where there's an increase in funding, which will help
7 us get more pavement into good condition.

8 You can see our investment in 2022, we had --
9 able to invest more dollars into our pavement. That was because
10 of the -- well, the COVID, the relief funds we had along with
11 some legislative action, which we were able to put more dollars
12 into our pavements.

13 MS. DANIELS: Chairman, can I just ask a
14 question?

15 CHAIRMAN THOMPSON: Yes.

16 MS. DANIELS: For 2023, it's a little -- it's
17 going to be fuzzy (inaudible) probably too far after that.
18 Harder to do that math, but for 2023, is that based on current
19 legislation that's moving through, or is this without any
20 additional dollars being funded through additional legislation?
21 I know the budget hasn't been crafted yet, so...

22 MR. PATANE: This is with the current dollars in
23 the tentative program.

24 MS. DANIELS: So there is the possibility that
25 based on budget crafting that's ongoing right now at the

1 Legislature that these numbers for the next several years could
2 increase?

3 MR. PATANE: Yeah. I think we'll get additional
4 funding through (inaudible) the legislative. I'm not sure how
5 many projects were earmarked for pavement preservation --

6 DIRECTOR HALIKOWSKI: Well, Mr. Chairman,
7 Mr. Chairman, if I may comment on that.

8 CHAIRMAN THOMPSON: Go ahead, John.

9 DIRECTOR HALIKOWSKI: Thank you.

10 The program has to be fiscally constrained, which
11 means that right now we can only show you what we have dollars
12 for. I want to be careful about discussing whether legislation
13 increases the program or not, because it depends on the specific
14 wording of the legislation as to whether it goes into the
15 program or we're just directed to do it. So I want to be
16 careful that, you know, we not make assumptions until the
17 legislation is actually passed and we know what the language
18 says.

19 So right now we're keeping a very close eye on
20 all the bills at the Legislature. Some of them are specific to
21 local projects. Some may be specific to the state. So whether
22 or not they impact the program still remains to be seen. The
23 Congressional earmarks are in much the same shape in that we
24 still don't know exactly what FY '23 earmarks will hold for the
25 department. Thank you.

1 MS. DANIELS: Thank you, Director. That's
2 exactly why I was asking the question.

3 DIRECTOR HALIKOWSKI: Thank you, Board. Thank
4 you, Board Member. I appreciate that.

5 CHAIRMAN THOMPSON: Okay. Paul, go ahead.

6 MR. PATANE: Okay. Next slide.

7 So now I'll begin to talk about our categories of
8 highway need/investment. We have the preservation,
9 modernization. Preservation investment to keep our pavement
10 smooth and maintain bridges. Modernization, our non-capacity
11 investment improves safety and operations. Expansion is it adds
12 capacity to our system.

13 So here we have the -- the tentative '23 to '24,
14 2027 funding for the estimated -- for the delivery of the
15 program. The blue is expansion. Orange is planning. The
16 purple is the project development, with red, the modernization,
17 and green, the preservation.

18 There's a positive increase in each of the next
19 fiscal years. We do show (inaudible) expansion in the outer
20 years. This (inaudible) expansion is needed to help increase
21 capacity, but also improve safety, and as you can see, we're --
22 from 2025 to 2027, we are increasing the amount of dollars we're
23 putting into our preservation, both in bridge and (inaudible).

24 MR. MAXWELL: Mr. Chair.

25 CHAIRMAN THOMPSON: Ted.

1 MR. MAXWELL: Can you go back one slide, please?
2 I just (inaudible).

3 UNIDENTIFIED SPEAKER: (Inaudible.)

4 MR. MAXWELL: Yeah. So big uptick on forecasted
5 revenues in 2026. What is that?

6 MR. PATANE: I didn't hear the question.

7 MR. MAXWELL: Yes. It appears to be a large
8 uptick in 2026. (Inaudible) you know, (inaudible) 2025 to '27,
9 we know (inaudible) request for new expansion of infrastructure,
10 but 2026 there's a large expansion dollars as well as a pretty
11 significant uptick in revenues where that drops off the next
12 year. Is there a reason that that's (inaudible)? Maybe this is
13 better for Kristine. It's just (inaudible) drop back down to
14 840 in '27. I'm just kind of curious why -- looks like -- looks
15 like an upward trend in revenues. All of a sudden it turns down
16 in 2027. (Inaudible.)

17 MR. PATANE: (Inaudible.) I'll phone a friend if
18 you don't mind.

19 MS. WARD: I don't know that I'm a very reliable
20 friend right now. So I was gabbing with a customer. Let's see.
21 Your question, sir, was why we go from 887 down to 840?

22 MR. MAXWELL: Yeah. It looks like it's a pretty
23 consistent trend upwards (inaudible), but I'm just wondering
24 what caused the dropoff in 2027.

25 MS. WARD: The overall program is steadily

1 growing between '23 to '27. The only thing I can think that
2 would be a variation there is if we saw a change in
3 suballocations or -- I will need to look at that, sir.

4 MR. MAXWELL: Thank you.

5 MS. WARD: Not a problem. Get it right back to
6 you.

7 MR. MAXWELL: Appreciate it.

8 MS. WARD: Thank you. Thank you, Mr. Chair.

9 CHAIRMAN THOMPSON: (Inaudible.)

10 MR. PATANE: So here's the 2023-2027 Tentative
11 Facilities Construction Program. This includes the MAG and the
12 PAG funding. We have 42.8 percent in preservation, 7.4 percent
13 in modernization, and 49.8 percent in expansion. To the right
14 there is the 2022, our current program. As we can see, the
15 (inaudible) are pretty similar. There's no big difference, but
16 there is some consistency there.

17 So here's the tentative five-year program for
18 Greater Arizona only, where we're showing 74 percent of the
19 funding dedicated toward preservation, with 13.3 percent toward
20 expansion, and 12.7 percent for modernization.

21 So here are some of our expansion projects in
22 Greater Arizona. The first one is on SR-69, Prescott Lakes
23 Parkway to Frontier Village. We have -- there's 10.3 million
24 there. 83 million for I-17. That's Anthem Way to -- it should
25 be Sunset Point. Then along Interstate 10, we have --

1 apparently have \$83 million for the Gila River Bridge.

2 So this is the -- closing the gap. This is the
3 gap project along Interstate 10, which goes in Pinal/Maricopa
4 County. We were fortunate enough to get the legislation passed
5 for the \$400 million. So we're -- our planning is to begin
6 working along Interstate 10 in various locations (inaudible) on
7 the south end (inaudible) part of the Pinal County. Then we
8 then have the Gila River Bridge, along with the northern portion
9 from the county line to 202, which is in the MAG region.

10 Next slide, please.

11 So FY '24, expansion projects. We're showing the
12 West Kingman TI at the I-40/US-93 interchange. It's at
13 125 million. And along Interstate 10, the limits are not yet
14 determined. We have an additional 50 million (inaudible) invest
15 in Interstate 10.

16 FY '25, we have an expansion project being shown,
17 at US-93, Cane Springs, and currently in the tentative program
18 there's \$40 million.

19 In FY 2026, we're showing two expansion
20 projects. The first one is on SR-260 at Lion Springs.
21 Currently in the tentative program with \$70 million, and then
22 another project on I-10 with the limits yet determined to be
23 \$50 million. Another (inaudible) project.

24 And then the fifth year of the program, FY 2027,
25 we're currently showing another expansion project on the US-93,

1 known as Big Jim Wash, and currently the program is \$60 million.
2 The tentative program.

3 So then the six- to ten-year program, we're seeing
4 no -- no expansion, just the preservation and modernization.
5 These are the years 2028 through 2032. This falls in under
6 (inaudible) document of the Long Range Transportation Plan,
7 where there's no dollars on expansion. We are in the process of
8 updating the Long Range Transportation Plan, which may result in
9 some (inaudible) funding is distributed (inaudible) recommended
10 investment choices.

11 So this is the MAG regional freeway program, FY
12 '23 to FY '25. Here's the latest information we obtained from
13 MAG back in December. There's layout -- you know, there's
14 projects across the region, both on the interstate and the
15 arterial system (inaudible) freeway system.

16 Then the PAG region, projects on Interstate 10,
17 Interstate 19, as well as State Route 210.

18 Now I'll cover the 2023 Tentative Airport
19 Capital Improvement Program. So on the Airport Capital
20 Improvement Program, we have a total of \$31 million. In the
21 federal/state/local match, there's \$8 million. The state/local
22 program is \$10 million. Airport preservation program is
23 \$8 million. Going to be dedicating or planning tentatively to
24 use \$4 million for Grand Canyon Airport, and we have at the
25 state planning services of \$1 million.

1 So I want to take a little bit of time to kind of
2 go over some of the -- you heard comments today about
3 (inaudible) just cover some of the comments, make you aware some
4 of the comments that we received on the tentative program
5 through May 16th. Our public involvement efforts included news
6 releases, ADOT blog, social media, our ADOT website, along with
7 media and articles written by ADOT's news releases.

8 ADOT has received 196 comments through the
9 SurveyMonkey respondents, 63 people emailed their comments, and
10 one phone comment and one letter. Some of the themes around
11 those comments were improving US-60 and Grand Avenue, Loop 303
12 to 163rd Avenue, widen I-10 between Phoenix and Casa Grande,
13 repair State Route 88, Apache Trail, and widen and improve
14 safety on State Route 347 in the City of Maricopa.

15 So the next steps (inaudible) public meeting will
16 finish today. Then June 2nd, we'll have our study session, then
17 follow up with the projected approval of the five-year program
18 on June 17th of next (inaudible).

19 CHAIRMAN THOMPSON: (Inaudible.)

20 MR. PATANE: Yes, sir.

21 CHAIRMAN THOMPSON: I do have a question on the
22 \$400 million that was (inaudible). Is that available in one
23 year or is that (inaudible) many years?

24 MR. PATANE: Well, the -- once we (inaudible)
25 part of the program and (inaudible) investment, there will be

1 several projects that could use up to \$400 million. Okay? It
2 won't be one (inaudible) we're applying (inaudible) will be
3 applying (inaudible) Mega grant package that we have (inaudible)
4 will be submitting (inaudible), but the \$400 (sic) plus in other
5 state funds and MAG funds for the match. But the intent if
6 we're successful with the Mega grant application, we plan to do
7 one big project design/build (inaudible).

8 MR. ROEHRICH: So excuse me, Paul. Mr. Chairman,
9 your question was 400 million, was it all (inaudible) -- it is
10 one year. The Legislature only passed -- they give us the full
11 amount in one fiscal year.

12 CHAIRMAN THOMPSON: Well, does that mean that
13 this -- that amount of money will be available for the coming
14 year?

15 MR. PATANE: Yes.

16 CHAIRMAN THOMPSON: Next year, following year?

17 MR. PATANE: Yes. We (inaudible) spend it all in
18 one year.

19 MR. ROEHRICH: Yeah, Mr. Chairman. The funding
20 from the Legislature's not lapsing. We have \$400 million in the
21 bank that we will apply for the specific purpose of winding
22 Interstate 10.

23 CHAIRMAN THOMPSON: Okay. Thank you.

24 Any questions from the board members?

25 MR. MAXWELL: Mr. Chairman?

1 CHAIRMAN THOMPSON: Ted.

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

3 First off, having the public comments this
4 morning was truly helpful. I can't overemphasize how much that
5 means to those of us on the Board when we hear, and we don't
6 respond right away. It doesn't mean we're not listening. It
7 doesn't mean we're not taking (inaudible). It really is an
8 important piece of developing the five-year plan, and on the
9 other side of the dice as well, it sometimes takes years and
10 years to kind of keep getting the same input. All of a sudden
11 we'll (inaudible).

12 Just wanted to mention I know there was a comment
13 earlier about the (inaudible) through 2027 (inaudible) just
14 wanted to point that out (inaudible) stops in '25, and the '26
15 and '27 is still part of the five-year plan. There's just no
16 funds available. It will all be dependent on when Prop 400 gets
17 to the ballot and then gets approved by the voters. So it's
18 very important to see that happen.

19 So there's going to be times in there, especially
20 where we know that the money for expansions is going --
21 (inaudible) throughout the five-year plan (inaudible) through
22 the six- through ten-year plan. That's really (inaudible). The
23 new Maricopa Transportation Authority (inaudible) authorization,
24 and potentially (inaudible) goes back to the voters there
25 (inaudible). So it's not just (inaudible) for the Board, but

1 also involvement (inaudible) community, because more and more of
2 the responsibility for expansion (inaudible).

3 MR. ROEHRICH: So -- so, Mr. Chairman,
4 Mr. Maxwell, I would like to comment quickly on that. MAG will
5 have a program after 2025. They still get a distribution of
6 HURF funds and federal funds that are sub-allocated to them.
7 They will drop off significantly if they do not pass the --
8 their Regional Area Road Fund. (Inaudible) program will shrink
9 significantly, but they will continue to have a program because
10 they do have other funds.

11 MR. MAXWELL: (Inaudible.)

12 DIRECTOR HALIKOWSKI: Yeah. And, Mr. Chairman,
13 if I may just comment further on that, the five-year plan, as
14 you know, is dynamic. It's not set in concrete after July.
15 Events will continue to impact, as Board Member Daniels pointed
16 out. Legislation will come forward. Earmarks will come
17 forward. You know, what happens with the economy may raise or
18 lower our revenue. So the Board is able to amend the plan as
19 these things take effect. So it's a dynamic thing that
20 obviously we'll all be working together with you on to keep it
21 up-to-date. Thank you.

22 CHAIRMAN THOMPSON: Are there additional comments
23 with that --

24 VICE CHAIR KNIGHT: Mr. Chair?

25 CHAIRMAN THOMPSON: -- (inaudible) that we have

1 (inaudible) we know the amount that's going to be available for
2 one, two years (inaudible) funding?

3 MR. PATANE: The funding program, the whole
4 program is fiscally constrained.

5 CHAIRMAN THOMPSON: Gary.

6 VICE CHAIR KNIGHT: Thank you, Mr. Chair. The
7 pipeline, water pipeline in Tempe that burst and caused all the
8 problems on US-60 and (inaudible) the funding for repairs, is
9 that going to have to come out of ADOT funds or is it Tempe's
10 responsibility --

11 DIRECTOR HALIKOWSKI: Mr. -- yeah.

12 MR. KNIGHT: -- (inaudible) going to affect our
13 budget or what's going to happen?

14 DIRECTOR HALIKOWSKI: Mr. Chairman, if I could
15 ask the state engineer to comment, we've been working closely
16 with Tempe on this, and Greg has the latest information. Greg.

17 MR. BYRES: Thank you very much, Director. So
18 we've been working very closely with the City of Tempe. They've
19 been excellent to work with through this whole thing.

20 (Inaudible) for this going through.

21 Now, they have come to us and requested federal
22 relief through their ER program, through their emergency relief
23 program. So we're help -- helping them through that process,
24 but at this point in time, no, there's no money coming out of
25 either our program or any of our (inaudible) that we receive.

1 This is all on Tempe at this point in time.

2 DIRECTOR HALIKOWSKI: Thank you, Greg.

3 CHAIRMAN THOMPSON: Board members online? Any
4 questions that you have (inaudible)?

5 If not, then we can continue on.

6 MR. ROEHRICH: So, Mr. Chairman, that ends --
7 without any further questions, that ends the public hearing, and
8 you can adjourn the public hearing with a motion and a second,
9 and then we can go on to the rest of the Board agenda.

10 CHAIRMAN THOMPSON: (Inaudible) for those that
11 (inaudible). Maybe we can just let them know that they can
12 submit their comments in writing (inaudible). So now we can
13 just move into the board meeting.

14 MR. ROEHRICH: Yes, Mr. Chairman. The public
15 always has the ability to submit comments on the five-year
16 program, either online or through the telephone, as they have
17 done before if (inaudible) requesting it. So if you want to
18 make a statement, I can always try to reach out to them and let
19 hem know if they have comments specific in that way or maybe
20 they could speak at the study session, give them another
21 opportunity.

22 CHAIRMAN THOMPSON: I believe those are
23 (inaudible).

24 MR. ROEHRICH: With that then, we will take a
25 motion and a second to adjourn the public hearing.

1 MR. MAXWELL: I move we adjourn the public
2 hearing.

3 VICE CHAIR KNIGHT: I second it.

4 CHAIRMAN THOMPSON: There's a motion and a second
5 to adjourn the public hearing on the 2023 and 2027 Tentative
6 Facilities Construction Program. That's a motion by Ted, second
7 by Gary. Discussion, any at all?

8 Now all in favor say aye.

9 BOARD MEMBERS: Aye.

10 CHAIRMAN THOMPSON: Any opposed?

11 Floyd, conduct roll call vote for board members
12 attending remotely.

13 MR. ROEHRICH: Board Member Searle. I'll take
14 that as an aye.

15 Board Member Meck.

16 MR. MECK: Aye.

17 MR. ROEHRICH: So Board Member Searle voted aye,
18 and --

19 MR. SEARLE: Vote aye.

20 MR. ROEHRICH: Mike voted aye. The motion
21 passes.

22 CHAIRMAN THOMPSON: Very good. The motion
23 carries. We'll adjourn the meeting.

24 (Public hearing adjourned at 11:05 a.m.)

25

1 STATE OF ARIZONA)
) ss.
2 COUNTY OF MARICOPA)
3

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14 DATED at Phoenix, Arizona, this 6th day of July 2022.

15
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17 /s/ Teresa A. Watson

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

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ARIZONA STATE TRANSPORTATION BOARD
STATE TRANSPORTATION BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

BOARD MEETING

VIA WEBEX AND IN PERSON AT:

SALT RIVER PIMA-MARICOPA INDIAN COMMUNITY
10091 East Osborn Road
Scottsdale, Arizona 85256

May 20, 2022
11:06 a.m.

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

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(602) 421-3602

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

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

PARTICIPANTS:

Board Members:

- Jesse Thompson, Chairman
- Gary Knight, Vice Chairman
- Ted Maxwell, Board Member
- Jenn Daniels, Board Member
- Richard Searle, Board Member (via Webex)
- Jackie Meck, Board Member (via Webex)
- Steve Stratton, Board Member (Absent)

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1 (Beginning of excerpt.)

2 CHAIRMAN THOMPSON: Board meeting is called to
3 order. We'll now move on to Item 1, director's report, for
4 information and discussion only. Director. John.

5 DIRECTOR HALIKOWSKI: Thank you, Mr. Chairman.

6 Everything I would address in my report's going
7 to be addressed by the speakers that are on the agenda, whether
8 it's legislative or any updates about the system through the
9 state engineer's report. I may offer comments during those
10 reports, but in order to save the Board time, I would suggest we
11 move right on to our legislative and state engineer's report.

12 CHAIRMAN THOMPSON: Any question that come to
13 mind, board members?

14 There are none. There appear to be none, so now
15 we will now move on to Item 2 --

16 MR. ROEHRICH: Excuse me, Mr. Chairman. We do
17 have a legislative update. The director would like Katy Proctor
18 to give a quick legislative update as part of the director's
19 report. So, Katy, please go ahead.

20 CHAIRMAN THOMPSON: Thank you very much,
21 Director. Katy.

22 MS. PROCTOR: Mr. Chairman and members, thank you
23 for having me today. Today is the 131st day of the legislative
24 session. Some of you are aware that we're a little bit over
25 right now. We've had 253 bills go to the Governor so far.

1 There are still a handful out there, but we're getting towards
2 the end of bills, and we are officially in that budget
3 negotiation season now.

4 There are still a lot of transportation project
5 bills that may be considered as part of that process. As you're
6 all aware, there were quite a few this year. We'll have to see
7 how the budget negotiation works in this point to know what will
8 come from that.

9 I'd also, of course, note as mentioned by the
10 (inaudible), we are -- the Legislature passed and the Governor
11 signed said Bill 1239 earlier this month to provide \$400 million
12 for the I-10 widening project. This is a historic investment,
13 and we're very thankful to all the stakeholders and policymakers
14 who made this possible, and (inaudible) interesting experience
15 for us, and (inaudible) see that move forward and help us now
16 with that Mega grant application that I know Paul is going to
17 mention later in his report.

18 I'd be happy to answer any questions you might
19 have, and that's my report today.

20 CHAIRMAN THOMPSON: Any questions, board members?
21 Those that called in? Hearing none. (Inaudible) to last minute
22 items to report?

23 MR. ROEHRICH: No, sir. That's not with the
24 director's report. We can move on to Item No. 2, the district
25 report.

1 CHAIRMAN THOMPSON: We will now move on to
2 Item 2, district engineer's report. Randy, District
3 Administrator, Central District. Good morning, Randy.

4 MR. EVERETT: Good morning, members of the Board.
5 Good morning this morning. I will also keep my report very
6 short. We are -- my name is Randy Everett. I am the
7 administrator for the Central District. Essentially, the
8 Phoenix area.

9 So there's really just on the construction staff,
10 myself and Micah Hannam. He is the other assistant district
11 engineer. We got (inaudible). We've got the fifth largest city
12 in the United States. That's a big thing. Phoenix is huge, so
13 there's a lot going on.

14 Next slide, please.

15 Okay. I am going to keep it to just the
16 (inaudible) of our really big ones. We do have a lot of other
17 projects out there, but these are ones that are taking up a lot
18 of the room on the highway. They're causing (inaudible) there
19 is backups congestion (inaudible) these are the big projects
20 that are causing that.

21 So preservation projects, we are out on -- if you
22 go to the next slide, please.

23 There are two big preservation projects going on
24 in the Valley right now. There's the I-17 drainage improvement
25 project. That is where -- well, we'll go have a look at that.

1 There's the I-10 diamond grinding project.

2 Next slide, please.

3 So this is the mill and diamond grinding project
4 on I-10. Those limits are from about the I-17 to 43rd, and then
5 we skip an area that was done under the South Mountain Project,
6 and we go 75th Avenue to Avondale, in both the eastbound and
7 westbound directions. The project's going very well. About 90
8 percent complete and 90 percent of days used. So that's really
9 good news. The project's on time, on budget. Things are going
10 well.

11 Next slide, please.

12 This one is done (inaudible) a long time. What
13 we found on this I-17, just to give you a little bit of
14 information on it, it is where we are taking a pump station, and
15 instead we are having drainage into -- from the (inaudible) down
16 into a drainage basin. This one we found a lot of things
17 underground. It's a very deep, deep pipe. So there are a lot
18 of things underground that we were finding, so we were a little
19 bit overrun at that point, but we should finish in August of
20 this year.

21 Next, please.

22 So then we go on to expansion projects. Again,
23 there are a lot going on. Lindsay (inaudible) is happening, and
24 we're getting to the end of that one, so that's nice, but these
25 are the ones that really are -- if there are some big closures,

1 these are -- these are the ones. There's the I-10. Maybe just
2 go on to the next screen, please. Thanks.

3 So the I-10/SR-85 to Verado project. This is
4 where we are expanding to three lanes in each direction. The
5 project's going very well. It's also got Watson and Miller.
6 These are the TIs that we are redoing. And the project is
7 actually ahead of time. We're about 50 percent complete for the
8 project, and really, right now, only about 42 percent. This
9 should finish in the summer of next year.

10 Then we've got the SR-24 project. It is also a
11 big success right now. It is also on time or actually a little
12 bit ahead of time. Should finish by the summer of this year.
13 We also, if you recall, if you were part of this, the Legacy
14 Sports facility is out there. We had a successful opening from
15 Williams Field to Ellsworth early in April. That was a really
16 good thing. There was a lot of work to make that happen. We
17 made that happen. So a big success.

18 Next, please.

19 And then the final one, and don't ask me a whole
20 lot of questions on this, but this really isn't even in the
21 district, but it is part of our major projects. It is the big
22 one, Broadway Curve. Going well. I think we were a little slow
23 out of the gates, but it is catching up. You see a lot of iron
24 the road, so there's a lot of work being done. That still is
25 expected to be finished in the winter of 2024.

1 Next slide.

2 So some of the big ones we have coming up in the
3 very near future, there's a whole lot coming up (inaudible) a
4 little bit later, but I won't really get into all of those. The
5 ones that we know we have coming up, we have a mill and diamond
6 grind job from Dunlap to Deer Valley on I-17. That actually
7 will be advertised any day now.

8 And then the next one really we have coming up
9 very soon is up near the semiconductor plant, up on 303, at the
10 43rd to 51st Avenue interchanges. That will also start later on
11 this fall, and that one is really just a year project. So it's
12 going to go very fast.

13 And that's about it for me. Any questions? Yes.

14 MS. DANIELS: Thank you for all the work that you
15 guys have been doing. I see construction pretty much
16 everywhere, and it's (inaudible) --

17 MR. EVERETT: You have.

18 MS. DANIELS: -- (inaudible) from the public on
19 the (inaudible). Topic of the day, Tempe, I-60.

20 MR. EVERETT: (Inaudible.)

21 MS. DANIELS: Excuse me. The 60. Do we have an
22 expected reopening date or time for that given the nature of the
23 project?

24 MR. EVERETT: Well, in this small group with no
25 other ears, I would say that we are making great progress, and

1 so we are now down to the final pieces of just the repair work.
2 We're pouring our final concrete. We look to do that over the
3 next night or two. If everything goes well, and this is
4 everything going well from this point, we hope to get out there
5 and stripe that westbound lane and have it open by Monday
6 morning, but again, please do not quote me on that. I just
7 think that we are moving in a great direction that way. We
8 never tell the press that, so if there's any press in the room,
9 but we really pulled to get that open as soon as possible.
10 That's (inaudible).

11 MS. DANIELS: I know that there's been a lot of
12 diligent work, and appreciate the City of Tempe working as
13 closely with ADOT as they have, so thank you.

14 MR. EVERETT: Yeah. They have been absolutely
15 fantastic. Yeah. Thank you.

16 DIRECTOR HALIKOWSKI: I hate to tell you this,
17 Randy, but you're in a public meeting. So Monday is it. Better
18 get busy.

19 MR. EVERETT: As it gets closer, I get more
20 confident, but, you know, again, we never know what's going to
21 happen, but we're really shooting for trying to get something
22 opened as soon as possible.

23 DIRECTOR HALIKOWSKI: All right. Thank you.

24 MS. DANIELS: Just a real quick note, too --
25 sorry -- on that. I think people underestimate the damage of an

1 emergency break versus something that's planned, and so I was
2 appreciative that ADOT did provide photos and -- along with
3 other detailed information, because I don't think people quite
4 understand the quantity of damage that can be done when we have
5 these major breaks. Obviously unplanned and very, very
6 difficult to predict.

7 MR. EVERETT: Yeah. It 8 million gallons of
8 water. Unbelievable. So a lot of water. Yes.

9 Just keep in mind for the -- just so you
10 understand, we might be keeping a lane and a shoulder -- no
11 matter what happens, if we are able to open this weekend, if
12 that actually happens, and that right now will be -- is what
13 we're hoping for, but we still -- the break is on the slope of
14 the westbound lane. So just keep in mind that we will probably
15 be keeping the outside, the most far outside lane on the
16 shoulder closed so that they can make -- do that work, and we'll
17 keep the traffic -- the travelers safe (inaudible).

18 CHAIRMAN THOMPSON: Definitely we do need another
19 waterway up north.

20 MR. EVERETT: I know (inaudible).

21 CHAIRMAN THOMPSON: (inaudible) we could reroute
22 it that way.

23 MR. EVERETT: Wish we can bring 8 million gallons
24 up to your way. Yeah.

25 CHAIRMAN THOMPSON: Any other comments?

1 There being none, thank you, Randy.

2 MR. EVERETT: Thank you very much.

3 CHAIRMAN THOMPSON: Okay. We will now move on to
4 Item 3, consent agenda. Does any member want an item removed
5 from the consent agenda?

6 There being none, do I have a motion to approve
7 the consent agenda as presented?

8 MR. KNIGHT: So moved.

9 MS. DANIELS: Second.

10 CHAIRMAN THOMPSON: Motion by Gary and second by
11 Jenn. Any discussion?

12 All in favor say aye.

13 BOARD MEMBERS: Aye.

14 CHAIRMAN THOMPSON: Any opposed?

15 Floyd, conduct roll call vote for board members
16 attending remotely.

17 MR. ROEHRICH: Board Member Searle.

18 MR. SEARLE: Aye.

19 MR. ROEHRICH: Board Member Meck.

20 MR. MECK: Aye.

21 MR. ROEHRICH: The motion passes, Board Chairman.

22 CHAIRMAN THOMPSON: Motion carries. The consent
23 agenda has been approved.

24 We will now move on to the financial report.

25 Kristine Ward, Agenda Item 4, for information and discussion

1 only.

2 Again, good morning, Kristine.

3 MS. WARD: (Inaudible), board members.

4 (Inaudible) set up, Rhett? Thank you so much.

5 All right. So for your Highway User Revenue Fund
6 report, we are running about 2.6 percent behind our forecast,
7 and we were originally forecast 9.1 percent growth for the fund,
8 for revenues for this -- for this fiscal year. What that
9 equates to is an impact to the State Highway Fund, which is
10 ultimately the funding source that supports the five-year
11 program. That equates to about \$14.4 million. So being behind
12 2.6 percent, while not ideal, do not anticipate any impacts to
13 the program.

14 Moving on to the next slide again. This shows
15 you the individual category, revenue categories that flow into
16 HURF, and for the month of April and what we experienced in
17 terms of revenues. You can see we were pretty close, like being
18 1.3 percent behind forecast. Gas tax revenues, we were almost
19 spot on.

20 Moving on to the Regional Area Road Fund, we are
21 running ahead of forecast by 3.9 percent. That equates to
22 \$18.4 million additional revenues flowing into the fund. Those
23 additional revenues are primarily associated with increased
24 contracting activity.

25 You go to the next slide.

1 That's not to say it's not important for some
2 other activities that you will see here. Apparently, a few
3 people have been visiting the restaurant and bars, but you'll
4 also notice the contracting has shown a significant uptick
5 (inaudible) in March, but over for the entire year. The primary
6 sources of revenue flowing into our (inaudible). Retail sales
7 is 15.7 percent over last year, March over March. Restaurant
8 and bar, 28.7. You can -- you can see what's happening with the
9 numbers here. It's -- we're seeing some very strong growth.

10 Moving on to the next, the Federal Aid Program, I
11 just gave you a brief update during the five-year program
12 presentation of where we are with analyzing the infrastructure
13 bill. We are nearing our ability to be able to come back to you
14 with some numbers, and we are (inaudible) contact and
15 communicating with our COG and MPO partners.

16 In terms of the Debt Financing Program, I have
17 nothing to report on that. And cash management, we are earning
18 an abysmal amount of interest. I want to say .29 percent. .29
19 percent. So it's -- it's de minimis.

20 Going on to the next slide.

21 So I basically covered this April 20 in terms of
22 Bipartisan Infrastructure Law. Again, April 21st, we received
23 the guidance on carbon reduction. (Inaudible) adequate numbers
24 now to reconstruct the numbers to recast the program, and
25 that -- what we don't know -- if we could go to the next

1 (Inaudible) pretty good (inaudible) Congressional delegation and
2 others in the state. So hopefully in October we'll receive good
3 news.

4 MS. WARD: I do, too. There again, thank you
5 very much.

6 CHAIRMAN THOMPSON: We will now move on to Agenda
7 Item 5, Paul, for discussion and possible action. Item 5
8 regarding the Multimodal Planning Division report.

9 MR. PATANE: Mr. Chair, board members, I'll give
10 you the Multimodal Planning Division update. This covers some
11 of the current planning activities.

12 Activities we'll cover is the -- this tribal
13 transportation update, give you an update on the SR-88 Apache
14 Trail design concept report, talk a little bit about the
15 discretionary grant programs and also a little bit about
16 construction cost increases.

17 As far as the -- on the tribal transportation
18 updates, in late April we met -- our aviation -- aviation group
19 and some planning staff met with some of the members of the
20 tribal airport managers in Arizona. We had seven
21 representatives from the five tribal airports.

22 Discussion items included the State Aviation
23 Program overview, the status of the airport -- of tribal airport
24 participation in the program, which we're trying to increase,
25 and we also listened and -- listened to some of the tribal

1 perspectives on challenges that they face in applying for these
2 grants. And there's definitely follow-up actions that we'll
3 follow up on.

4 Then as far as the broadband, I think we're all
5 aware of the Governor's commitment to broadband and (inaudible)
6 will cross some of the tribal nations. So it's important that
7 we continue our outreach to the tribal nations to ensure we get
8 all of the -- any issues taken care of prior to construction of
9 the broadband. It's a collaborative effort that we have, and we
10 want to make sure that we're doing things positive, moving in a
11 positive direction.

12 We had some outreach meetings recently, too.
13 (Inaudible) 191. Met with representatives from Many Farms and
14 the Chinle Chapters, went over any issues related to the ongoing
15 construction, along with some of the concerns they currently
16 have with some of the state highway there. Definitely had ADOT
17 representation, the Navajo Chapters, Apache County was there,
18 and Chairman Thompson was also there, along with Northeast
19 District and their tribal liaisons from the MPD office.

20 So the next hearing is the Intertribal Council of
21 Arizona. This project enables the Intertribal Council and ADOT
22 to conduct transportation working group meetings for state
23 and -- for state and federal transportation information sharing
24 with the -- with the tribal officials. This was our last
25 meeting for this fiscal year. We'll start back up in FY '23

1 and -- to keep this partnership going forward.

2 Just want to touch on a few of the Transportation
3 Program Safety Fund tribal grants that were awarded. Fort
4 McDowell Yavapai Nation got 7,500 for safety, for the safety
5 plan update. Gila River Indian Community received a little over
6 785,000 for a traffic signal upgrade along with some signing.
7 The Hopi Tribe got 7,500 as well for improving for their --
8 updating their safety plan. And the Kaibab-Paiute Tribe
9 received 54- -- a little over 54,000 for school bus stops.
10 Navajo Nation received a little over -- little over 980,000 for
11 roadway departure countermeasures on high risk roads in both
12 Arizona and New Mexico.

13 I just wanted to make the Board aware of the
14 (inaudible) opportunity being championed by our business
15 engagement, compliance. It's a webinar workshop that will help
16 DBEs navigate through getting contracts within the tribal
17 nations. ADOT is committed to the DBE community, and we can
18 help improve and, you know, get them as much work as possible,
19 and so this workshop will help -- will teach participants how to
20 navigate through some of the tribal solicitation and otherwise
21 tribal contracts. Attendees will also obtain information about
22 (inaudible) contract with the tribes, along with some background
23 knowledge related to the Tribal Employment Rights Office, along
24 with the concept of (inaudible) tribal projects (inaudible).

25 Next is the -- give you an update on the SR-88

1 Apache Trail.

2 Next slide.

3 We're working with our partners of the U.S.
4 Forest Service, Federal Lands, the Federal Highway
5 Administration, along with the Maricopa Association of
6 Governments. We're currently -- we have a design concept report
7 that will go out on the street for solicitation later this
8 month. But currently, some of that (inaudible) evaluating
9 current conditions of the roadway where hopefully it will
10 (inaudible) the design concept report, will give us
11 recommendations for stabilizing -- upslope stabilization, just
12 trying to improve resilience along that roadway, (inaudible)
13 recommendations for repair and protection of historical
14 structures, along with identifying environmental requirements
15 associated with any type of construction activity.

16 Here's our (inaudible) schedule. (Inaudible)
17 deliverables will be in the design concept report, along with
18 environmental overview. We'd like to have it advertised later
19 this month. We're looking -- I talked to (inaudible) and we're
20 going to try to streamline the notice to proceed, and so
21 we'll-that will be more like the summer of '22. And we have a
22 consultant on board, and we're still looking at an estimated
23 completion date of spring of 2023.

24 So these are some of the grants that are still
25 out there for opportunities for local/state/tribal governments,

1 and some of these closed on Monday, the 23rd of May (inaudible)
2 rule. As I mentioned earlier, ADOT is applying for the Mega
3 grant, along -- for Interstate 10, the gap area, for those 26
4 miles. We're also applying for an INFRA grant along US-93 there
5 where the area's still a two-lane highway. (Inaudible) divided
6 four-lane roadway.

7 And still I wanted to share some of this
8 information that we had, because I don't know whether we're
9 getting -- hopefully we'll be getting additional funding, but
10 one of the red flags we're seeing is within our construction
11 costs. Okay? And this is our -- ADOT publishes this
12 Construction Cost Index. As you can see from -- you know, we're
13 in quarter three of FY '22, and, you know, we're (inaudible) 33
14 percent increase in construction cost from fiscal year 2021.
15 And so that's, you know, quite alarming, because, you know, some
16 of these costs are coming in really high, and that could really
17 impact how much we can deliver in future years.

18 This is the ADOT index here. The next slide.
19 This one here we got from the Eno Center for Transportation.
20 The (inaudible) the construction cost is the upward slope, you
21 know, prices, things are going up in cost, steel, oil, gas. We
22 all see those impacts at the gas pump, and that is directly
23 affected (inaudible) construction projects as well, because a
24 lot of that equipment out there runs on diesel.

25 So as we were, you know, strategizing ahead, this

1 is another graphic showing some of the increased costs. Okay?
2 Sorry. Some of it got cut off. Like the project on the far
3 left, that's the Gila River Bridge and I-10. We know back in
4 the tentative program it was 83 million, but as we (inaudible)
5 we find costs, as they're evaluating the Mega grant and just
6 moving that project forward in the design process, the cost is
7 closer to 110 million.

8 Next one. In 2024 is the west Kingman TI, and
9 the tentative program is 125 million, but when we're talking to
10 the design team and the project team, those costs are
11 approaching 144 million.

12 The next one is on Lion Springs. In 2026,
13 (inaudible) it was estimated at 70. Now we're projecting over
14 109 million. So costs are definitely on the rise.

15 Questions?

16 CHAIRMAN THOMPSON: Board members?

17 BOARD MEMBER: Mr. Chair, Paul (inaudible) over
18 the last (inaudible). Obviously cost personnel (inaudible) and
19 then also supplies. Is there any rough breakdown? (Inaudible)
20 between the three of them or is one of those three categories
21 (inaudible)?

22 MR. PATANE: I don't have that information
23 readily available. We can -- we can give it to you. I can get
24 with our CS folks and we can see what the -- this oil, labor
25 (inaudible) increase in costs are.

1 BOARD MEMBER: Thank you, Paul. I appreciate
2 that.

3 MR. PATANE: (Inaudible.)

4 DIRECTOR HALIKOWSKI: Mr. Chairman, if I may.

5 CHAIRMAN THOMPSON: John, go ahead.

6 DIRECTOR HALIKOWSKI: I just want to let the
7 Board know that as we're seeing these cost increases, and in
8 some cases delay in obtaining necessary supplies, we're
9 concerned that local governments who either got earmarks in FY
10 '22 or are planning to request them in FY '23 understand the
11 fact that costs are going up, and so we'll be planning a robust
12 outreach program to our local governments again to inform them
13 of this so that they understand.

14 They may either have to alter scope if there's
15 not enough money to complete a project they've already gotten an
16 earmark for, or if they want to alter the amount they're asking
17 for in the future. So as you know, in the past this has been an
18 issue with local governments where ADOT has to administer the
19 project. So we plan on a very intense communication plan as we
20 see this issue continue to escalate.

21 Thank you.

22 CHAIRMAN THOMPSON: I think that's a very good
23 plan. We should continue to work with the local governments.
24 So again, (inaudible).

25 Okay. Any members have any questions?

1 We will now move on to Item 6, PPAC items.

2 Paul.

3 MR. PATANE: Chairman Thompson, board members,
4 thank you for your consideration of changes to the FY '22-2026
5 Statewide Transportation Facilities Construction Program.
6 Respectfully requesting approval of Items 6A through 60, project
7 modifications. Respectfully.

8 CHAIRMAN THOMPSON: (Inaudible.) Is there a
9 motion to approve PPAC modifications Items 6A through 60 as
10 presented?

11 MR. KNIGHT: So moved.

12 CHAIRMAN THOMPSON: Motion by Gary.

13 MR. MAXWELL: Second.

14 CHAIRMAN THOMPSON: Second by Ted.

15 MR. MAXWELL: Mr. Chair, just a quick question.

16 (Inaudible.)

17 CHAIRMAN THOMPSON: Okay, Ted. Go ahead with
18 your question.

19 MR. MAXWELL: Thank you, Mr. Chair. (Inaudible.)

20 MR. PATANE: Is there a specific question
21 (inaudible) move for approval?

22 MR. ROEHRICH: I think he just wants to show the
23 next slide, because there were so many of them. It was broke up
24 between -- it was broke up between multiple slides. He just
25 wanted the public to see the location of all the projects that

1 are asked to be modified.

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

3 CHAIRMAN THOMPSON: Okay. With that, all those
4 in favor saw aye.

5 BOARD MEMBERS: Aye.

6 CHAIRMAN THOMPSON: Any opposed?

7 Floyd, conduct roll call vote for board members
8 attending remotely.

9 MR. ROEHRICH: Board Member Searle.

10 MR. SEARLE: Aye.

11 MR. ROEHRICH: Board Member Meck.

12 MR. MECK: Aye.

13 MR. ROEHRICH: Chairman, the motion carries.

14 CHAIRMAN THOMPSON: Motion carries.

15 Is there a motion to approve PPAC new projects,
16 Items 6P to 6BB, as presented?

17 MR. ROEHRICH: Rhett, move on to the next slide.
18 The next slide just to show -- the next slide will show the
19 location of the new projects that are being requested.

20 MR. PATANE: So Chairman, Chairman Thompson,
21 board members, respectfully requesting approval of Items 6P
22 through 6 BB new projects.

23 CHAIRMAN THOMPSON: Is there a motion by board
24 members?

25 MS. DANIELS: So moved.

1 MR. KNIGHT: (Inaudible.)

2 CHAIRMAN THOMPSON: And then Gary second. Any
3 discussion?

4 All in favor say aye.

5 BOARD MEMBERS: Aye.

6 CHAIRMAN THOMPSON: Any opposed?

7 Floyd, conduct roll call vote for board members
8 attending remotely.

9 MR. ROEHRICH: Board Member Searle.

10 MR. SEARLE: Aye.

11 MR. ROEHRICH: Board Member Meck.

12 MR. MECK: Aye.

13 MR. ROEHRICH: Chairman, the motion carries.

14 CHAIRMAN THOMPSON: Motion carries.

15 I'll now move on to item Agenda Item 7, state
16 engineer's report, with Greg Byres, for information and
17 discussion only. Greg.

18 MR. BYRES: Thank you very much, Mr. Chairman and
19 board members.

20 I'd kind of like to go through a couple of things
21 that were mentioned earlier in the meeting during the comments
22 section. There was several comments about projects (inaudible)
23 or anything that weren't in the tentative program. I just want
24 to make sure that everyone understands that as we go through to
25 the final program, some of those projects may occur if the

1 priorities were high enough and funding becomes available. So
2 as we adjust into the final program, some of those might come
3 up.

4 There's another route that those might take as
5 well, and that is coming through our subprograms, there's --
6 we're -- we have fairly substantial subprograms as well. So
7 some of those programs -- or excuse me -- those projects, as
8 they come through the prioritization, their needs that we see,
9 they could very well be coming through this board for approval
10 for modifications but programmed at later dates. So it's not
11 that we're ignoring them. We do have priorities, and we have to
12 follow through. So that's why (inaudible) those priorities. So
13 I just wanted to make that very clear.

14 The other item that I wanted to bring up was
15 there was a couple of tribal leaders that were brought up. In
16 IIJA, several of the programs that are in IIJA, whether they're
17 new programs or existing programs -- one, for instance, is the
18 bridge program, there's tribal set asides for those programs.

19 So here lately, what we've done is Katy Proctor
20 has now taken lead on IIJA, and I have asked her to kind of go
21 through and take a look and see if -- what's the methodology
22 that needs to be followed to try and access those tribal set
23 asides so that we can try and get that information out to the
24 different tribes so that as these funds are available, a lot of
25 the projects of prevention maybe eligible so -- for those trial

1 set asides. We're trying to get that information out to try and
2 assist the tribes if -- if we (inaudible) do those projects
3 (inaudible) prioritization, they can very well be eligible
4 through the IIJA and set asides. So I just wanted to kind to
5 put that out there. (Inaudible.)

6 CHAIRMAN THOMPSON: (Inaudible.) Floyd.

7 MR. ROEHRICH: (Inaudible.)

8 CHAIRMAN THOMPSON: I feel very uncomfortable
9 sitting up here not being able to relate that kind of message
10 and explain to them that this is the situation (inaudible). Is
11 it okay to tell them to see the staff on the issue?

12 MR. ROEHRICH: Mr. Chairman, absolutely. The
13 public, whether they're the local government, tribal government
14 or citizen, is able to contact ADOT and ask these questions, and
15 I know what Greg was just talking about will be communicated
16 through our planning liaisons to the tribal communities. So
17 absolutely. This information is available. ADOT's available to
18 work communities and other people who contact those groups,
19 advocacy groups, things like that. We're always open to working
20 with them. Absolutely.

21 CHAIRMAN THOMPSON: Maybe (inaudible) all
22 (inaudible) don't know if any tribe member (inaudible).

23 DIRECTOR HALIKOWSKI: Mr. Chairman.

24 MR. BYRES: One of the things that we're trying
25 to do is we're researching to find out what all it's going to

1 take to be able to access that. So as we pull that information
2 together -- part of -- part of the reason for that is the tribal
3 set asides generally go from Federal Highway to the Bureau of
4 Indian Affairs, and so when it does, that we have a disconnect.
5 And so we're going to try and see if we can't put that
6 disconnect together a little bit to help pull that information
7 together for the tribes themselves.

8 DIRECTOR HALIKOWSKI: Mr. Chairman, if I could.

9 CHAIRMAN THOMPSON: Go ahead.

10 DIRECTOR HALIKOWSKI: One suggestion might be
11 if -- the questions that came up today, we've recorded them, and
12 we might consider an agenda item where at next month's meeting
13 we'll provide a response to those questions, not only for the
14 Board, but for the record also, and any of our attendees who
15 continue to come back to the meetings. So I would ask Floyd
16 to -- you know, we'll get together and prepare a response to the
17 questions for the Board at the next hearing.

18 CHAIRMAN THOMPSON: Thank you, John.

19 VICE CHAIR KNIGHT: This is Gary. Thank you.
20 And to your initial comments, Greg, this PPAC agenda is a
21 primary example. I mean, there's over 50 items, and they're --
22 they're new projects that have been put into the existing
23 five-year plan that weren't there before. They weren't there
24 last year. They're there now because we now have the funding
25 and the priority is such that they're being funded. So we're

1 now approving them, and as I say, I believe there were over 50
2 projects, and they all of a sudden are now in FY '22. So it
3 goes to your initial comment that (inaudible).

4 MR. BYRES: Thank you very much.

5 Continuing on with Item 7, we have 91 projects
6 under construction, or just shy of \$2 billion. \$1,978,000. We
7 have 7 projects that were finalized in April. We're at
8 \$31.6 million. And fiscal year to date, we have finalized 67
9 projects. And that concludes the state engineer's report.

10 CHAIRMAN THOMPSON: Any member have any questions
11 for Greg?

12 Hearing none, moving on to Item 8, construction
13 contracts for discussion and possible action. (Inaudible.)

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

15 We have three projects that were approved under
16 consent, so thank you very much for those.

17 We'll go ahead and start off with Item 8A. This
18 is a project on I-10. This was west of Buckeye to SR-85. The
19 low bid --

20 MR. ROEHRICH: Excuse me. Rhett, you're going to
21 have to advance a few slides. It looks like some of the consent
22 agenda projects are in there. So there we go. No. That's 8A.
23 Go back.

24 MR. BYRES: There you go.

25 BOARD MEMBER: Yeah.

1 MR. ROEHRICH: Right there. 8A. Thank you.

2 MR. BYRES: The low bid on this project was
3 \$13,940,974. The State's estimate was \$10,070,661, a difference
4 of \$3,870,313, or 38.4 percent. The big difference that we had
5 on this was the cost for the milling, as well as the -- the big
6 one was PCCP, or the Portland cement concrete paving slab
7 repair, as well as the asphalt binder, the asphaltic concrete
8 and the mobilization.

9 We had two bidders on this project, and because
10 of the differential that we have on this and looking at this
11 project, within the project itself, there's also a test piece or
12 a test highway that has been in place for 20 years that we
13 are -- really want to collect the final data on before we
14 proceed with this project. So at this point in time, because of
15 the differential in costs, we are looking for a -- to recommend
16 reject all bids.

17 CHAIRMAN THOMPSON: Is there a motion to reject
18 all bids, Item 8A, as presented?

19 MS. DANIELS: So moved.

20 MR. KNIGHT: Second.

21 CHAIRMAN THOMPSON: Motion by Jenn and second by
22 Gary. Any questions?

23 All in favor say aye.

24 BOARD MEMBERS: Aye.

25 CHAIRMAN THOMPSON: Any opposed?

1 Floyd, conduct roll call vote for board members
2 attending remotely.

3 MR. ROEHRICH: Board Member Searle.

4 MR. SEARLE: Aye.

5 MR. ROEHRICH: Board Member Meck.

6 MR. MECK: Aye.

7 MR. ROEHRICH: Chairman, motion carries.

8 CHAIRMAN THOMPSON: Motion carries.

9 Let's move to Item 8B.

10 MR. BYRES: Thank you very much. The next item
11 is 8B. This is I-17 between -- this is at the Sunset Point rest
12 area. The -- let's see here. We had a total of three bidders
13 on this project. The low bid was \$7,529,000. The State's
14 estimate was \$4,400,506, a difference of \$3,128,494, or 71.1
15 percent difference.

16 There was some major differences that we had in
17 costs. One of the big ones was the restroom building renovation
18 portions. In speaking to the contractors for this, there was a
19 very low participation rate for subcontractors. Apparently
20 there's a substantial amount of work that (inaudible) within --
21 around the Phoenix region, and consequently, they have a
22 (inaudible) time trying to get even a subcontractor to bid on
23 work, and that also went through for pretty much all of the
24 different work activities within the project.

25 One of the other things that we've had was the

1 estimate that is utilized and is established here with this --
2 at the 4.4 million was conducted in November of 2021. There has
3 been a differential in cost that we've seen (inaudible) of about
4 30 percent, as well as a 50 percent increase in fuel costs,
5 which is a huge difference just between the time that we had
6 conducted our estimate and the time of bid.

7 What we are seeing is we did have three bidders
8 on this. The three bids were all within 10 percent. So the
9 engineer's estimate or the State's estimate is obviously off
10 somewhat. The three bids are very competitive, and with that we
11 did find that the low bidder is (inaudible) responsive and
12 responsible, and we'd recommend award to Haydon Building Corp.

13 CHAIRMAN THOMPSON: (Inaudible.)

14 MS. DANIELS: Chair.

15 CHAIRMAN THOMPSON: Is there a motion to award
16 Item 8B to Haydon Building Corporation as presented?

17 MR. KNIGHT: So moved.

18 MR. MAXWELL: Second.

19 MS. DANIELS: Chair, I do have a question.

20 CHAIRMAN THOMPSON: Board Member Gary motioned,
21 second by Ted. Any discussion?

22 MS. DANIELS: Thank you.

23 CHAIRMAN THOMPSON: Jenn.

24 MS. DANIELS: Thank you, Mr. Chair.

25 How urgent is this project?

1 MR. BYRES: Excuse me. Actually, it is fairly
2 urgent. The big thing is the infrastructure in that area is --
3 definitely needs to be looked at, and Sunset is the busiest
4 rest area that we have in the state.

5 MS. DANIELS: Any time I've been up there
6 (inaudible). The reason I ask is because my bathroom, the
7 company came back 71 percent over what I (inaudible) figure
8 out a different way to take care of it, so that's why
9 (inaudible) if we could also (inaudible) the final document
10 about the urgency (inaudible) that (inaudible) in order to
11 justify the decision to move forward (inaudible).

12 BOARD MEMBER: Well said.

13 DIRECTOR HALIKOWSKI: Thank you, Board Member
14 Daniels. I appreciate those comments.

15 The other problems we have up there is the water
16 source is quite a bit -- a ways away, and it's fairly limited.

17 Greg, I don't know if you want to comment on some
18 of the other factors that drive the cost up there, but we can
19 definitely justify those. I stopped there recently on a trip
20 back and it was on the weekend. I will tell you that people
21 were lined up, waiting for parking places to pull in. So,
22 unfortunately, rest areas are just an expense that the public
23 has come to expect that the state provides, and the service in
24 my history once, when we suspended it during the 2008-2009
25 economic crisis, grew great backlash. So they are quite popular

1 for stops.

2 Thank you.

3 MR. MAXWELL: Mr. Chair.

4 CHAIRMAN THOMPSON: Ted.

5 MR. MAXWELL: Thank you, Director, for
6 (inaudible). I think the fact that all three of the bids were
7 within 10 percent of each other was -- is a significant thing
8 to my eyes. (Inaudible) don't get some of the detail we have
9 on that first project where we rejected the award, the low bid
10 was 38 percent. The other bid was almost 65 percent over. So
11 it really wasn't close. It's very even between the
12 contractors, this one. All three of the bids were close
13 together, so...

14 DIRECTOR HALIKOWSKI: Yeah. The other thing I
15 want to mention, Mr. Chairman, is that when you talk to the
16 American Trucking Association and even our Arizona Trucking
17 Association, rest areas are critical for the movement of
18 commerce, because drivers are limited to a total of total of 11
19 hours of service before they have to rest, and parking for those
20 periods is at a premium. So, you know, when you look at
21 interstate commerce and making sure that goods and services
22 are getting to people, again, I know they're expensive, but
23 they are a critical piece of the infrastructure system.

24 CHAIRMAN THOMPSON: Any further discussion?

25 If there's none, all in favor say aye.

1 BOARD MEMBERS: Aye.

2 Floyd, conduct roll call.

3 MR. ROEHRICH: Board Member Searle.

4 MR. SEARLE: I'll vote aye, and I appreciate
5 the comments and the conversation to this item.

6 MR. ROEHRICH: Board Member Meck.

7 MR. MECK: Aye, and I too would comment. I
8 think they're very critical, and the water issue there is
9 critical also and will be in the future. So my vote's aye.

10 MR. ROEHRICH: Chairman, the motion carries.

11 CHAIRMAN THOMPSON: Motion carries.

12 Item 8C.

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

14 Item 8C, this is a pavement preservation
15 project on 89 -- US-89A. This runs from State Route 67
16 Junction to Forest Service Road 248D. We've had two bidders
17 on this project. The low bid was \$8,090,335. The State's
18 estimate was \$6,151,323, a difference of \$1,939,012, or 31.5
19 percent.

20 What we saw on this more than anything else was
21 the location of this section is very remote, just south of the
22 Utah border, and the contractor -- the low bid contractor on
23 this is looking at actually hauling all of the material out of
24 Utah. He has a pit in Saint George. So all the material's
25 going to be coming out of there. He also is going to move the

1 mobile hot mix plant onto the site, so mobilization costs are
2 much higher than what we had predicted.

3 One of the other big items that we have is the
4 truck hourly rates have gone up over 33 percent just in the last
5 three months. So trucking is, you know, the much bigger expense
6 than what we have seen in the past. So, consequently, with
7 those -- the analysis on the low bid, what we see now is a
8 responsive and responsible bid, and we recommend award to Staker
9 & Parson Companies.

10 CHAIRMAN THOMPSON: Is there a motion to award
11 Item 8C to Staker & Parson Companies as presented?

12 MS. DANIELS: So moved.

13 VICE CHAIR KNIGHT: I'll second.

14 CHAIRMAN THOMPSON: Jenn motioned and Gary
15 seconded. Any discussion?

16 All in favor say aye.

17 BOARD MEMBERS: Aye.

18 CHAIRMAN THOMPSON: Any opposed?

19 Floyd, conduct roll call vote for board members
20 attending remotely.

21 MR. ROEHRICH: Board Member Searle.

22 MR. SEARLE: Aye.

23 MR. ROEHRICH: Board Member Meck.

24 MR. MECK: Aye.

25 MR. ROEHRICH: Chairman, the motion carries.

1 CHAIRMAN THOMPSON: Motion carries.

2 Item 8D. Greg.

3 MR. BYRES: Thank you very much.

4 Item 8D is a safety project on US-93 from South
5 Fork to -- South Fork Santa Maria River to SR-71. We had two
6 bidders. That seems to be a trend, unfortunately. The low bid
7 was \$545,098. The State's estimate is \$405,061, a difference of
8 \$140,037, or 34.6 percent.

9 The biggest difference that they saw was the
10 cost of oil (inaudible) along with production rates. So the
11 production rates that we had estimated were much greater or
12 much faster than what the low bidder anticipates doing. So
13 with that, looking at the bids and doing the full analysis, we
14 do believe that this is a responsive and responsible bid and
15 recommend award to Pavement Marking, LLC.

16 CHAIRMAN THOMPSON: Is there a motion to award
17 Item 8D to Pavement Marking, LLC, as presented?

18 MR. KNIGHT: So moved.

19 MR. MAXWELL: Second.

20 CHAIRMAN THOMPSON: Motion by Gary. Second by
21 Ted.

22 MR. MAXWELL: I'd just kind of like to say that
23 I understand the oil (inaudible) the highest price for gas
24 I've ever paid in my life, over \$5 a gallon, never before.
25 And so anyway, I understand that. That's the way it is.

1 CHAIRMAN THOMPSON: (Inaudible.)

2 (Indiscernible conversation between board
3 members.)

4 CHAIRMAN THOMPSON: Any further discussion?

5 All in favor say aye.

6 BOARD MEMBERS: Aye.

7 CHAIRMAN THOMPSON: Any opposed?

8 Floyd, conduct roll call vote for board members
9 attending remotely.

10 MR. ROEHRICH: Board Member Searle.

11 MR. SEARLE: Aye.

12 MR. ROEHRICH: Board Member Meck.

13 MR. MECK: Aye.

14 MR. ROEHRICH: Chairman, the motion carries.

15 CHAIRMAN THOMPSON: Motion carries.

16 Item 8E. Greg.

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

18 Item 8E, this is a local project for the City
19 of Cottonwood. This was Blowout Wash Bridge. We have one
20 bidder on this project. The low bid was \$828,823. The
21 State's estimate was \$223,150, a difference of \$605,672, or
22 271.4 percent.

23 The State's estimate on this project was eight
24 months old. Consequently, there has been -- going through the
25 analysis, well actually went through and redid the bid

1 estimate. Our bid estimate more than doubled when we ran it
2 with current costs, which was still considerably less than the
3 one bid.

4 However, the City of Cottonwood wants to
5 proceed with this bid. They are in the process right now of
6 securing the additional funding for this, and with that, since
7 they want to continue with it and they're willing to put up
8 the additional funding, until it is secured, we recommend that
9 the project be postponed.

10 VICE CHAIR KNIGHT: So moved.

11 MR. MAXWELL: Second.

12 CHAIRMAN THOMPSON: Postponing the (inaudible)
13 board members (inaudible). Gary motioned, second by Ted. Any
14 discussion?

15 MR. SEARLE: Chairman Thompson, this is
16 Richard.

17 CHAIRMAN THOMPSON: Richard, go ahead. You
18 have a comment?

19 MR. SEARLE: Yes. Please explain the
20 difference between rejecting the bid or -- and postponing it.

21 MR. BYRES: So we have -- we'd have to be able
22 to react to this within 45 days. So we will bring this back
23 at the next board meeting. If the City has secured the funds
24 and it's ready to go, we will ask for it to be approved. If
25 they have not, we will reject all bids.

1 MR. SEARLE: Thank you.

2 BOARD MEMBER: Mr. Chair, and that bid will be
3 good for the 45 days?

4 MR. BYRES: Correct.

5 BOARD MEMBER: Thank you.

6 CHAIRMAN THOMPSON: Any other discussion?

7 All in favor say aye.

8 BOARD MEMBERS: Aye.

9 Any opposed?

10 Floyd, conduct roll call vote for board members
11 attending remotely.

12 MR. ROEHRICH: Board Member Searle.

13 MR. SEARLE: Aye.

14 MR. ROEHRICH: Board Member Meck.

15 MR. MECK: Aye.

16 MR. ROEHRICH: Chairman, the motion carries.

17 CHAIRMAN THOMPSON: Motion carries. Move on to
18 Item 9.

19 MR. ROEHRICH: Mr. Chairman, if I could, I'll
20 break in real quick. One of the speakers who had asked to
21 speak is still online, and I think we would like to -- she had
22 asked if we could try again to connect with her and let her
23 make her comments. So I would like to ask if you would open
24 call to the audience again, and we'll see if Ms. Dianne Barker
25 is able to unmute her line and make her comments.

1 CHAIRMAN THOMPSON: (Inaudible.)

2 MR. ROEHRICH: So Randy, could you see if you
3 could un- -- work with Ms. Barker to unmute her line and ask
4 her to make her comments?

5 RANDY: The line has been requested to be
6 unmuted.

7 MR. ROEHRICH: Randy, I think the note I got said
8 Ms. Barker's on her telephone. So she'll need to push star 3 to
9 unmute her line; is that correct?

10 RANDY: I believe so.

11 MR. ROEHRICH: Ms. Barker, are you able to
12 unmute your line?

13 Randy, it doesn't look like she -- have you
14 heard from Ms. Barker?

15 RANDY: It does not look like she can unmute
16 her line.

17 MR. ROEHRICH: Well, Mr. Chairman, I know when
18 she filled out her request to speak, her comment was how are we
19 going to address construction costs in the future with the 11
20 percent inflation and increase in costs, and I think that, you
21 know, (inaudible) been talking about it, and it is something
22 that we're going to need to address. Unfortunately, it does not
23 look like we can get her line unmuted.

24 DIRECTOR HALIKOWSKI: Well, Floyd, she had sent
25 me an email earlier that I copied to you about her

1 difficulties. We can certainly get her remarks and enter them
2 into the Board's record and take those comments into the record,
3 also.

4 CHAIRMAN THOMPSON: Very good. (Inaudible)
5 we'll move forward.

6 Any other board members (inaudible) a future
7 board meeting agenda. Anybody?

8 MR. MAXWELL: Mr. Chair.

9 CHAIRMAN THOMPSON: Ted.

10 MR. MAXWELL: First off, I'd like to thank Salt
11 River Pima and Maricopa Indian Community for their willingness
12 to meet with us before this meeting. It was very insightful
13 to me (inaudible). And I don't -- I know I'm still the newbie
14 on this board, so I'll (inaudible) more about the challenges
15 or the issues we have (inaudible) when talking about a lot of
16 tribal (inaudible) BIA other than (inaudible). If it would be
17 beneficial to the Board, I wouldn't mind seeing it added to a
18 study session. I know most everybody else (inaudible).

19 MR. ROEHRICH: Mr. Chairman, Mr. Maxwell, we
20 can work on that. I know Paul is adding a lot more
21 coordination with tribal communities, but we can continue to
22 expand that, and then we can add it on a future agenda
23 specifically to talk about those issues.

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

25 CHAIRMAN THOMPSON: You want to explain the

1 comment that this (inaudible). So with that is there a
2 motion --

3 MS. DANIELS: Chairman, I have -- I have one
4 additional item as well, if possible. I know the deadline for
5 the EV plan is coming forward soon, and I was hoping that we
6 would have an updated NEVI plan for June, (inaudible) possible
7 so I don't know if we -- there was a draft that (inaudible) as
8 far as what's going to be submitted (inaudible) the committee
9 (inaudible) serving with a small group (inaudible), and then
10 also the scope of which we might be looking at.

11 DIRECTOR HALIKOWSKI: Mr. Chairman, Board
12 Member Daniels, if I may, we just presented to the Governor's
13 IIJA task force yesterday. We'll be happy to share that
14 presentation with the Board, and more than happy to go through
15 it at the next meeting, so...

16 MS. DANIELS: Thank you.

17 CHAIRMAN THOMPSON: Okay. So I'll just make
18 one final statement. Once again, (inaudible) tribal roads.
19 Those that are in (inaudible).

20 Any other comments?

21 MR. KNIGHT: Mr. Chair.

22 CHAIRMAN THOMPSON: Gary.

23 MR. KNIGHT: I'd just like to thank the tribe
24 for their hospitality. The facilities have been great. The
25 meet and greet that we had this morning was very informative,

1 and I thank -- I just want to thank them for their hospitality
2 to the Transportation Board and staff.

3 CHAIRMAN THOMPSON: (Inaudible.) Thank you,
4 Gary.

5 Is there a motion to adjourn the board meeting?
6 (Inaudible) discussion?

7 MR. MAXWELL: So moved.

8 CHAIRMAN THOMPSON: Motion, Ted, second by Gary.
9 All in favor say aye.

10 BOARD MEMBERS: Aye.

11 CHAIRMAN THOMPSON: Meeting's adjourned.

12 (Meeting adjourned at 12:09 p.m.)
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1 STATE OF ARIZONA)
) ss.
2 COUNTY OF MARICOPA)
3

4 BE IT KNOWN that the foregoing proceedings were reported
5 by 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 44 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
12 the parties hereto, nor am I in any way interested in the
13 outcome hereof.

14 DATED at Phoenix, Arizona, this 6th day of July 2022.

15
16 /s/ Teresa A. Watson

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

A motion to adjourn the May 20, 2022, State Transportation Board meeting was made by Board Member Tex Maxwell and seconded by Vice Chairman Gary Knight. In a voice vote, the motion carried.

Meeting adjourned at 12:09 p.m. PST.

Not Available for Signature_____

Jesse Thompson, Chairman
State Transportation Board

Not Available for Signature_____

John S. Halikowski, Director
Arizona Department of Transportation