

ARIZONA STATE TRANSPORTATION BOARD

Douglas A. Ducey, Governor

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

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

BOARD AUTHORITY

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

PUBLIC INPUT

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

MEETINGS

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

BOARD MEETING PROCEDURE

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

BOARD CONTACT

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

NOTICE OF PUBLIC SPECIAL BOARD MEETING OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a board meeting open to the public on Friday, July 15, 2022, at 9:00 a.m. Due to ongoing health concerns regarding Covid, participants will still have the option to participate by joining telephonically/WebEx. The Board may vote to go into Executive Session to discuss certain matters, which will not be open to the public. Members of the Transportation Board will attend either in person or by telephone conference call. The Board may modify the agenda order, if necessary.

EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.02, notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation of legal advice with legal counsel at its meeting on Friday, July 15, 2022, relating to any items on the agenda. Pursuant to A.R.S. 38-431.03(A), the Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

CIVIL RIGHTS

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

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

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

AGENDA

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

ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION

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

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

Dated this 8th day July, 2022

Arizona Highways, Airports, and Railroads



State Highway System

- Interstate
- State Route
- US Highway

- ✈ Airports
- + + + Railroads (In Service)
- Cities and Towns
- County Boundaries



Prepared by:
Arizona Department of Transportation
Multimodal Planning Division
Data Bureau GIS Section
(602) 712-7333
July 2009

0 20 40 80 Miles

ARIZONA STATE TRANSPORTATION BOARD

**STATE TRANSPORTATION BOARD
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE
BOARD MEETING
City of Holbrook
465 North 1st Avenue
Holbrook, Arizona 86025
9:00 a.m., Friday, July 15, 2022**

Telephonic Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a board meeting open to the public on Friday, July 15, 2022, at 9:00 a.m. The Board may vote to go into Executive Session, which will not be open to the public. Members of the Transportation Board may attend in-person at 465 North 1st Avenue, Holbrook, Arizona 86025 or by telephone or video conference call. The Board may modify the agenda order, if necessary.

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

EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.03 (A)(3), notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation for legal advice with legal counsel at its meeting on Friday, July 15, 2022. The Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

PLEDGE

The Pledge of Allegiance led by Floyd Roehrich, Jr.

ROLL CALL

Roll call by Board Secretary

OPENING REMARKS

Opening remarks by Chairman Thompson

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

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

https://docs.google.com/forms/d/e/1FAIpQLSc4D2CIaW1iAlkGtVgGx_BqtrFgSE_ASd26of6JnVkd3HiKcg/viewform

CALL TO THE AUDIENCE (information only)

VIRTUAL:

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

To raise your hand over the phone:

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

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

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

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

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

IN PERSON:

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

A three minute time limit will be imposed.

BOARD MEETING**ITEM 1: Director's Report**

The Director will provide a report on current issues and events affecting ADOT.
(For information and discussion only — John Halikowski, Director)

A) State and Federal Legislative Report**B) Last Minute Items to Report**

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

ITEM 2: District Engineer's Report

Staff will provide an update and overview of issues of regional significance, including an updates
on current and upcoming construction projects, district operations, maintenance activities and
any regional transportation studies.
(For information and discussion only — Ed Wilson, District Engineer, Northeast District)

ITEM 3: Consent Agenda*Page 9**

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

Items on the Consent Agenda generally consist of the following:

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

ITEM 4: Financial Report

Staff will provide an update on financing issues and summaries on the items listed below:
(For information and discussion only — Kristine Ward, Chief Financial Officer)

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

ITEM 5: Multimodal Planning Division Report

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

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

ITEM 6: Priority Planning Advisory Committee (PPAC)*Page 230**

Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2023 - 2027 Statewide Transportation Facilities Construction Program.

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

ITEM 7: State Engineer's Report**Page 240**

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

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

ITEM 8: Construction Contracts*Page 248**

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

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

ITEM 9: Suggestions

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

***Adjournment**

*ITEMS that may require Board Action

Items on the Consent Agenda generally consist of the following:

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

MINUTES APPROVAL

- *ITEM 3a:** Approval of May 20, 2022 Public Hearing and Board Meeting Minutes Page 15
- *ITEM 3b:** Approval of June 2, 2022 Board Study Session Meeting Minutes Page 139

RIGHT OF WAY RESOLUTIONS (action as noted) Page 191

- *ITEM 3c:**
- RES. NO. 2022-07-A-028
 PROJECT: 086 PM 151 H6806 01R / 086-A(210)T
 HIGHWAY: WHY – TUCSON
 SECTION: Robles Jct. – Bilbray Rd.
 ROUTE NO.: State Route 86
 DISTRICT: Southcentral
 COUNTY: Pima
 DISPOSAL: D – SC – 018-A
 RECOMMENDATION: Abandon to the County of Pima, in accordance with IGA No. 14 –0004239, dated September 18, 2014, and all Amendments thereto, right of way that is no longer needed for the State Transportation System, and will be more efficiently managed by the Local Public Agency.
- *ITEM 3d:**
- RES. NO. 2022-07-A-029
 PROJECT: 101L MA 023 F0121 / 101-B(213)S
 HIGHWAY: PIMA FREEWAY
 SECTION: Jct. I-17 – Pima Road
 ROUTE NO.: State Route 101 Loop
 DISTRICT: Central
 COUNTY: Maricopa
 DISPOSAL: D – C – 081
 RECOMMENDATION: Abandon to the City of Phoenix, in accordance with that certain 120-Day Advance Notice of Abandonment, dated March 14, 2022, right of way temporarily acquired for the above referenced improvement project that is no longer needed for the State Transportation System.

RIGHT OF WAY RESOLUTIONS (action as noted)

*ITEM 3e:

RES. NO. 2022-07-A-030
 PROJECT: 010 MA 151 F0072 / 010-C(220)T
 HIGHWAY: PHOENIX – CASA GRANDE
 SECTION: I-17 Split – S. R. 202L Santan
 ROUTE NO.: Interstate Route 10
 DISTRICT: Central
 COUNTY: Maricopa
 PARCEL: 7 – 12827
 RECOMMENDATION: Establish new temporary construction easement right of way to accommodate design change and facilitate the ongoing construction phase of the above referenced project necessary to provide increased traffic capacity and enhanced convenience and safety for the traveling public.

Contracts: (Action as Noted)

Page 255

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

*ITEM 3f: BOARD DISTRICT NO.: 1

BIDS OPENED: JUNE 24, 2022

HIGHWAY: PHOENIX – CORDES JCT HIGHWAY (I-17)

SECTION: DUNLAP AVE TO DEER VALLEY RD

COUNTY: MARICOPA

ROUTE NO.: I-17

PROJECT : TRACS: 017-A(258)T: 017 MA 208 F034101C

FUNDING: 100% FEDS

LOW BIDDER: EMERY SAPP & SONS, INC. AND SUBSIDIARIES

LOW BID AMOUNT: \$ 15,972,375.81

STATE ESTIMATE: \$ 16,866,955.10

\$ UNDER ESTIMATE: \$ 894,579.29

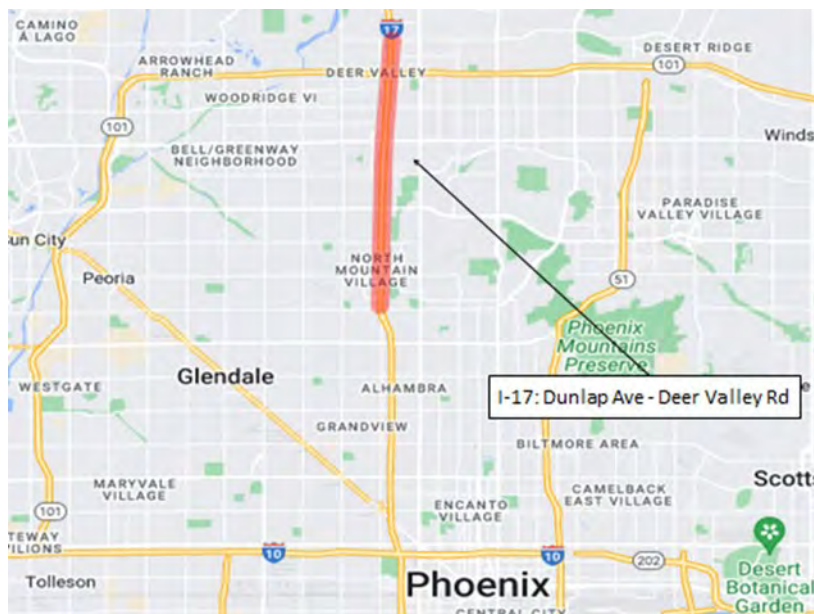
% UNDER ESTIMATE: 5.3%

PROJECT DBE GOAL: 5.17%

BIDDER DBE PLEDGE: 13.22%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



Contracts: (Action as Noted)

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

*ITEM 3g: BOARD DISTRICT NO.: 1
 BIDS OPENED: JUNE 03, 2022
 HIGHWAY: MESA – PAYSON HIGHWAY (SR 87)
 SECTION: OLD BUSH HWY – CLINE CABIN RD
 COUNTY: MARICOPA
 ROUTE NO.: SR 87
 PROJECT : TRACS: 087-B(227)T: 087 MA 201 F041001C
 FUNDING: 100% FEDS
 LOW BIDDER: PAVECO, INC.
 LOW BID AMOUNT: \$ 1,488,835.84
 STATE ESTIMATE: \$ 1,626,602.60
 \$ UNDER ESTIMATE: \$ 137,766.76
 % UNDER ESTIMATE: 8.5%
 PROJECT DBE GOAL: 6.44%
 BIDDER DBE PLEDGE: 10.42%
 NO. BIDDERS: 3
 RECOMMENDATION: AWARD



Contracts: (Action as Noted)

Page 261

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

*ITEM 3h: BOARD DISTRICT NO.: 3

BIDS OPENED: JUNE 17, 2022

HIGHWAY: WHETSTONE T.I. – JUNCTION SR 80 HWY (SR 90)

SECTION: I-10 – RAILROAD DR

COUNTY: COCHISE

ROUTE NO.: SR 90

PROJECT : TRACS: 090-A(209)T: 090 CH 289 F039601C

FUNDING: 100% FEDS

LOW BIDDER: FNF CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 5,047,950.20

STATE ESTIMATE: \$ 4,660,826.20

\$ OVER ESTIMATE: \$ 387,124.00

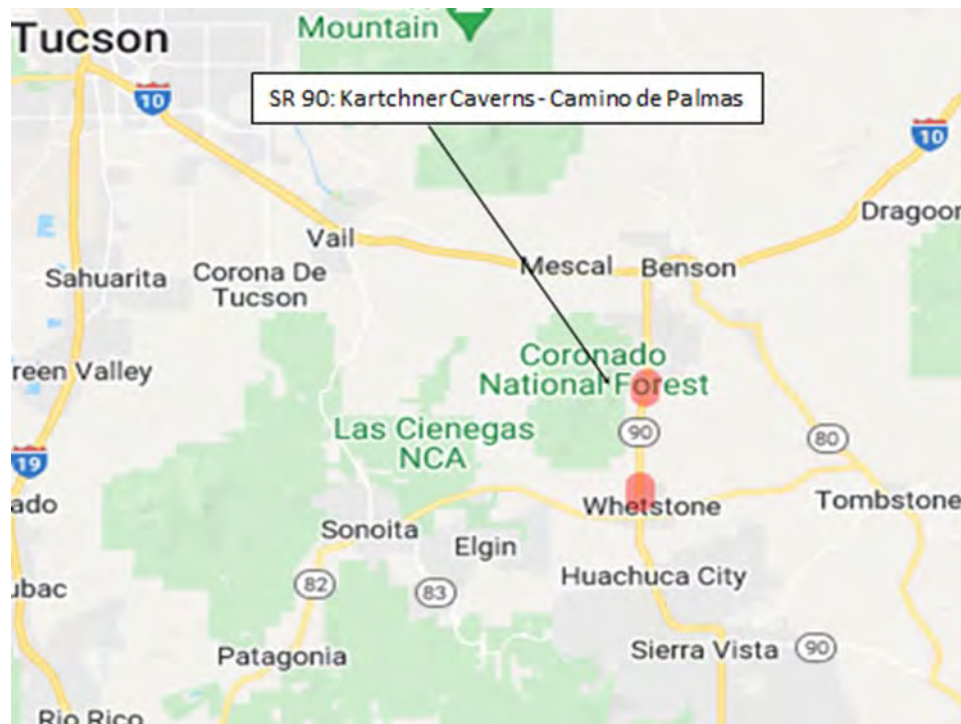
% OVER ESTIMATE: 8.3%

PROJECT DBE GOAL: 2.01%

BIDDER DBE PLEDGE: 2.02%

NO. BIDDERS: 2

RECOMMENDATION: AWARD

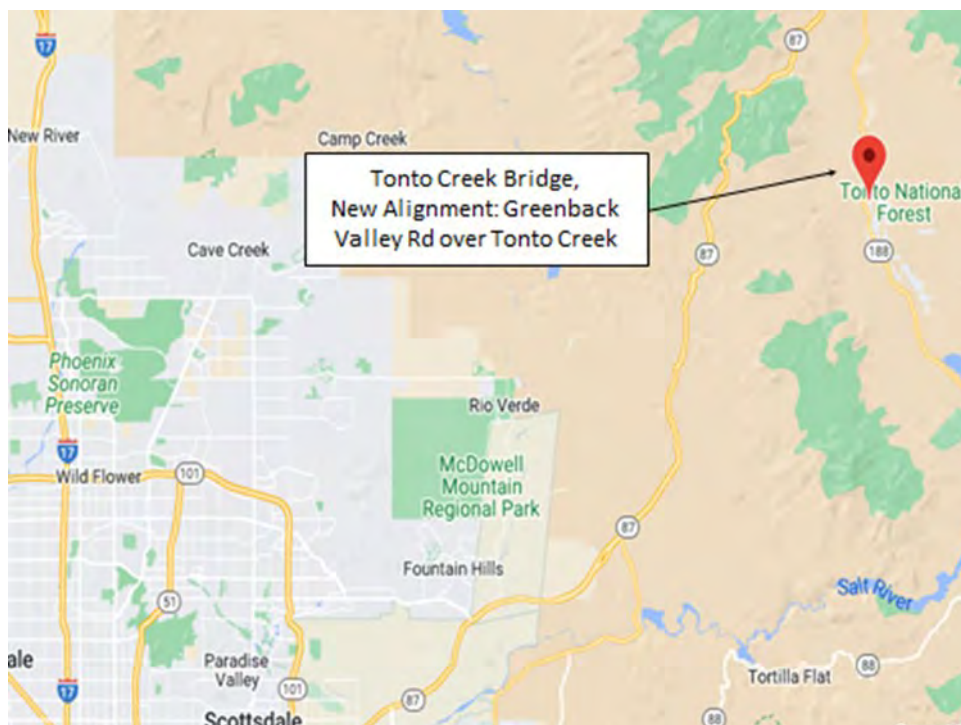


Contracts: (Action as Noted)

Page 265

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

*ITEM 3i: BOARD DISTRICT NO.: 4
 BIDS OPENED: JUNE 17, 2022
 HIGHWAY: SR 188 TO GREENBACK VALLEY ROAD
 SECTION: TONTO CREEK BRIDGE AT PUNKIN CENTER
 COUNTY: GILA
 ROUTE NO.: LOCAL
 PROJECT : TRACS: GGI-0(204)A: 0000 GI GGI SS71801C
 FUNDING: 88.19% FED 11.81% LOCAL
 LOW BIDDER: AMES CONSTRUCTION, INC.
 LOW BID AMOUNT: \$ 21,094,933.18
 STATE ESTIMATE: \$ 21,849,832.00
 \$ UNDER ESTIMATE: \$ 754,898.82
 % UNDER ESTIMATE: 3.5%
 PROJECT DBE GOAL: 5.47%
 BIDDER DBE PLEDGE: 8.94%
 NO. BIDDERS: 7
 RECOMMENDATION: AWARD



**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)

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

6
7 PARTICIPANTS:

8 Board Members:

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

CALL TO THE AUDIENCE

SPEAKER:

PAGE:

In-Person Speakers

Michael Lomayaktewa, Director, Hopi Department of Transportation.....	6
Timothy Nuvangyaoma, Chairman, Hopi Tribe.....	8
Raymond Smith, Junior, Council Delegate, Navajo Nation.....	12
Alton Shephard, Board of Supervisors, Apache.....	14
Kee Allen Begay, Junior, Navajo Council Delegate, Many Farms Chapter.....	16
Vincent Gallegos, Executive Director, Yavapai.....	18
John Moffatt, Director Infrastructure Policy, Southern Arizona Leadership Council.....	20
Blue Crowley, Community Member.....	22
Crystal Figueroa, Executive Director, YMPO.....	24

Virtual and Telephonic Speakers

Halie Gobler, Community Member, Surprise (No response).....	XX
Richard Yanke, Council Member, Coconino County.....	26
Bill Diak, Mayor, City of Page.....	27
Rebecca Vacha, Community Member, City of Surprise (No response).....	XX
Bob Barrett, Community Member, Lake Havasu City.....	29
Darryl Ahasteen, Commission President, Nahata Dziil Commission Governance.....	XX
Jim MacLean, City Councilman, City of Winslow.....	32
Caryn Potter, Spokesperson, Southwest Energy Efficient Project (SWEEP).....	33

CALL TO THE AUDIENCE

SPEAKER:

PAGE:

Virtual and Telephonic Speakers (Cont'd.)

Will Humble, Executive Director, Arizona Public Health Association (Inaudible).....	XX
Doug Bland, Reverend, Arizona Interfaith Power & Light.....	35
Kyle Christiansen, Director of City Works, City of Page....	37
Richard Demar, Community Member, Bullhead City.....	40
Don Huish, Mayor, City of Douglas.....	41
Tim Lange, Police Chief, City of Page.....	44
Alexia Martineau, Community Member.....	46
Severiano DeSoto, Community Member.....	49
Ida Pedrego, Board Member, Douglas Industrial Development Authority (Inaudible).....	XX
Kevin Allard, Spokesperson, Arizona Backcountry Explorers..	52
Dianne Barker, Community Member, Phoenix (Inaudible).....	XX
Michael Hulse, Engineering Manager, Freeport McMoran Bagdad Operations (No response).....	XX
David Auge, City Councilor, City of Page.....	55

AGENDA ITEMS

Overview of the Tentative FY 2023-2027 Five-Year Transportation Facilities Construction Program - Paul Patane, Multimodal Planning Division Director.....	57
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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 HUIH: 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. AUGUE: 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 believed 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

4 BE IT KNOWN that the foregoing proceedings were reported by
5 me, TERESA A. WATSON, Registered Merit Reporter, Certified
6 Reporter, Certificate No. 50876, State of Arizona, from an
7 electronic recording and were reduced to written form under my
8 direction; that the foregoing 76 pages constitute a true and
9 accurate transcript of said electronic recording, all done to
10 the best of my skill and ability.

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

14 DATED at Phoenix, Arizona, this 6th day of July 2022.
15
16

17 /s/ Teresa A. Watson

18 TERESA A. WATSON, RMR
19 Certified Reporter
 Certificate No. 50876
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21
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25

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

(Certified Copy)

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

5
6 PARTICIPANTS:

7 Board Members:

8 Jesse Thompson, Chairman
9 Gary Knight, Vice Chairman
10 Ted Maxwell, Board Member
11 Jenn Daniels, Board Member
12 Richard Searle, Board Member (via Webex)
13 Jackie Meck, Board Member (via Webex)
14 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 slide -- what we still don't know (inaudible) the PROTECT
2 formula program. We don't know the -- have guidance on that to
3 know how that -- it's, I think, about a \$25 million (inaudible)
4 apportionments in that program. We don't know what the -- what
5 the impact there is going to be quite yet.

6 When will we know? Well, I asked yesterday. I
7 don't know when we're going to know, so I can't tell you. I was
8 in discussions with FHWA in the last couple of days. I said,
9 okay. (Inaudible.) And they're just not (inaudible) they're
10 not hearing (inaudible).

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

12 CHAIRMAN THOMPSON: Does any member have
13 questions for Kristine?

14 MR. MAXWELL: Mr. Chair.

15 BOARD MEMBERS: Ted.

16 MR. MAXWELL: Kristine, I'm not sure if this
17 really should be you. I probably should have maybe asked Katy
18 when she got up here before, but I know (inaudible) get either a
19 confirmation or a (inaudible) from them (inaudible)?

20 MS. WARD: Well, we'll hope not for the
21 (inaudible). Once the fall or --

22 UNIDENTIFIED SPEAKER: October.

23 MS. WARD: Well, I phoned a friend and it's
24 October.

25 MR. MAXWELL: Thank you. Appreciate that.

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
 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

**STATE TRANSPORTATION BOARD STUDY SESSION
TELEPHONIC/WEBEX ATTENDANCE
9:00am, June 2, 2022**

Call to Order

Board Chairman Thompson called the State Transportation Board Study Session to order at 9:02 a.m.

Pledge

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

Roll Call by Floyd Roehrich, Jr.

A quorum of the State Transportation Board was present. **In attendance (via WebEx):** Chairman Thompson, Vice Chairman Knight, Board Member Maxwell, Board Member Daniels, Board Member Searle, Board Member Meck, and Board Member Stratton. There were approximately 50 members of the public in the audience on-line.

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
STUDY SESSION

REPORTER'S TRANSCRIPT OF PROCEEDINGS
VIA VIDEOCONFERENCE

June 2, 2022
9:02 a.m.

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

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

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

6
7 PARTICIPANTS:

8 Board Members:

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

SPEAKER:

PAGE:

Jennifer Thompson, Freeport-McMoRan Bagdad, Inc..... 5

AGENDA ITEMS

Item 1 - FY 2023-2027 ADOT Tentative Five-Year Transportation
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Ward, Chief Financial Officer..... 7

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1 (Beginning of excerpt.)

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

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

14 In the interest of time, please, a three-minute
15 time limit will be imposed. Again, you will be requesting
16 your -- understanding a three-time limit will be imposed.

17 At this time I'd like to turn this over to Floyd
18 to handle the call to the audience. You may have a list there
19 that I don't. So, Floyd, turn this over to you.

20 MR. ROEHRICH: Yes, sir. Thank you,
21 Mr. Chairman.

22 We have received one request to speak, and that
23 is from Ms. Jennifer Thompson.

24 Ms. Thompson, please raise your hand.

25 MR. MAXWELL: Floyd, this is Ted. I would

1 suggest that we ask the Chair to mute his line when he's not
2 actually speaking, because I still get all the reverberation as
3 long as his line's open.

4 MR. ROEHRICH: Thank you, Mr. Maxwell. I see
5 that he did mute his line, so hopefully that will work.

6 Kristi, is Ms. Thompson unmuted?

7 WEBEX HOST: Yes. She's unmuted at this time.

8 MS. THOMPSON: Good morning, everybody. Can you
9 hear me?

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

11 MS. THOMPSON: Awesome. Great. Thank you for
12 your time. I'm Jennifer Thompson. I work for Freeport-McMoRan
13 Bagdad. We reside in Yavapai County, and we're a large copper
14 producer for the state.

15 I just want to thank you for looking at the
16 proposed projects for State Route 93, specifically
17 reconstructing the current two-lane road configuration to four
18 lane and in some of those major areas.

19 FMI also supports the proposed pavement
20 preservation and bridge rehab projects along this key corridor,
21 and to further our commitment to the safe movement of people and
22 goods in our region, we're supporting the department's recent
23 INFRA grant request to expedite the proposed improvements to
24 US-93, as that's a major corridor for our business, commercial
25 needs and then our employees as well.

1 As US-93 continues to be modernized, FMI looks
2 forward to continuing our partnership with ADOT to provide
3 necessary improvements to another key corridor in the region,
4 which is State Route 97. We ship copper via State Route 97 and
5 US-93 to our smelter in Miami, Arizona, at a rate of about 100
6 trucks per day, and that's commercial, plus another 100 trucks
7 for production, and we have several employees that travel along
8 that route as well.

9 MR. ROEHRICH: (Inaudible.)

10 MS. THOMPSON: Sorry. Were you asking me a
11 question?

12 MR. MECK: I've got -- I'm in good shape.

13 MR. ROEHRICH: So, Ms. Thompson, sorry about
14 that. We're -- with the difficulties, we're trying to get
15 people logging in. Please continue with your comments.

16 MS. THOMPSON: Okay. Thank you.

17 A State Route 97 feasibility study done a couple
18 years ago with a million dollars from MM -- FMI and done in
19 collaboration with ADOT resulted in the identifications of key
20 safety and capacity improvements needed for State Route 97. As
21 we indicated in our support letter to U.S. Department of
22 Transportation Secretary Buttigieg -- sorry -- for the US-93
23 INFRA grant, FMI is conducting currently a feasibility study to
24 potentially expand our Bagdad Operations starting in 2024 in
25 order to provide the necessary resources to meet global

1 decarbonization goals and domestic demand. This potential
2 expansion would double the current production, bringing us to
3 400 trucks per day for copper and commercial freight, and add
4 800 employees plus 150 contractors all using State Route 97.

5 We're grateful for the efforts to date, and we
6 look forward to continued collaboration on advancing State
7 Route 97 improvements with ADOT and the Board. Thank you for
8 your time.

9 CHAIRMAN THOMPSON: Thank you for your comments.

10 MR. ROEHRICH: So, Mr. Thompson, that's all the
11 requests to speak we received.

12 I would also like to note for the record that
13 Board Member Daniels and Board Member Meck have entered the
14 Webex.

15 CHAIRMAN THOMPSON: Floyd, do we have any written
16 comments that were -- that were provided to your office?

17 MR. ROEHRICH: No, sir. I do not.

18 CHAIRMAN THOMPSON: With that, I think my
19 communication is better right now. So I can hear you loud and
20 clear.

21 Now, we will now move on to Item 1, 2023-2027
22 Tentative Five-Year Transportation Facilities Construction
23 Program Overview, and this is for information and discussion
24 only.

25 Paul, turn the time over to you.

1 MR. PATANE: Thank you, Mr. Chair. Good morning.
2 Good morning, board members.

3 MR. ROEHRICH: (Inaudible.) So, Mr. Chairman,
4 (inaudible) Kristine Ward (inaudible) funding and then --

5 DIRECTOR HALIKOWSKI: Floyd. Floyd.

6 MR. ROEHRICH: -- Paul Patane will go ahead
7 (inaudible) the tentative program.

8 DIRECTOR HALIKOWSKI: Floyd, the chairman --

9 CHAIRMAN THOMPSON: Okay.

10 DIRECTOR HALIKOWSKI: The chairman needs to
11 mute --

12 CHAIRMAN THOMPSON: Go ahead, John.

13 DIRECTOR HALIKOWSKI: You need to mute your line,
14 Mr. Chair. That's why we're getting feedback.

15 CHAIRMAN THOMPSON: Kristine, with that, go
16 ahead. Move forward.

17 MS. WARD: Yes, sir. Thank you. Good morning
18 board members.

19 So last -- at the last board meeting, I told you
20 I'd be coming to you at this -- at the study session with the
21 new numbers. If you'll recall, we had gotten the carbon
22 reduction program numbers in from FHWA. So now we are still
23 missing the numbers from one of the I -- the infrastructure
24 bills program. We're missing one program set of numbers, but we
25 feel we have enough guidance from FHWA now to recast the five-

1 year program with the IIJ revenues. And so what I'm giving to
2 you today and showing you today is what Paul will then present,
3 and we'll show you -- we'll walk you through the new program
4 with these additional figures.

5 So, Rhett, if you could go to the next slide.
6 Thank you.

7 So this -- this slide, I actually presented to
8 you at -- I believe it was the early February presentation when
9 we rolled out the tentative program. And at that time, I told
10 you that we were working with about a \$6.5 billion five-year
11 program, and you can see that on the line that says Total Uses,
12 and going all the way across, you'll see \$6.5 billion.

13 With the additional funding and guidance that we
14 have gotten from FHWA on the infrastructure bill, we're now
15 able -- we now know as -- a significant portion more than we
16 knew back in January -- I mean early February, and we can add
17 those -- provide those additional numbers. And what we've
18 got -- what I show you here is look at that green line. The
19 green line, that shows you the additional funding that we are
20 adding to the tentative program, and Paul will be presenting you
21 a program with these additional revenues built into them. So in
22 20- -- FY '23, we've increased the program size by \$162 million.
23 '24, \$145 million. And you can see the numbers going across,
24 165, 175, 200, for an addition of \$847 million to the program.

25 I would be -- that is all I have to report,

1 because the bulk of it is now I've passed those numbers off to
2 the Multimodal Planning Division, and now they will present a
3 tentative program on the based on the -- with these additional
4 revenues. So I would happy to take any questions you might
5 have.

6 CHAIRMAN THOMPSON: Board members, any of you
7 have any questions for Kristine?

8 There appears to be none, so we'll move on.

9 DIRECTOR HALIKOWSKI: Mr. Chair?

10 CHAIRMAN THOMPSON: Yes. Go ahead.

11 DIRECTOR HALIKOWSKI: Before we move on, I just
12 want Kristine to note the issue of inflation and rising costs.
13 US DOTs around the nation are concerned right now about as money
14 comes in, we are seeing our revenues suffer due to that. So,
15 Kristine, are you keeping an eye on the inflation and rising
16 costs of materials, of labor and (inaudible) numbers?

17 MS. WARD: Mr. Chair, Director Halikowski, yes,
18 sir. In combination with the Transportation Division, we have
19 been monitoring the inflationary impact, and what we've seen
20 over the past I want to say three quarters or so is we're --
21 we've seen -- experienced some -- in some cases a 41 percent
22 increase in prices. So yes, this is a very significant issue.
23 We are dealing with it in our ADOT budget as well as the
24 five-year construction program, and yes, it's being monitored
25 very much so, sir.

1 DIRECTOR HALIKOWSKI: So I just want to manage
2 expectations, Mr. Chairman. Depending on how these factors go
3 over the next year, we may have to adjust given these issues, so
4 I just want to make sure the Board is aware at this point in
5 time what Kristine is saying, this is what we predict is the
6 amount, but that could change. Thank you.

7 CHAIRMAN THOMPSON: Thank you, John.

8 And, Kristine, again, going back to the board
9 members, do you have any particular question you may have?

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

11 CHAIRMAN THOMPSON: Okay, Ted. Move forward.

12 MR. MAXWELL: Yes. Mr. Chair, Kristine, great to
13 hear that you're tracking those rising costs. What are you
14 seeing right now as the estimated rate of increase in costs?
15 We've seen it on the Board a lot with recent contract proposals.

16 MS. WARD: Mr. Chairman, Mr. Maxwell, we have --
17 what we're seeing is I haven't got a particular aggregate
18 number. What we saw over this past three quarters is about a
19 41 percent increase. So we've been going to the Legislature
20 with -- you know, communicating the issues with regards to the
21 projects that they've appropriated, with regards to the
22 maintenance side of the costs that we're experiencing. So --
23 and I'd like to say -- I'd like to say that that -- that
24 percentage will stay steady. It seems like what we see today is
25 not necessarily what we saw yesterday. It just seems to be

1 changing quite dramatically.

2 So to the director's point, these are the funds
3 that we forecast having available, and that is -- that is the
4 case. The problem is the amount of purchasing power that these
5 dollars will command. We have this many dollars, but the
6 question is how much are those dollars truly worth and how much
7 will we be able to purchase with these dollars with the ever
8 rising prices.

9 MR. MAXWELL: Thank you. Thank you for that
10 number, and I guess that really does clarify. The number -- the
11 dollars are going to be the same. The fact of the matter is our
12 estimate -- current estimates in our five-year plan for our
13 projects may not be sufficient to actually cover it if this
14 continued increase in costs continues. So thank you.

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

17 MR. BYRES: (Inaudible.)

18 CHAIRMAN THOMPSON: Who's that now?

19 MR. BYRES: This is Greg Byres. If I could have
20 just a moment, Mr. Chairman.

21 CHAIRMAN THOMPSON: Greg, let me ask this
22 question. It may fit into your remarks.

23 Kristine, more specifically for my understanding,
24 now, does that mean that there might be a need to add an
25 additional amount to the 400 million that has been set aside,

1 that not -- that might not be adequate?

2 MS. WARD: Are you referring to the project --
3 the I-10 project and --

4 CHAIRMAN THOMPSON: Yes.

5 THE WITNESS: -- (inaudible) Mega grant?

6 CHAIRMAN THOMPSON: Yes.

7 MS. WARD: So I'll defer to Greg Byres, but I
8 believe that we have forecasted adequately for inflationary
9 impacts --

10 MS. DANIELS: Everybody (inaudible). The
11 sound -- the sound is not going to work with all the echoes.
12 Can we please take a few minutes to fix it?

13 DIRECTOR HALIKOWSKI: Board Member, we have been
14 trying to fix it. It seems that when the chairman has his line
15 unmuted is when we get the feedback. I don't know that we can
16 fix it on his end. When he is muted, the feedback disappears.

17 So, Floyd, I don't know if Rhett's in there with
18 you. Is there anything we can do on that other than
19 (inaudible)?

20 MR. ROEHRICH: So, Mr. Chairman, this is Floyd.
21 There's nothing we could do here in Phoenix, but we do have the
22 team up in Flagstaff looking into the situation, and they're
23 going to be troubleshooting it.

24 I think in the meantime, if Mr. Thompson has
25 asked his question -- and I see he just muted his line -- I

1 would then defer to Greg to go ahead and answer that, and then
2 Greg can make his comments. We'll just have to keep working
3 with the board chairman to get him to ask his question or to
4 move on to the next agenda item, and then mute his line when
5 he's not speaking.

6 MS. DANIELS: Perhaps if it doesn't work better
7 we have the vice chair lead the meeting until it does get
8 resolved, because I -- it's very difficult to hear and
9 understand what's going on.

10 DIRECTOR HALIKOWSKI: Yes, I agree. It's very
11 frustrating. So that might be a good solution, Floyd.

12 MR. ROEHRICH: Mr. Director and (inaudible) move
13 forward.

14 CHAIRMAN THOMPSON: Okay. Can you hear me? Can
15 you hear me right now? I'm going to unmute to see --

16 MR. ROEHRICH: Yes, sir.

17 CHAIRMAN THOMPSON: -- if the echo's still there.
18 Hold on.

19 I am now -- I'm unmuted. How did that go?

20 MR. ROEHRICH: So, Mr. Chairman, when you mute
21 your line when people speak, we do not get the echo, but if you
22 leave your line open while other people are speaking, we get the
23 echo.

24 CHAIRMAN THOMPSON: Okay. Then let's go --
25 continue to move on. I'll mute as soon as I'm done here

1 speaking. So we'll go to the next -- maybe go to Greg at this
2 time.

3 MR. BYRES: Thank you, Mr. Chairman, board
4 members. I just wanted to add a little bit of information.

5 One of the things that we're seeing with the
6 costs of construction right now is the -- it's escalating at a
7 rate that we're -- is pretty much unprecedented here in late
8 years anyway. So what we're doing is we're having the project
9 managers go through and produce estimates as quickly as they
10 possibly can, and if there's changes in those costs, you're
11 going to start seeing those, and you have been seeing those
12 coming through PRB and PPAC and approval by the Board of those
13 PPAC items.

14 As far as the \$400 million goes that we received
15 from the State Legislature for I-10, as well as the Mega grant
16 that we've put in, we utilized the absolute latest Construction
17 Cost Index increases in the estimate that we put together for
18 the program itself. So that application has an escalator in it
19 to help handle projected increases in costs that are currently
20 expected. So as long as things trend the way that we've seen,
21 those costs are covered. If we see them escalate even higher,
22 then that's something we'll have to address at a later date, but
23 that's still -- it's a three-year project, almost a four-year
24 project. So those escalators have been extended out for that
25 entire four-year extent. So hopefully that answers your

1 question.

2 MR. ROEHRICH: So, Mr. Chairman, I'd like to move
3 on then. We're going to go ahead and move on to the next
4 (inaudible).

5 CHAIRMAN THOMPSON: Okay. Go ahead. Move
6 forward.

7 MR. ROEHRICH: (Inaudible), Paul.

8 MR. PATANE: Thank you.

9 Good morning, Chairman Thompson, Board Members.
10 Paul Patane, Multimodal Planning Division, and just going to
11 give you an update on the tentative program and some of the
12 activities that we've -- that have been ongoing since our last
13 meeting.

14 So as Greg mentioned earlier, we've been, you
15 know, working with our project managers and making sure that the
16 costs for, you know, the fiscal year FY '23 and FY '24 are good.
17 It's important that those first two years of the program are
18 fiscally constrained, and with the ongoing change in
19 construction costs, we've been working diligently with our
20 project managers to ensure we get the right dollars in the
21 program.

22 And so next slide, please.

23 So it's important that we -- you know, we look at
24 the project priorities as well and making sure that those first
25 two years we can deliver those projects. We do a risk analysis

1 on some of the projects, making sure, for example, all the
2 utility clearances, right-of-way acquisition, environmental
3 activities are all completed so we can make sure those projects
4 are delivered in those first two years.

5 Next slide.

6 And so the five-year program is a fiscally
7 constrained program. So, you know, there's ongoing -- it's
8 dynamic program where we're constantly evaluating and updating
9 the program through our PPAC actions and bringing those to the
10 Board.

11 Next slide.

12 And so some of the changes to the program, I just
13 want to give you a little summary of the projects. So we have
14 157 projects. 117 have no change, and 31 have funding either
15 increases and some have some minor decreases, and we added 9 new
16 projects.

17 So the reason for some of the change, the cost
18 change, some of the items (inaudible) are scope change. You
19 know, sometimes our pavement preservation projects, the -- you
20 know, we scope them early on, three, four years ahead of time,
21 but by the time the project gets, you know, ready to build in
22 the current year of the program, a lot of times we have to --
23 the pavement condition worsens, either -- you know, the same for
24 a bridge that the extent of damage is -- requires more dollars
25 to put into.

1 Year of expenditure is another one. Then we have
2 our contingency. You know, early on in projects are
3 continuously -- percentages are higher, and those kind of -- as
4 the project gets more refined, those contingencies get lower.

5 The project complexity. Sometimes we run into
6 issues during design that weren't initially planned for that
7 require additional cost. Items such as -- like we had one on
8 US-95 where the environmental -- ran into some
9 environmental/culturally sensitive areas, which increased the
10 project budget close to 700,000. And as mentioned earlier, the
11 Construction Cost Index being unprecedented. Higher costs in
12 construction materials.

13 Next slide, please.

14 So here's some example or some of the projects
15 showing the funding increases. As you can see, you know, the
16 first one, I-10 increased by 12 million. Anthem Way and I-17,
17 that increased by over 8 million. And SR-87, the last one on
18 the list there, is increased costs by over 12 million. Then
19 there was a decrease in I-40, the Two Guns to Dennison. There
20 was a scope change there. So I believe they changed the limit
21 so there was a decrease in that project.

22 Next slide, please.

23 So some more project increases. Primarily, most
24 of those are -- the reason is the Construction Cost Index. You
25 can see the US-93, Sanctuary Road to I-40, was up from 47 to 68.

1 Then the Lion Springs project at SR-260 went from 70 to 109,000.

2 MR. ROEHRICH: 109 million.

3 MR. PATANE: 109 million. Thank you.

4 And for new projects, we're adding, the I-10
5 project, got the 400 million. Brand-new one at SR-387, minor
6 pavement pres., 9.1. Then we added toward the bottom there,
7 there's the NEVI program, which is 11.3, which is starting in
8 fiscal year '24, and also a carbon reduction program with
9 10 million per year.

10 So here's that graphic showing from what the
11 changes from the tentative program that we presented in February
12 to the current program in May. So to the increase in funding
13 areas through the expansion, the project development,
14 modernization and preservation categories.

15 So to follow up on a question from our -- from
16 our public hearing meeting from Mr. Maxwell, Chairman -- or
17 Board Member Maxwell, you know, we had a graph on 2026 where we
18 showed a decrease in preservation. That was a misrepresentation
19 that we corrected, and so there is a steady incline in
20 preservation with -- in the tentative program. And the new
21 program in May, we are showing a little decrease in '26 in
22 preservation, but we are increasing the amount of expansion
23 being delivered.

24 Next slide, please.

25 So here's just another graphic showing the change

1 in the program for the fiscal years.

2 Next slide, please. Oh, can you go back one.

3 So there's a percent change on the bottom -- on
4 the bottom there. There was a, you know, 42 percent change in
5 FY '23, and 10.4 in '24, 11.7 in '25. In 2026, there's another
6 almost 9.3 percent. In '2027, 12.4 percent change.

7 Then here's another graphic just showing the
8 differences in the -- from the tentative program to the revised
9 program. And my apologies that the amounts didn't show up
10 there. And so we're -- the blue line is statewide. MAG is the
11 red, and with PAG the yellow bar, showing the -- the differences
12 in the February and May program over the five years.

13 So on the public comments summary, the public
14 comments, the first bullet there, those are the methods where we
15 solicited from, ADOT, web, social media, et cetera. And as far
16 as the second bullet, to date we have 222 online survey
17 respondents, 80 emailed comments, 23 comments presented at the
18 May 20 -- the May 20th public hearing, and those were -- we're
19 going to still address some of those. Some of the major themes,
20 on the third bullet there, the US-60/Grand Avenue, I-10 between
21 Phoenix and Casa Grande, State Route 88, along with SR-347 near
22 the City of Maricopa.

23 And so some of the status regarding the themes,
24 you know, we do take these comments and we do take them
25 seriously and try to address all of them. So on the first one,

1 on US-60, we're working with our MAG partners on there to
2 address some of the comments. We do share comments with the
3 MPO, COGs, planning areas.

4 As far as the widening, the I-10, Phoenix, Casa
5 Grande, funding this program through FY '25 to widen I-10, the
6 improvement iss also recommended to be included in the Final
7 Program for Board action on June 17.

8 So repair of State Route 88 near Apache Trail.
9 The design concept and environmental overview is planned for
10 SR-88. We got the solicitation to hire a consultant to do those
11 tasks. It is on -- currently on the street. We'll have a
12 notice to proceed late this summer, and completion estimated for
13 spring of '23.

14 As far as widening, improve safety on SR-347, the
15 City of Maricopa is in the MAG planning area. MAG is completing
16 a Corridor Improvement Planning (scoping study and PEL), which
17 was recently completed. Some aspects of this plan are already
18 progressing, Riggs Road to Overpass. Other aspects will still
19 need to be developed. ADOT will continue to work with MAG and
20 the City of Maricopa to improve SR-347.

21 Any questions?

22 CHAIRMAN THOMPSON: Board members, do you have
23 any questions? I think we may have the community --
24 communication issue resolved at the moment. So does any board
25 member have any questions for Paul or Kristine?

1 VICE CHAIR KNIGHT: Mr. Chair, this is Vice
2 Chair. I have a question for Paul on the New Projects, slide
3 number 9.

4 MR. ROEHRICH: Okay.

5 VICE CHAIR KNIGHT: Slide number 9, it's got the
6 new projects on it. Okay. That's it. The bottom two, they're
7 coming into the program from the IIJA. Is that the entire
8 funding, 11,300,000 and the 10 million, is that all federal
9 funding? Are we having -- is any of that state money?

10 MR. PATANE: Is that for the NEVI program?
11 (Speaking simultaneously.)

12 VICE CHAIR KNIGHT: -- carbon reduction program.

13 MR. ROEHRICH: Yeah, the carbon reduction.

14 MR. PATANE: Yes. Those are all federal dollars.

15 VICE CHAIR KNIGHT: That's all federal dollars?

16 MR. ROEHRICH: Yes, sir. Those are all -- those
17 are the federal dollars that we've got from IIJA. That's what
18 those dollar amounts are.

19 VICE CHAIR KNIGHT: As long as -- as long as it's
20 not any of our money. Okay. Thank you.

21 CHAIRMAN THOMPSON: Any other board members have
22 questions?

23 There appear to be no other questions or comments
24 regarding Item 1, so we will now move on to Item 2, National
25 Electric Vehicle Infrastructure Development Plan, and we have

1 Thor Anderson.

2 MR. ANDERSON: Good morning, Mr. Chairman and
3 members of the Board. I'm here to talk to you about the
4 Electric Vehicle Infrastructure Deployment Plan that we are
5 preparing.

6 Next slide, please.

7 So the IIJA set aside over \$30 billion for the
8 deployment of electrical vehicle infrastructure, clean vehicles,
9 clean fueling infrastructure, grid and battery improvements.

10 Next slide, please.

11 \$5 billion of that was for the National Electric
12 Vehicle Infrastructure Program. The purpose of that program is
13 to install EV charging stations along alternative fuel corridors
14 within the state. Arizona's share of that \$5 billion is
15 76.5 million over the next five years. In order to access those
16 funds, we do have to prepare a deployment plan by August 1st of
17 this year.

18 Next slide, please.

19 So the requirements of the program is to locate
20 at least one station every 50 miles within one mile of the
21 alternative fuel corridor. Exceptions can be granted, but they
22 would expect to be rare. The stations need to have a minimum of
23 four 150-kilowatt direct current fast chargers with a universal
24 port called the combined charging system port. And that means
25 that each overall station would have to have the capacity of 600

1 kilowatts so that they could charge four electric vehicles
2 simultaneously.

3 Next slide, please.

4 So the current alternative fuel corridors.
5 I-19's currently not on this map. However, we did nominate I-19
6 in the latest designation round which closed May 13th. So we
7 expect that to be added, and we are including I-19 in our plan.
8 The markers that you see along the freeway are existing stations
9 within one mile of the freeway. We don't know at this time
10 whether they meet the NEVI requirements. However, the plan will
11 evaluate this, and if they don't meet the requirements, plan --
12 the federal funding can be utilized to upgrade those stations to
13 meet the requirements.

14 Next slide, please.

15 So part of the \$5 billion was set aside this
16 year, about \$300 million, to form the Joint Office of Energy and
17 Transportation, and the purpose of that office is to help the
18 states with resources to prepare this plan. They do have a
19 website with the plan guidance, a lot of resources about
20 electric vehicles and a lot of resources about the program. So
21 I encourage you to take a look at that if you're interested in
22 learning more.

23 Next slide, please.

24 So we are on a fast track to prepare this plan,
25 and so we pulled together a fairly extensive internal team with

1 a lot of expertise, because there's a lot of components to the
2 plan that we need to address very quickly. We've pulled a good
3 team together. Everybody has been very supportive in helping
4 out. This is our internal team.

5 Next slide, please.

6 Because this is new to ADOT, and because it's a
7 very high profile project, ADOT's leadership has been involved
8 from the very beginning. We have been consulting regularly with
9 them, and they will be involved in every key decision that we
10 make on this project.

11 Next slide, please.

12 We have hired AECOM Consultants to assist us with
13 the development of this plan. The reason that they won out is
14 that they had the most experience of any other consultant.
15 They're involved in over 40 EV plans, whether it's local or
16 state, nationwide, and the project manager on this plan is an EV
17 expert and infrastructure expert, as well as many of their
18 staff.

19 Next slide, please.

20 So the plan has a lot of components to it. We
21 will be dealing with most of these components at a very high
22 level for the initial plan, but we are going to be very busy
23 fulfilling these requirements.

24 Next slide, please.

25 So our overall strategy is to try to meet the

1 minimum plan requirements by August 1st, but meeting the minimum
2 is not necessarily going to give us what we need to enable
3 deployment of the plan. So we're going to have to finalize some
4 details after the plan, and that includes some of the public
5 outreach that we're going to be doing. So we will have an
6 initial submission August 1st, but we will continue to work on
7 the plan after August 1st, and we know that this is okay with
8 the Joint Office of Transportation and -- of Energy and
9 Transportation who will be reviewing the plan.

10 Next slide, please.

11 So we're getting a tremendous amount of input for
12 this plan. We're going to be meeting with our fellow state
13 agencies to do coordination. That meeting will be coming up
14 soon. We are preparing public and stakeholder surveys to send
15 out soon. We plan to hold a stakeholder meeting by the end of
16 the month. We are also going to hold the virtual statewide
17 public involvement meeting in mid-July, and then we're going to
18 follow up after the plan is submitted with seven in-person
19 public meetings around the state to discuss the plan. Those
20 meetings will probably be as close to the alternative fuel
21 corridors as possible, and we'll probably have one meeting per
22 district. We've -- we'll have specific meetings, if needed, on
23 a variety of topics. It could include utility input, as they
24 are very important to the implementation of this plan.

25 Next slide, please.

1 So we have a lot of interest in this plan. We
2 have developed a stakeholder list. It has well over 300
3 stakeholders at this point. We've been reaching out. We are
4 getting a lot of desire for involvement. We are adding new
5 stakeholders as requested, and they are requested fairly
6 regularly. Stakeholders include state agencies and commissions,
7 utilities, MPOs, COGs, local governments, tribes, industry.
8 There's a lot of advocacy groups that are interested, and
9 communities and business are very interested.

10 Next slide, please.

11 We've already been holding numerous one-on-one
12 stakeholder meetings. There's a lot of interest. This is just
13 a list -- a representative list of some of the folks that we
14 talked to, but I would say that we are talking to at least two
15 to three different groups per week. They are reaching out to
16 us. They are very interested in this plan and interested in
17 this project. So we have been meeting very regularly, and we
18 expect those meetings to continue at the same pace that they
19 have been throughout this project.

20 Next slide, please.

21 So the key is is that the initial plan is really
22 just the first step. It's not something that's going to be
23 absolutely set in stone. It is going to be at a very high
24 level. It's really going to be about meeting the basic
25 requirements and providing a high-level overview of what we're

1 doing. We will be fleshing out the plan after August 1st, and
2 that's going to include additional public and stakeholder input.
3 We will be asking the public about the potential to add new fuel
4 corridors and what they think would be a good priority for that.
5 And the plan does need to be updated annually. So we're going
6 to continue to make changes as needed and to improve the plan as
7 we -- as we learn.

8 Next slide.

9 So that's my presentation. Are there any
10 questions?

11 VICE CHAIR KNIGHT: Mr. Chair, this is the Vice
12 Chair. I've got quite a few questions.

13 Thor, these charge station, there are plans, I
14 hope, that the -- there will be a cost to the -- to the vehicle
15 owner that charges at these stations. It's going to have to pay
16 somebody for charging at that station for the electricity, a
17 utility, whatever -- whatever the arrangement is, but it's not
18 going to be -- this is not going to be -- these charge stations
19 are not going to be free, are they?

20 MR. ANDERSON: Board Member Knight, you are
21 correct. They are not going to be free.

22 VICE CHAIR KNIGHT: That being said, they will --
23 if they're not -- as long as they're not going to be free, the
24 stakeholders, are they going to be involved in paying for the
25 construction of these charge stations?

1 MR. ANDERSON: So the plan does allow a private
2 match and, of course, then the remainder would be federal
3 funding. So that is one scenario. And I would defer to the
4 director, because I know that that's under consideration in
5 terms of what scenario, but that is allowed to approach it that
6 way.

7 VICE CHAIR KNIGHT: Like a P3?

8 DIRECTOR HALIKOWSKI: Yeah. Thanks, Mr. Chairman
9 and Board Member Knight.

10 So as you can see right now, we're in the middle
11 of discussions, and the reason we brought on AECOM is that
12 they're working in numerous other states, and they're the
13 experts in this. I don't know what the final model will be, but
14 the anticipation is that given that the money that the feds have
15 provided, you know, to the states, that's certainly not enough
16 to build out a network, and as you can see, I think, already
17 from other states, this really is a private industry
18 involvement.

19 The money that we have is to, you know, kick-
20 start or to assist, but it's not something that I anticipate the
21 state would be owning and maintaining. So at this point, you
22 know, we're going to continue to meet and continue to flesh out
23 the plan. I'm certain that people aren't just going to be given
24 electricity for free. So, you know, they'll be paying for those
25 charges as they go along.

1 VICE CHAIR KNIGHT: Thank you, Mr. Director.

2 I would also hope that, you know, up to now,
3 these electric vehicles have pretty much gotten a free ride, and
4 those of us that's -- that use gasoline, to buy gasoline and use
5 gas vehicles continue to pay for the infrastructure repairs and
6 maintenance and new infrastructure. So I would hope that in the
7 planning for these charge stations and the payment that is made
8 for the electricity to charge the vehicles, there will be some
9 kind of a tax not unlike the gas tax that will be charged and
10 make it back to ADOT, and the other state departments of
11 transportations and the other states in order to maintain our
12 infrastructure, just like the -- just like the gasoline vehicles
13 and the diesel.

14 DIRECTOR HALIKOWSKI: I understand that.
15 Actually, it's a separate question from this plan as the
16 department does not have the ability to institute or levy a tax
17 through this plan or in any other situation. That would have to
18 come either from our State Legislature or the federal
19 government. It is an issue with electric vehicles that many
20 states are grappling with, is how to do a fair share, if you
21 will, of electric vehicle owners to pay for infrastructure.

22 There are different models out there. One of the
23 popular models for a couple of states are a mileage-based fee.
24 We certainly have been involved heavily in exploring that issue,
25 but there really isn't a lot of interest from our elected

1 officials in doing something like that at this point from what I
2 can gauge. Essentially, because you have to keep track of the
3 miles of that vehicle that it's traveling, and there's a lot of
4 so-called big brother implications that are raised as far as the
5 state knowing, you know, how far I'm going and where I'm going.
6 So that's a question, I think, that the Legislature will
7 continue to look at as it looks at statewide transportation
8 revenues in the future. Right now the electric vehicles are
9 maybe 2 or 3 percent of the fleet, but as we're seeing, that is
10 rapidly growing as these vehicles gain in popularity among the
11 public.

12 MR. ANDERSON: And I -- and I understand that,
13 and I understand that, so we'll have to wait for the Legislature
14 to tax the electricity, I guess, although that doesn't seem
15 like -- seems like we need something in place as these vehicles
16 come online that -- so that they pay their fair share of road
17 repairs and maintenance and don't continue to get a free ride
18 off the vast majority of the public. As you -- as you pointed
19 out, they're a very small minority, and that means that the
20 majority of us are picking up the bill, and they're -- and
21 they're getting -- they're getting a free ride, which I have
22 always objected to and will continue to object to and will
23 continue to object to any of our road money being used for these
24 charge stations.

25 The charge stations should, in my opinion, be

1 totally privatized. The private sector that's going to sell the
2 electricity to them should -- we don't build gas stations, and
3 we shouldn't be building charge stations. If the federal
4 government wants to use our tax dollars and there's nothing we
5 can do about it, then so be it, but I don't -- I'm certainly not
6 going to be for putting any of our state money, our state tax
7 dollars toward these charge stations or anything else that
8 benefits the electric vehicles and discriminates against, in my
9 opinion, the majority of the traveling public that still uses
10 gasoline vehicles. Of course, that's my position on it, and
11 that's the way I feel about it.

12 Thank you, Mr. Chair.

13 CHAIRMAN THOMPSON: Thank you.

14 Then, John, I do believe that a concern among
15 many out there and -- is this a situation where we need to take
16 a position by the Board, either by a resolution or in some other
17 manner, John? Because it does appear that this is still up in
18 the air among our legislators?

19 So with that, is there anybody else that needs to
20 make a comment regarding the electric vehicle issue here?
21 Development?

22 MR. SEARLE: Chairman Thompson, this is Richard.

23 CHAIRMAN THOMPSON: Okay, Richard. Go ahead.

24 MR. SEARLE: Thank you.

25 A couple quick questions. What's the average

1 cost to put in a charging station? Do we have any numbers there
2 at all?

3 MR. ANDERSON: So the averages can range between
4 400,000 and 1.2 million. Part of that depends on whether the
5 operations and maintenance cost is included. Typically, that
6 cost would be for five years, and that would cost between 250
7 and \$500,000. So the stations typically are going to cost
8 between 400 and 700,000 each.

9 MR. SEARLE: All right. And remind me. How much
10 are we paying the outside consultants on this?

11 MR. ANDERSON: Around 400,000 -- or around 350, I
12 think.

13 MR. SEARLE: All right. And, you know, just for
14 the discussion purposes, going back to Gary's issue with EVs
15 getting a free ride, is there any talk about adding -- putting a
16 surcharge on the registration fee, on an annual fee for EVs?

17 DIRECTOR HALIKOWSKI: So back to that question,
18 Board Member Searle. The department doesn't have any authority
19 to do that. That would have to come through a legislative
20 action and approval by the Governor. There certainly has been
21 talk at the Legislature, and there have been bills that have
22 been introduced to try and look at some sort of fee structure or
23 VLT, vehicle license tax charge on electric vehicles.

24 And I think, Katy, they did do some adjustments
25 recently. If you want to share those, if you're still online.

1 I know they had raised the percent. It had been 1 percent of
2 the vehicle's value or manufacturer's base retail price, and I
3 thought that had been raised. Katy?

4 MS. PROCTOR: Yes, Director. They've made some
5 changes to bring some parity in the next few years where the
6 rate is going to come into conformity with regular vehicles for
7 VLT purposes, and then the legislation this year established a
8 standard minimum -- you know, if you get to a certain point with
9 your VLT, if your vehicle is older, you get to that \$10
10 threshold -- established the same thing for these vehicles as
11 well.

12 DIRECTOR HALIKOWSKI: So just to let you know,
13 Mr. Chairman, Board Member Searle, the vehicle license tax, part
14 of that comes to ADOT in through the HURF, into the State
15 Highway Fund, and part of it goes out to cities and counties for
16 their use. So they've tackled the VLT issue somewhat, but as
17 far as parity with gasoline tax, nothing's been approved by the
18 Legislature at this point.

19 MR. SEARLE: Thank you. Those were my questions.

20 DIRECTOR HALIKOWSKI: Just as an aside here, I
21 just want to be clear, too. Thor, you're talking about current
22 stations and technology costs, but it also depends on what type
23 of charging station you're building, because the infrastructure
24 costs go up the more rapidly you want to charge that vehicle
25 based on the size of the lines that you have to run for that

1 vehicular station.

2 The technology is ever changing at this point.
3 When I started looking at this some years ago, you know, the
4 charge time was probably anywhere from, you know, two hours to
5 overnight. They're now coming out with batteries that
6 theoretically can get you charged within 20 minutes. So that
7 cost may fluctuate in the future.

8 Thor, I don't know if in your range you've
9 accounted for that, but I just want to be clear that this is a
10 dynamically changing technology.

11 MR. ANDERSON: Yes, sir. You are correct. And
12 there are faster charging stations. There is a 350-kilowatt
13 station available. That station, if the car is -- has a battery
14 that's capable, could charge a car in between five and ten
15 minutes. So it's got a tremendous amount of power, but it does
16 cost a little bit more money to install it.

17 DIRECTOR HALIKOWSKI: So I think, Mr. Chairman,
18 and Board, a lot of this is going to depend on what the
19 marketplace will bear, what the public is demanding as the
20 private sector if the electric vehicle usage continues to grow,
21 what will their investment be based on what took place
22 (inaudible) back as profit.

23 VICE CHAIR KNIGHT: Mr. Chair, this is the vice
24 chair again.

25 CHAIRMAN THOMPSON: Yeah, Gary. Go ahead.

1 VICE CHAIR KNIGHT: I've got an additional
2 question that I've -- has any thought been given to our power
3 grid, whether or not -- whether or not we've even got a power
4 grid large enough to handle all these charging stations across
5 the country? I mean, California's talking about brownouts.
6 We've got a drought going on and possibly reduction in power
7 generated at -- from Lake Mead and Lake Powell. You know, I'm
8 not going to be a real happy camper if I have to shut my
9 air-conditioning off so somebody can charge their damn car.
10 That's just -- that's just the way it is. I'm going to be
11 irate, as a matter of fact, but -- so has any thought been given
12 as to whether or not we've -- my thought is we don't even
13 have -- if everybody had an electric car and plugged it in right
14 now, all our lights would go out. We don't have a grid, a power
15 grid that will handle that many electric vehicles and that many
16 charging stations throughout the -- throughout the country. So
17 has any thought been given to that?

18 DIRECTOR HALIKOWSKI: As a matter of fact, yes.
19 That is -- at least from the side of the concern of this, it's a
20 discussion that's going on nationwide as to (inaudible) electric
21 vehicles increases, is the power grid sufficient to handle that?
22 And so that's why we're meeting as stakeholders with our
23 electric providers, to better understand the impact of these
24 vehicles if they continue to grow in great numbers and what the
25 impact to the grid is.

1 Thor, I don't know if you've had any further,
2 more pointed discussions other than the fact that this is an
3 issue nationwide.

4 MR. ANDERSON: Yes, sir. You're correct. It is,
5 and it has been a very talked about issue. I do understand that
6 for the purposes of the NEVI program, Arizona's in pretty good
7 shape. However, we will be meeting with the Arizona Corporation
8 Commission, who manages the state's utilities. They are one of
9 our state agency stakeholders, and we will be talking about the
10 capacity of the grid and any impacts to the grid from these
11 stations.

12 DIRECTOR HALIKOWSKI: Yeah. And in all fairness,
13 Board Member Knight, too, there are environmental concerns
14 about, you know, the mining of the lithium, the production of
15 the batteries and the ultimate disposal, and whether those
16 batteries can be repurposed to assist in storing electricity for
17 times they're needed or how those batteries will be disposed of,
18 because right now the battery life as I understand it is about
19 five to six years before you have to replace it.

20 New technologies are being looked at for
21 non-lithium-type batteries, but so far I don't know of any on
22 the market yet besides the lithium model. I'm not sure, Thor,
23 if you have any further input.

24 MR. ANDERSON: Yeah. You're correct. The
25 batteries have a limited life. I'm not sure to the extent it

1 can be recycled, but I do believe they can. So that may be a
2 good source of lithium, but it will involve a lot more mining in
3 the future to make that happen, and I understand that there are
4 even some lithium mines opening here in the States.

5 VICE CHAIR KNIGHT: Actually, they're -- they
6 figured out that they could mine lithium at the Salton Sea,
7 finally finding something that that hole in the ground is good
8 for, but anyway, besides just saltwater. And if it is, if they
9 can get lithium there, it will be good, because it will
10 certainly help clean up that lake, but still it's -- they're
11 making newer batteries all the time, and some of them don't have
12 to have lithium, and I think the better ones probably don't, but
13 right now, lithium's a big deal.

14 DIRECTOR HALIKOWSKI: Well, and this discussion
15 may not stop at just lithium in batteries. Right now Toyota is
16 putting a big investment into hydrogen cells and using
17 hydrogen-powered vehicles instead of batteries or some sort of
18 hydrogen/battery combination. So car companies are looking at
19 other technologies that, again, I think in the current NEVI
20 program, we are to look at other sources, Thor, if I'm correct.
21 It's not just limited to electric.

22 MR. ANDERSON: Well, the NEVI program is focused
23 on electric chargers, but the IIJA has set aside large amounts
24 of funding to look at all types of alternative fuels and to look
25 at different types of vehicles like medium and heavy-duty

1 trucks. The hydrogen probably will develop just because of
2 those vehicles, because it's very difficult to get a battery
3 that's big enough to enable those vehicles to go long haul. So
4 if you did an electric motor with a hydrogen fuel cell, you'd be
5 able to resolve that problem. So it is likely just for that
6 reason alone that hydrogen infrastructure will continue to
7 develop.

8 DIRECTOR HALIKOWSKI: Thanks for the
9 clarification, but as I understand it, it takes a good chuck of
10 electricity to separate the hydrogen --

11 MR. MAXWELL: Uh-huh.

12 DIRECTOR HALIKOWSKI: -- from the oxygen in the
13 water. So either way you go, the power grid's going to be
14 essential.

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

16 CHAIRMAN THOMPSON: Gary, are you done? I guess
17 so. Just move on, Ted.

18 VICE CHAIR KNIGHT: I'm done. Thank you,
19 Mr. Chair.

20 MR. MAXWELL: All right. Mr. Chair, Thor, I've
21 got a quick question, and it kind of is around the topic we've
22 been talking, and we could -- this is an emerging technology
23 that there's a lot of things that are going to be changing over
24 time, but you've said that there -- some of the charging
25 stations that are within a mile, they -- some of the funding can

1 be used to upgrade those, the capacity required by the
2 legislation, and I think at the core is will this plan -- is
3 there any plan for any of the charging stations to be owned by
4 the State of Arizona, the public, or are they all intended for
5 private purposes? Private ownership, I should say.

6 MR. ANDERSON: I'm not aware that the State would
7 do any ownership or operation of the stations.

8 MR. MAXWELL: Okay. And so my follow-up question
9 of that, would that not then -- once -- I mean, I'm assuming
10 we'll get more details on how you'll determine what charging
11 stations go to what companies. I'm sure there will be a process
12 and they'll bid it, but once they have operation and ownership
13 for that, would the companies not be the ones responsible for
14 the upkeep and maintenance of those locations?

15 DIRECTOR HALIKOWSKI: So --

16 MR. ANDERSON: They would.

17 DIRECTOR HALIKOWSKI: Yeah, they would.

18 MR. MAXWELL: Okay.

19 DIRECTOR HALIKOWSKI: Let me just reiterate
20 that, you know, at this point we certainly don't anticipate
21 owning and operating charging stations under this program. The
22 department's really not set up to do that. That's best handled,
23 I believe, by private industry. You know, there's been
24 questions, well, can you put charging stations in the rest
25 areas. We don't believe that's legally possible given the

1 Federal Highway Act.

2 MR. MAXWELL: Right.

3 DIRECTOR HALIKOWSKI: So I don't -- you know,
4 when you talk about a mile off the freeway, that's likely to be
5 an existing sort of a structure that it might be a truck stop or
6 some other fueling-type stations. So I don't anticipate putting
7 these on state land or (inaudible).

8 MR. MAXWELL: Thank you, Director. I was just
9 trying to clarify that.

10 So the one thing I'd ask coming out of -- because
11 this is emerging technologies. We get to talk about it. The
12 power grid, and remember, Arizona is probably in safe shape,
13 because we've got Palo Verde nuclear generating station, and
14 you've hit on all the things -- the same communities that are
15 really supportive of electric vehicles also are opposed to some
16 mining, and there is mines -- I believe right now, the only
17 manganese deposit in the U.S. is in Arizona, and that's a
18 critical element that we currently are relying upon. Some
19 nations that are not so friendly with us and that -- but it's
20 still -- you've got people pushing against mining here in
21 Arizona, as we all know. We all hear it a lot.

22 But I guess my point is what I would ask the
23 staff to possibly do is to take a look at research on what
24 federal investment was made into the establishment of the --
25 when we started driving gas vehicles. Because after our last

1 meeting when we had this discussion, or I guess it was two
2 meetings ago where several of us pointed out -- I had a lot of
3 folks came up to me and said, you got to learn your history.
4 There was actually large federal investments in helping
5 establish the gas stations that were spread throughout the
6 country, especially those closely located to our interstate
7 highways.

8 So if the -- if the staff has any information on
9 that or could bring us some of the history to it just so we
10 know, because when we have these conversations, I think it's
11 important that we don't -- we've got all the information and we
12 don't set ourselves up for being questioned. I appreciate all
13 the help. Thank you, Thor, and thank you, Mr. Chair.

14 DIRECTOR HALIKOWSKI: Floyd, if you'll make a
15 note, we'll ask someone to do the research Board Member Maxwell
16 requested.

17 MR. ROEHRICH: Yes, Mr. Director and Board Member
18 Maxwell. We were just talking about that here. We will do some
19 looking into that.

20 CHAIRMAN THOMPSON: Thank you, Board Members, for
21 all those questions, and they're all valid and most of what
22 needs to happen, what we're asking about may also -- we'll get
23 an idea from the public as how they feel that we should move on
24 with some of the concerns that we have.

25 MS. DANIELS: Chair.

1 CHAIRMAN THOMPSON: I do have one question.

2 MR. ROEHRICH: Mr. Thompson -- Mr. Chairman,
3 Board Member Daniels has raised her hand asking to speak.

4 CHAIRMAN THOMPSON: Okay. That will be good.
5 Member Daniels, go ahead.

6 MS. DANIELS: Thank you, Chair. Thanks, Floyd.
7 And Thor, thank you for the presentation. I appreciate you
8 bringing this so quickly to -- right in front of us here.

9 I apologize. My voice is not my normal voice.
10 I'm a little under the weather, but wanted to just add another
11 element of the conversation.

12 I'm in support of us absolutely moving toward and
13 taking advantage of the federal funds that are going to be made
14 available to us, but I want us to look at it from an economic
15 development perspective. A lot of our rural communities would
16 be left behind if it weren't for their singular gas station or
17 the convenience store associated with that. And so I want to
18 look at this and help us to see that from a rural perspective,
19 we cannot leave our rural communities behind. And so it just
20 encourages us, whereas in Maricopa County and other more urban
21 areas, there is more of an economic incentive of private sector
22 investment, but in some of our rural communities, there may not
23 be, and I want to ensure that we're looking at that, and I know
24 that that's been something that's been on the minds of the
25 organizers here, you know, working on our plan as well. That's

1 all.

2 DIRECTOR HALIKOWSKI: Yeah. Thank you for that,
3 Board Member Daniels. It's an excellent point.

4 Thor, I believe the legislation requires us to
5 consider underserved and rural areas.

6 MR. ANDERSON: Yes, sir. It does. And that is
7 really one of the purposes of this legislation. They're
8 actually -- if you look at a map of Arizona, there's actually a
9 large number of charge stations already here. They are mostly
10 in the urban environments. They are in the better-served
11 communities. Where there are gaps is in underserved communities
12 or in rural areas or in tribal communities, and that creates
13 range anxiety for many travelers. They're not able to get from
14 Point A to Point B. And, of course, if you own a Tesla, they
15 have built out fairly well, but many of the other electric
16 vehicles aren't served by the Tesla stations, and so there is a
17 lot of range anxiety out there. And so if this technology is to
18 get off the ground, those gaps need to be closed, and part of
19 the purpose of this funding is to close those gaps.

20 MS. DANIELS: I do want to validate Vice Chairman
21 Knight's comments about the equity and the tax necessity. We've
22 been trying to modernize our gas tax for two decades in the
23 state and haven't had the political will, I think, to get that
24 done, and I think it's unfortunate, and it -- thankfully we have
25 a newer system, but it will catch up to us if we don't modernize

1 that structure, and including electric vehicles as part of that
2 would be key.

3 But to the Director's point, this is a state
4 Legislature issue and not necessarily something that ADOT can,
5 you know, make the adjustment to. So I would encourage all of
6 us to either run for the Legislature or -- which none of us
7 probably want to do, but -- or to ensure that we're having those
8 types of conversations with our legislators to keep this in the
9 forefront. Noel Campbell made a good effort at it several years
10 ago, and unfortunately, I think all of the start/stops have made
11 it impossible for us to make an adjustment here.

12 CHAIRMAN THOMPSON: Any other board members wish
13 to make a comment or ask questions? I don't see any hands.

14 Floyd, anybody else you see out there?

15 MR. ROEHRICH: Mr. Chairman, no. There is nobody
16 that has requested to speak that I can see either.

17 CHAIRMAN THOMPSON: Okay. Board members, anybody
18 else before I make my comment?

19 There being none, I'd just like to thank Thor for
20 your planning that's already taking shape, and I see that you've
21 been in -- contacting or working with intertribal council. I
22 know Navajo Nation is (inaudible) part of that.

23 Have you -- I know you have, but whom have you
24 been in contact with with Navajo Nation regarding the issue
25 we're talking about? Because I'm wondering, you know, all these

1 travelers going up there and not knowing exactly where a
2 charging station is. You know, they're going to be left out
3 there, stuck out there. So with that I'm sure that you already
4 have something in plan with the Nation Navajo. That's my
5 thinking at this point, Thor.

6 MR. ANDERSON: Yes, Mr. Chairman. You're
7 correct. And we do plan to have a significant outreach to
8 tribal communities. We're including all of the Arizona tribes
9 on our stakeholder list, and then we are going to do specific
10 outreach to the six tribes that are in the vicinity of our
11 interstate freeways. That would include the Navajos. And we
12 are going to have -- send out letters, and we're going to offer
13 to meet if they would like to discuss the project and hear any
14 concerns that the Navajo Nation or other tribal communities
15 have.

16 CHAIRMAN THOMPSON: Thank you. And also to Greg,
17 I'm assuming that as you go make your presentation regarding the
18 five-year plan that this is a part of the discussion you're
19 going to have is on this electric vehicle concerns, plan that we
20 have, Greg?

21 MR. ROEHRICH: So, Mr. Chairman, this is Floyd.
22 I'm trying to understand. So the question you're asking is, is
23 when we discuss implementation of the five-year plan, we will be
24 discussing the implementation of whatever the final decision is
25 on the NEVI -- the development plan as well; is that correct?

1 CHAIRMAN THOMPSON: Yes.

2 MR. ROEHRICH: Yes, sir. As we -- yes, sir.
3 Once we've completed the NEVI plan, and once we start to move
4 forward with the refinement and further development of what
5 is -- will be the deployment plan, we will have those
6 discussions with stakeholders and other people as well. As Thor
7 had mentioned, this plan is going to be evolving over multiple
8 years, because it has an annual requirement. So there will be a
9 lot of coordination and actions that will take place as we look
10 to implement the NEVI plan, and we will have coordination with a
11 lot of agencies out there, including, as Thor said, all the
12 tribal communities.

13 CHAIRMAN THOMPSON: Thank you, Floyd, and again,
14 one last call. Any other board members, do you have any
15 particular comment on the electric vehicle issue? If not,
16 again, I'd like to commend Thor and also the ADOT staff and also
17 the board members for the discussion and especially your
18 concerns on it. Many of -- many questions are going to still
19 continue to come up, but those will be dealt with in the future,
20 as I'm hearing.

21 So with that, I guess we can go on to the next
22 item. That will be Item 3, suggestions. Again, Floyd, can you
23 kind of explain that?

24 MR. ROEHRICH: So Mr. -- yes, sir, Mr. Chairman.

25 So the next board meeting is June 17th. It is in

1 the community of San Carlos. We're working on the agenda for
2 that right now. So if you -- if any board member would like to
3 add an agenda item or topic of discussion, please let me know,
4 whether it's today or in the next few days, because we do post
5 the agenda the week before. So we want to wrap up all the
6 items next week. So if you've got any suggestions for that
7 meeting, please let me know. Send me an email, give me a
8 call, and then we will go ahead and finalize that agenda, and
9 then as we always do, we'll post and distribute it Friday, and
10 then on the following Friday, on the 17th, we will meet at the
11 community of San Carlos.

12 That's all I have, Mr. Chairman.

13 CHAIRMAN THOMPSON: Board members, do you have
14 any response to the request for any suggestions you might
15 have?

16 If not, I'd like to reiterate my concern.
17 There was a report made by the general auditing office or the
18 governmental accounting office regarding tribal roads, and
19 Floyd, you and I, we talked about it, and I did have Navajo
20 County send you a copy of that, and I like to have your review
21 on it and some comments of whether those recommendations apply
22 to the school districts on the reservations.

23 So that's all I have, and one more time, anybody
24 else that wishes to express maybe a concern or an issue that
25 they'd like to have put on the agenda?

1 Well, seeing there's nobody else that wants to
2 make additional comments, is there a motion to adjourn the board
3 meeting?

4 VICE CHAIR KNIGHT: Motion to adjourn.

5 CHAIRMAN THOMPSON: Motion by Gary. Need a
6 second.

7 MR. SEARLE: Second. Richard.

8 CHAIRMAN THOMPSON: Richard seconds that.

9 All those in favor say aye.

10 BOARD MEMBERS: Aye.

11 CHAIRMAN THOMPSON: We don't need a roll call, do
12 we, Floyd?

13 MR. ROEHRICH: No, sir. Mr. Chairman, you can
14 just announce the meeting's adjourned.

15 CHAIRMAN THOMPSON: The meeting's now adjourned,
16 and thank you for your attendance.

17 (Meeting adjourned at 10:26 a.m.)
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21
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23
24
25

1 STATE OF ARIZONA }
2 COUNTY OF MARICOPA } ss.
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 49 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

17 /s/ Teresa A. Watson

18 TERESA A. WATSON, RMR
19 Certified Reporter
20 Certificate No. 50876
21
22
23
24
25

Adjournment

A motion to adjourn the June 2, 2022, State Transportation Board Study Session was made by Vice Chairman Gary Knight and seconded by Board Member Richard Searle. In a voice vote, the motion carried.

Meeting adjourned at 10:26 a.m. PST.

Not Available for Signature _____

Jesse Thompson, Chairman
State Transportation Board

Not Available for Signature _____

John S. Halikowski, Director
Arizona Department of Transportation

July 15, 2022

RES. NO. 2022-07-A-028
PROJECT: 086 PM 151 H6806 01R / 086-A(210)T
HIGHWAY: WHY - TUCSON
SECTION: Robles Jct. - Bilbray Rd.
ROUTE NO.: State Route 86
DISTRICT: Southcentral
COUNTY: Pima
DISPOSAL: D - SC - 018-A

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the abandonment of certain right of way acquired for the Why-Tucson Highway, State Route 86, within the above referenced project.

The right of way to be abandoned was previously established as a state route by Resolution of the Arizona State Highway Commission, dated May 15, 1943, entered on Page 64 of its Official Minutes; and was established as a state highway by the Resolution dated June 21, 1943, shown on Page 75 of the Official Minutes. Thereafter, Arizona State Transportation Board Resolution 2012-05-A-021, dated May 18, 2012, established as a state route additional right of way for improvements. It was subsequently amended due to design change by Resolution 2013-07-A-029, dated July 12, 2013; and amended again for further design change by Resolution 2014-07-A-023, dated July 11, 2014. On January 09, 2015, Resolution 2015-01-A-001 established the right of way as a state highway in order to facilitate the construction phase of the above referenced improvement project.

The right of way to be abandoned is no longer needed for state transportation purposes. The County of Pima has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with Intergovernmental Agreement No. 14-0004239, dated September 18, 2014, and all Amendments thereto, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209.

July 15, 2022

RES. NO. 2022-07-A-028
PROJECT: 086 PM 151 H6806 01R / 086-A(210)T
HIGHWAY: WHY - TUCSON
SECTION: Robles Jct. - Bilbray Rd.
ROUTE NO.: State Route 86
DISTRICT: Southcentral
COUNTY: Pima
DISPOSAL: D - SC - 018-A

Accordingly, I recommend that the State's interest in the right of way be abandoned, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the WHY-TUCSON HIGHWAY, Robles Jct.-Bilbray Rd., Project 086 PM 151 H6806 01R / 086-A(210)T", and is shown in Appendix "A" attached hereto.

I further recommend that the right of way depicted in Appendix "A" be removed from the State Highway System and abandoned to the County of Pima, in accordance with Intergovernmental Agreement No. 14-0004239, dated September 18, 2014, and all Amendments thereto, and as provided in Arizona Revised Statutes §§ 28-7207 and 28-7209; subject to the retention of existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and subject to the reservation of a perpetual easement for ingress, egress and maintenance of said existing facilities and structures, if any, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under control of the Arizona Department of Transportation, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project.

All other rights of way, easements and appurtenances thereto, subject to the provisions of Arizona Revised Statutes § 28-7210, shall continue as they existed prior to the disposal of the right of way depicted in Appendix "A".

July 15, 2022

RES. NO. 2022-07-A-028
PROJECT: 086 PM 151 H6806 01R / 086-A(210)T
HIGHWAY: WHY - TUCSON
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DISTRICT: Southcentral
COUNTY: Pima
DISPOSAL: D - SC - 018-A

The abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213.

This resolution is considered the conveying document for the right of way to be abandoned; and no further conveyance is legally required.

Pursuant to Arizona Revised Statutes § 28-7046, I recommend that the Arizona State Transportation Board adopt a resolution making this recommendation effective.

Respectfully submitted,

GREGORY D. BYRES, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Group Titles Section, MD 612E
Phoenix, Arizona 85007-3212

July 15, 2022

RES. NO. 2022-07-A-028
PROJECT: 086 PM 151 H6806 01R / 086-A(210)T
HIGHWAY: WHY - TUCSON
SECTION: Robles Jct. - Bilbray Rd.
ROUTE NO.: State Route 86
DISTRICT: Southcentral
COUNTY: Pima
DISPOSAL: D - SC - 018-A

RESOLUTION OF ABANDONMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on July 15, 2022, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the abandonment of certain right of way to the County of Pima within the above referenced project.

The right of way to be abandoned is no longer needed for state transportation purposes. The County of Pima has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with Intergovernmental Agreement No. 14-0004239, dated September 18, 2014, and all Amendments thereto, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209.

Accordingly, it is recommended that the State's interest in the right of way be abandoned.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the WHY-TUCSON HIGHWAY, Robles Jct.-Bilbray Rd., Project 086 PM 151 H6806 01R / 086-A(210)T", and is shown in Appendix "A" attached hereto.

WHEREAS said right of way is no longer needed for state transportation purposes; and

July 15, 2022

RES. NO. 2022-07-A-028
PROJECT: 086 PM 151 H6806 01R / 086-A(210)T
HIGHWAY: WHY - TUCSON
SECTION: Robles Jct. - Bilbray Rd.
ROUTE NO.: State Route 86
DISTRICT: Southcentral
COUNTY: Pima
DISPOSAL: D - SC - 018-A

WHEREAS the County of Pima has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with Intergovernmental Agreement No. 14-0004239, dated September 18, 2014, and all Amendments thereto, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209; and

WHEREAS for the convenience and safety of the traveling public, it is necessary that within the area of abandonment, the State of Arizona, acting by and through its Department of Transportation, shall retain existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and shall reserve a perpetual easement for ingress, egress and maintenance of said existing facilities and structures, if any, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under ADOT control, as depicted in the attached Appendix "A" and on said maps and plans; and

WHEREAS this resolution is considered the conveying document for such right of way; and no further conveyance is legally required; and

WHEREAS this Board finds that public safety, necessity and convenience will be served by accepting the Deputy Director's report; therefore, be it

RESOLVED that the recommendation of the Deputy Director is adopted and made part of this resolution; be it further

July 15, 2022

RES. NO. 2022-07-A-028
PROJECT: 086 PM 151 H6806 01R / 086-A(210)T
HIGHWAY: WHY - TUCSON
SECTION: Robles Jct. - Bilbray Rd.
ROUTE NO.: State Route 86
DISTRICT: Southcentral
COUNTY: Pima
DISPOSAL: D - SC - 018-A

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the County of Pima, in accordance with Intergovernmental Agreement No. 14-0004239, dated September 18, 2014, and all Amendments thereto, and as provided in Arizona Revised Statutes §§ 28-7207, 28-7209 and 28-7210; be it further

RESOLVED that within the area of abandonment, the State of Arizona, acting by and through its Department of Transportation, hereby retains existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and reserves a perpetual easement for ingress, egress and maintenance of said existing facilities and structures, if any, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under ADOT control, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project; be it further

RESOLVED that this abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213; and that this resolution is the conveying document for the right of way abandoned herein; and no further conveyance is legally required; be it further

RESOLVED that the Deputy Director provide written notice to the County of Pima, evidencing the abandonment of the State's interest.

July 15, 2022

RES. NO. 2022-07-A-028
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DISTRICT: Southcentral
COUNTY: Pima
DISPOSAL: D - SC - 018-A

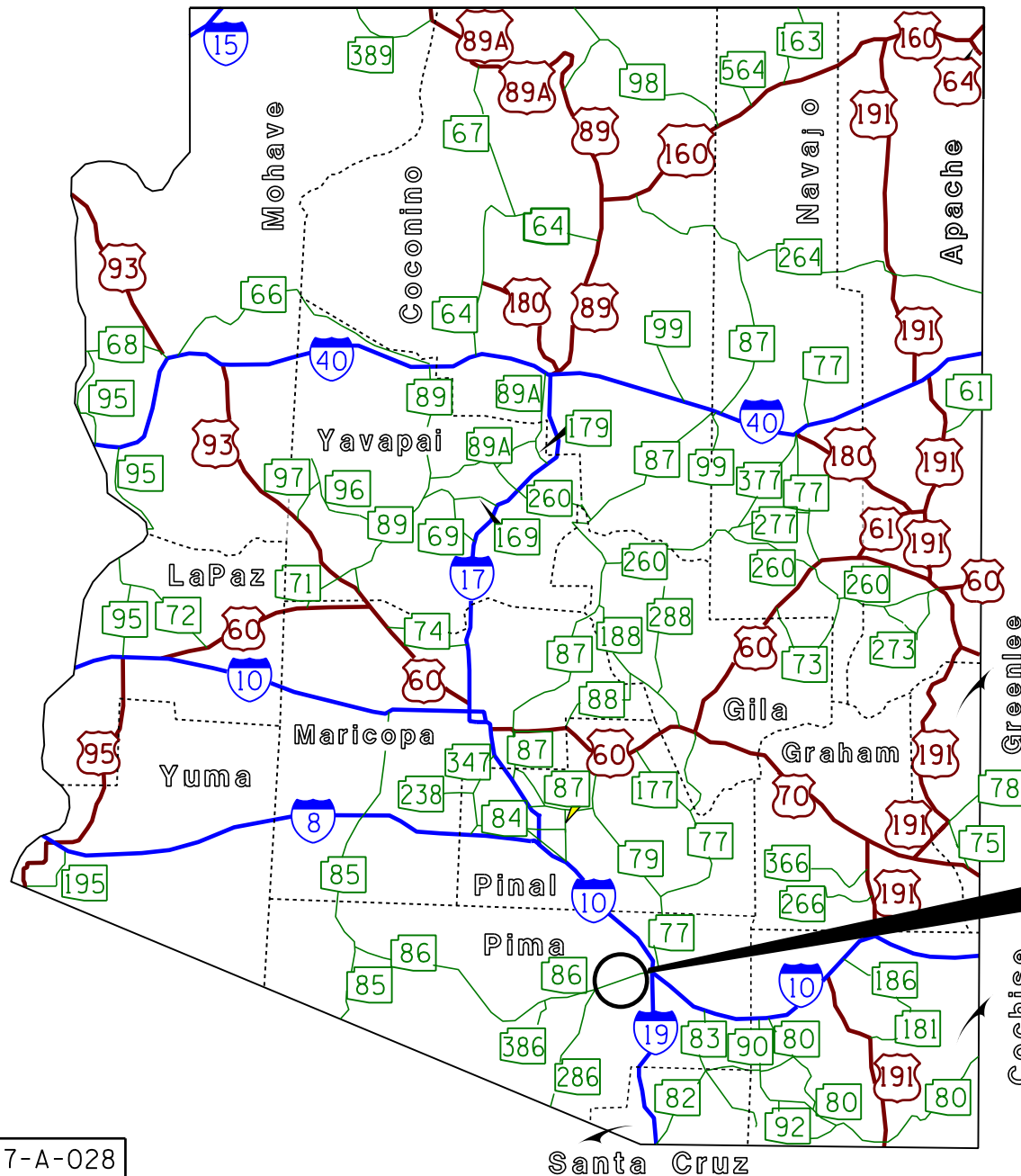
CERTIFICATION

I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on July 15, 2022.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on July 15, 2022.

GREGORY D. BYRES, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

Seal



Areas of Abandonment
See Sheets 2 - 14
for Details

086 PM 151 H6806 01R / 086-A(210)T
WHY - TUCSON HIGHWAY
Robles Jct. - Bilbray Rd.
Pima County

APPENDIX "A"

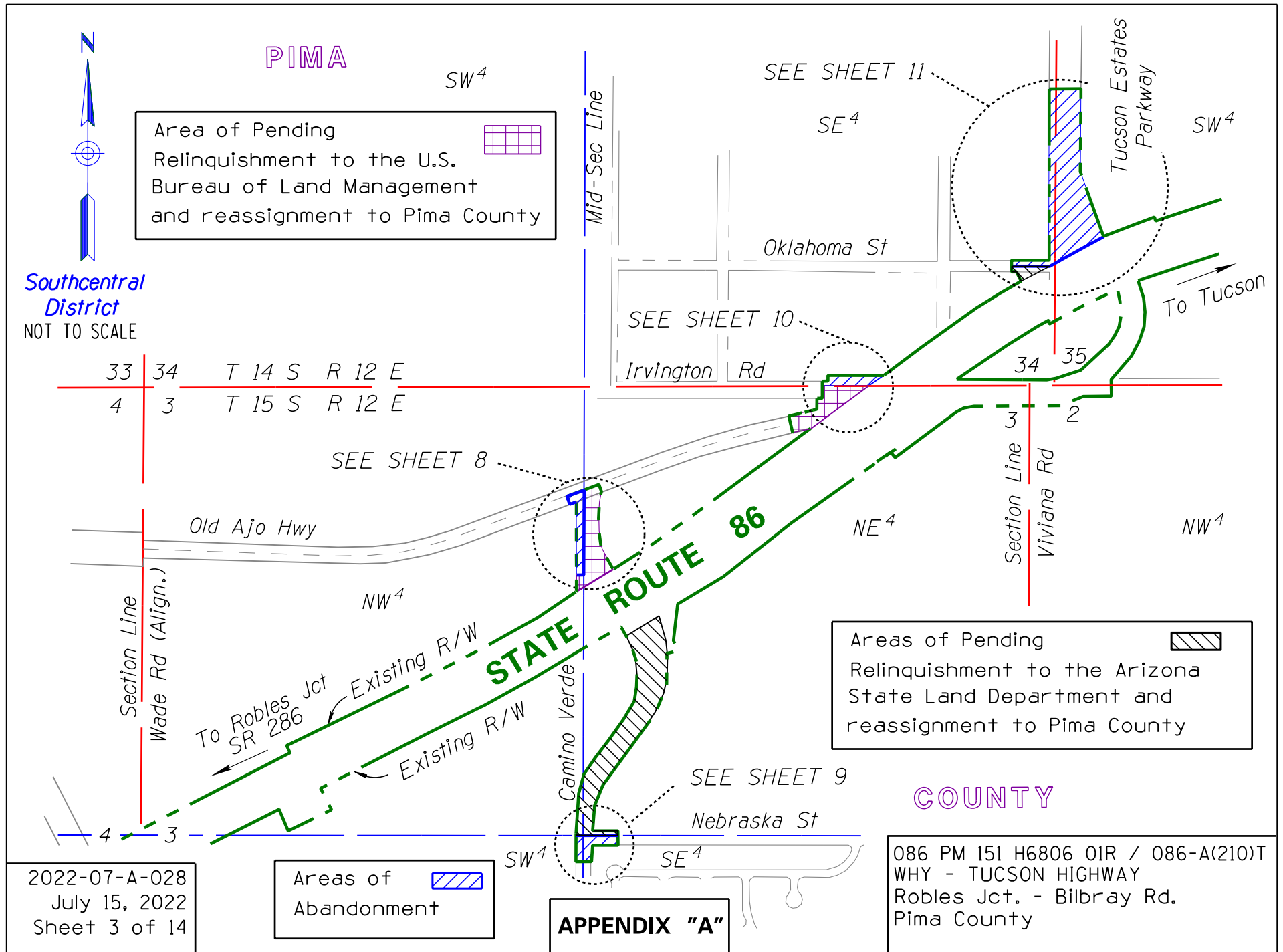
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Sheet 1 of 14

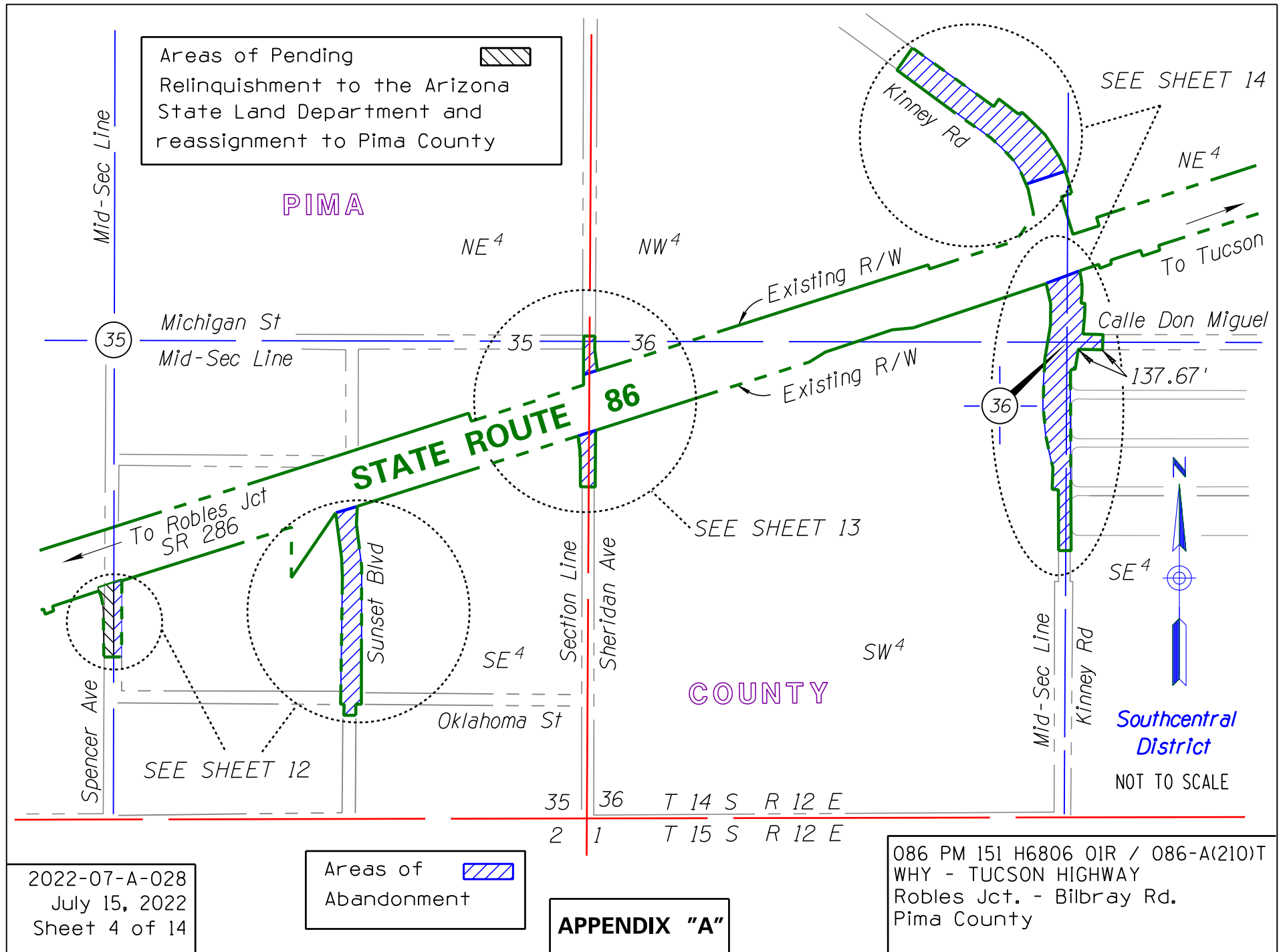


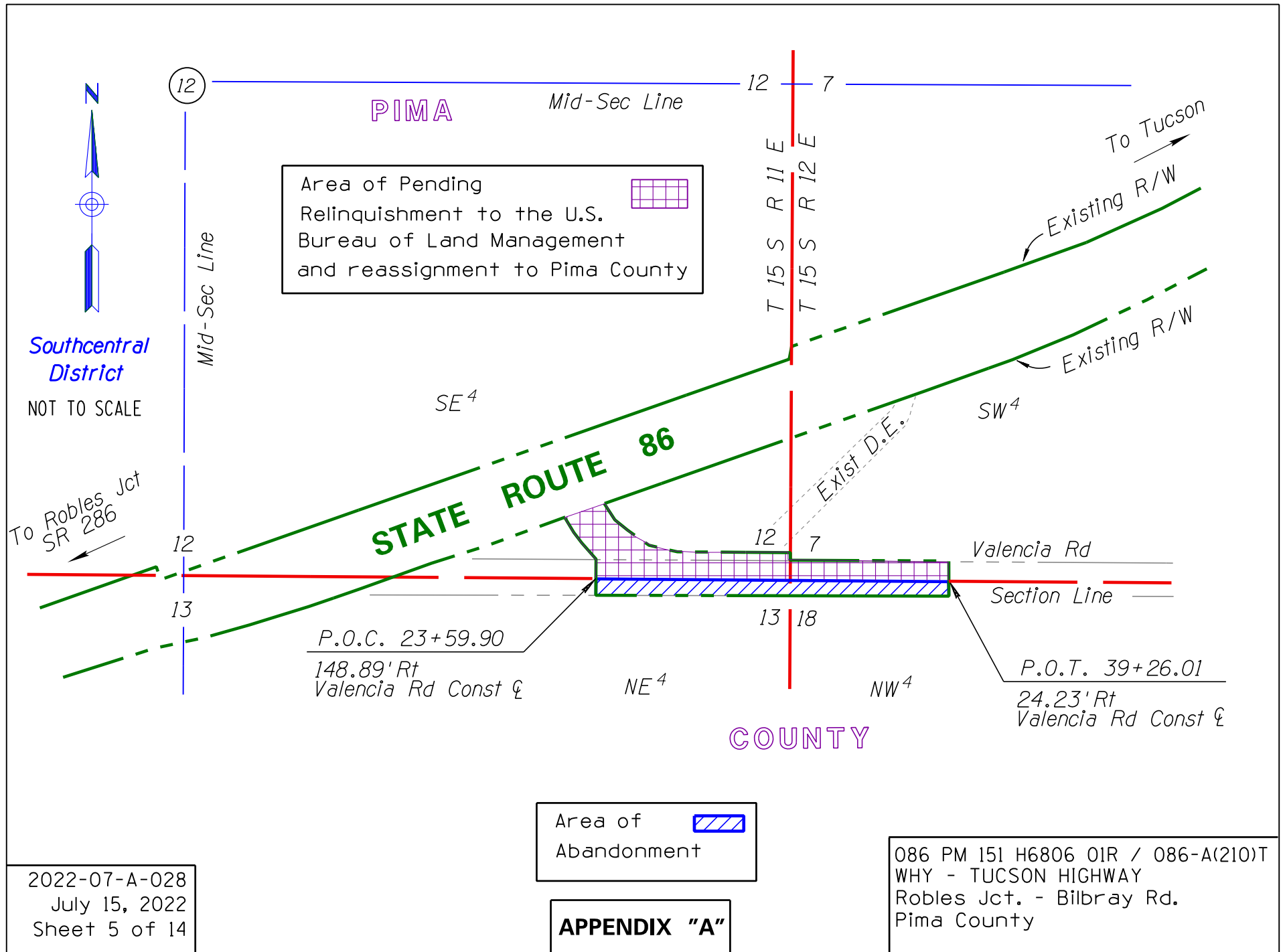
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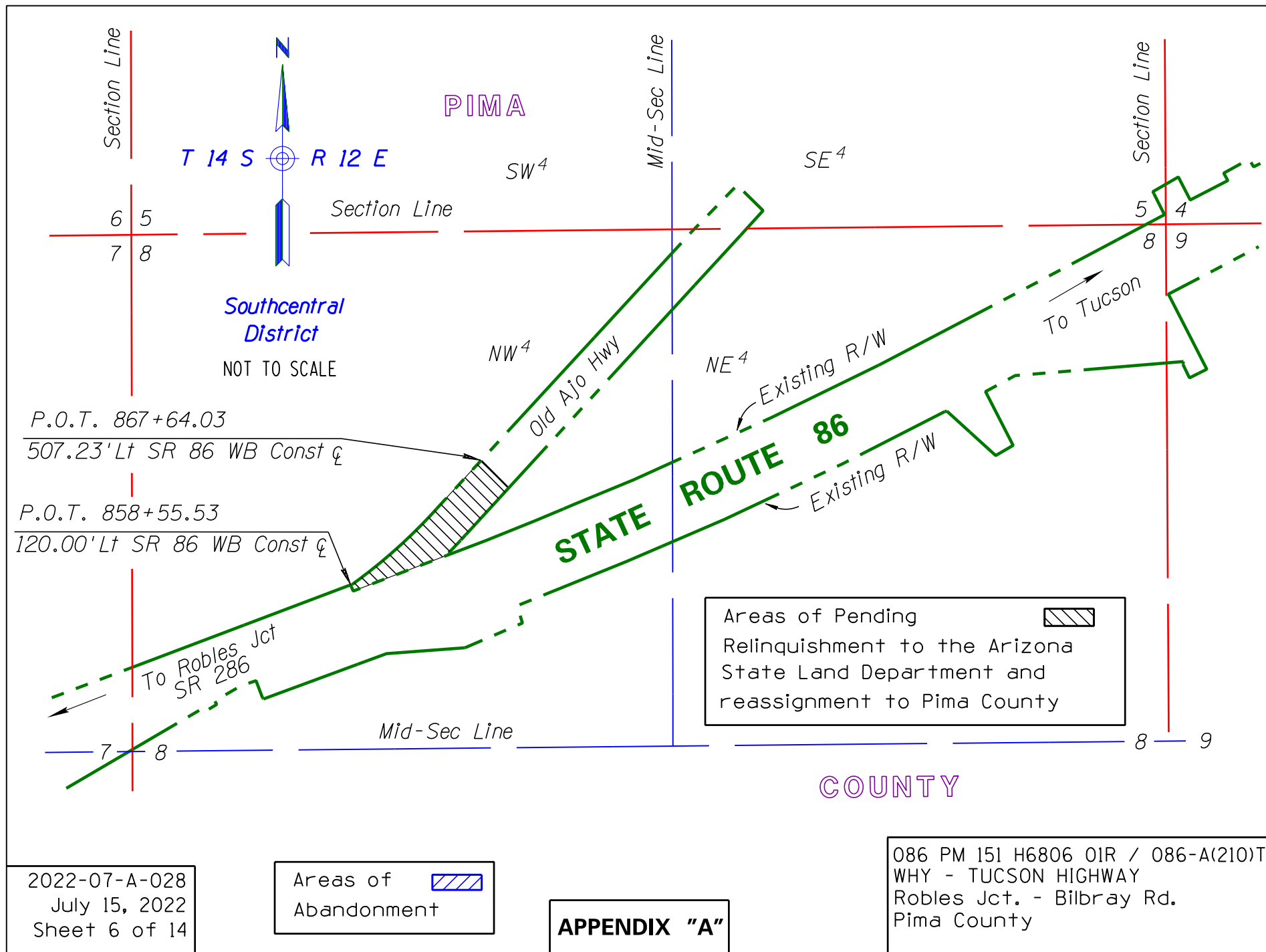


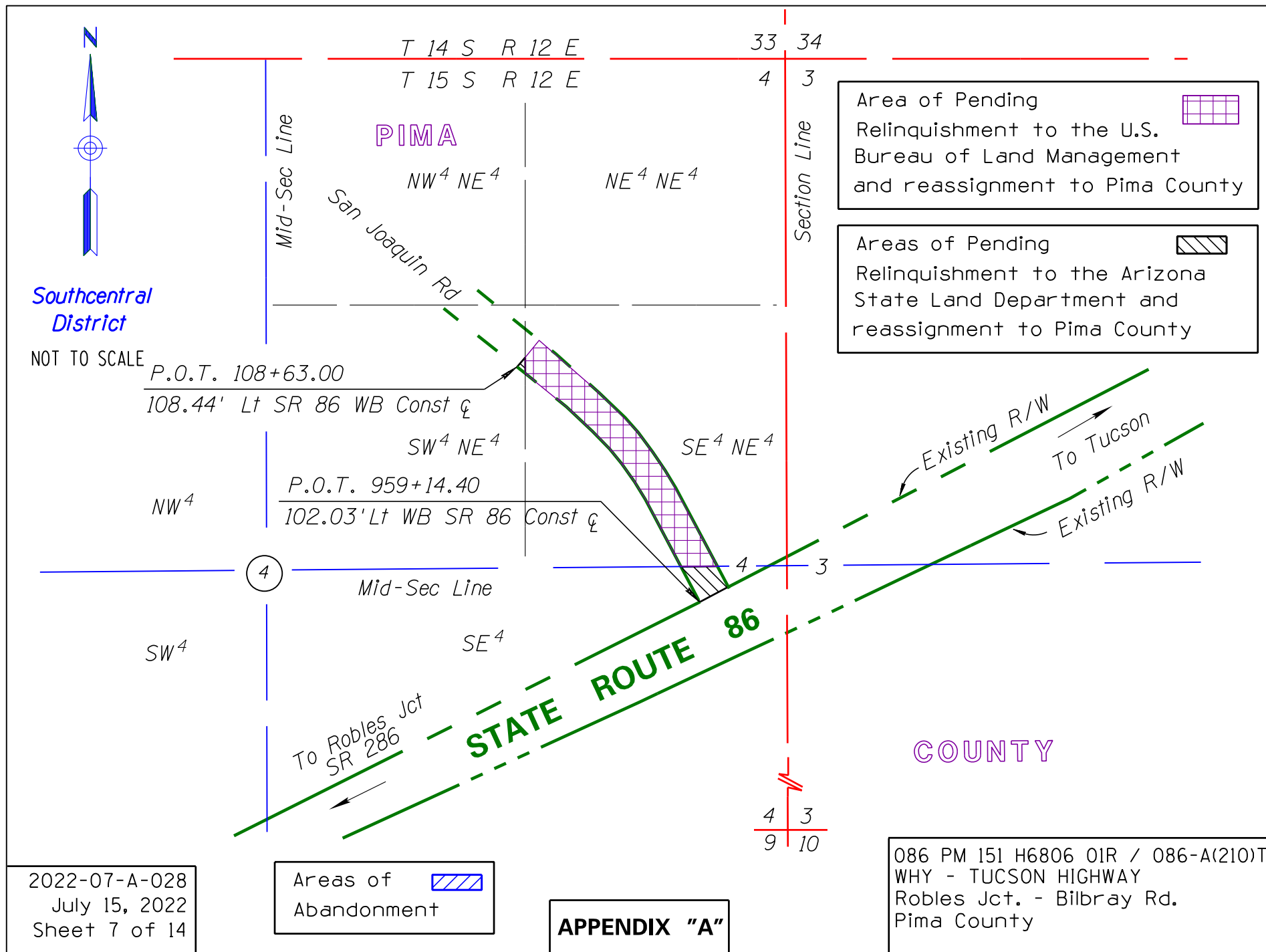
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WHY - TUCSON HIGHWAY
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Pima County

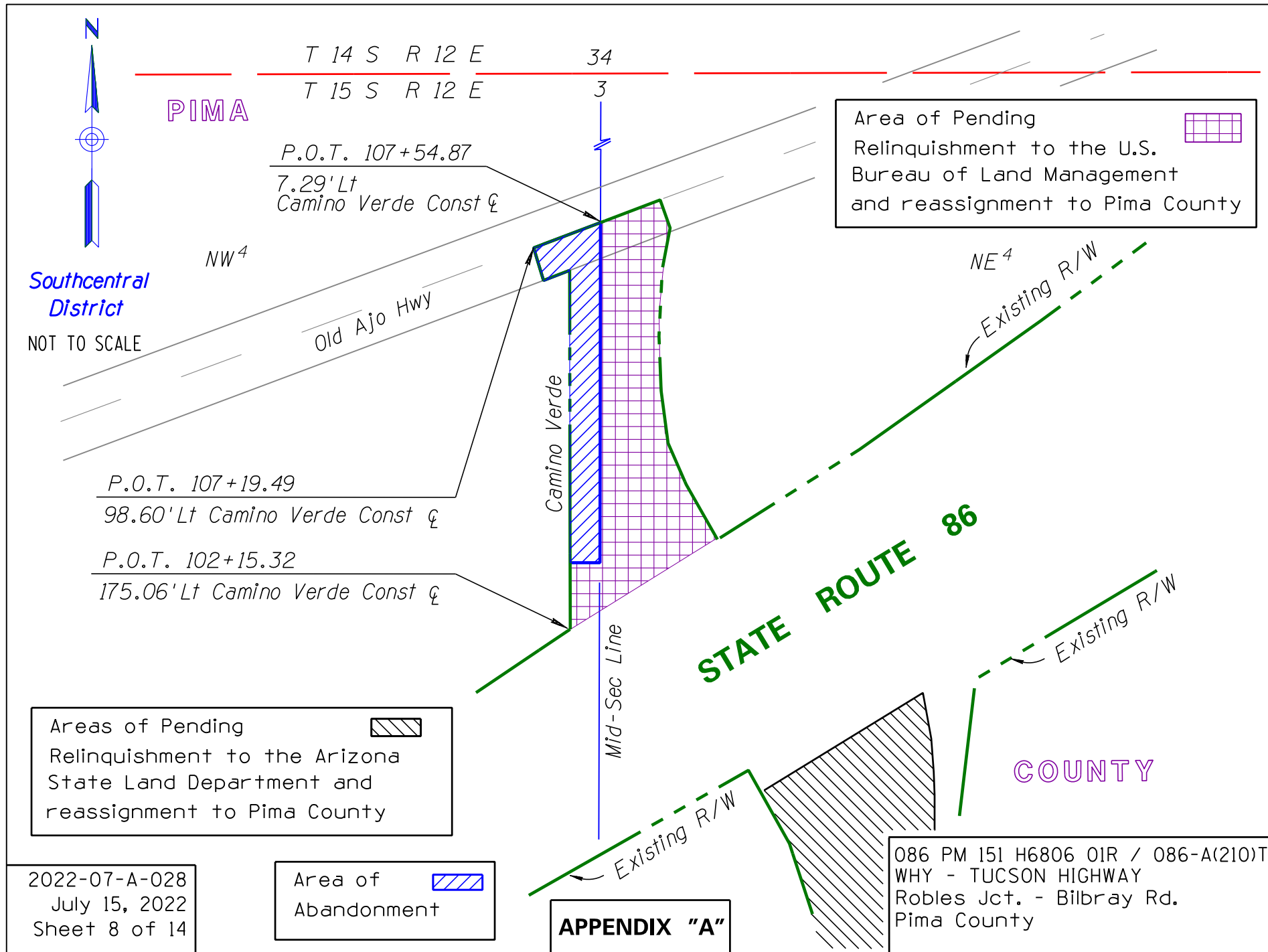


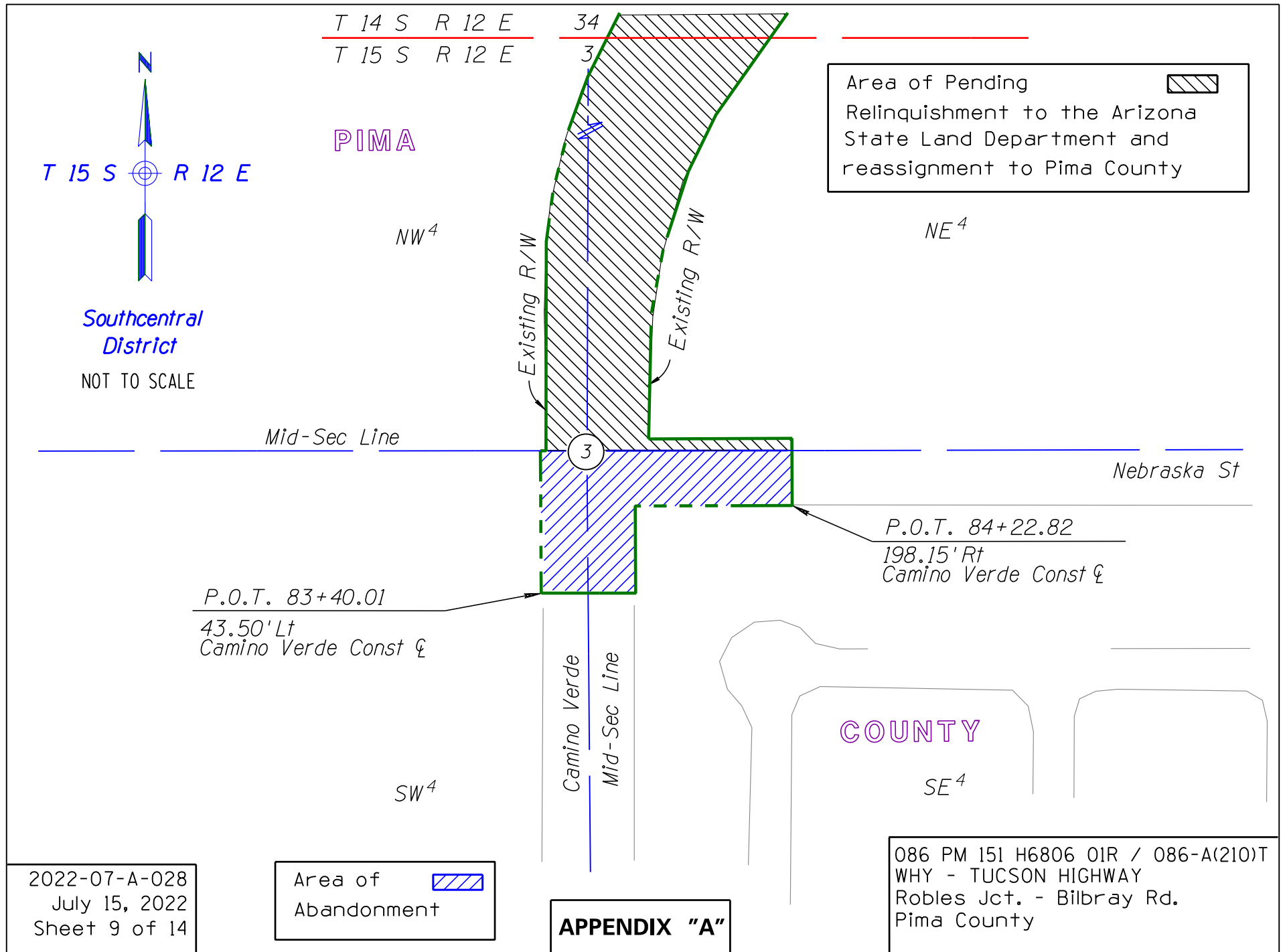


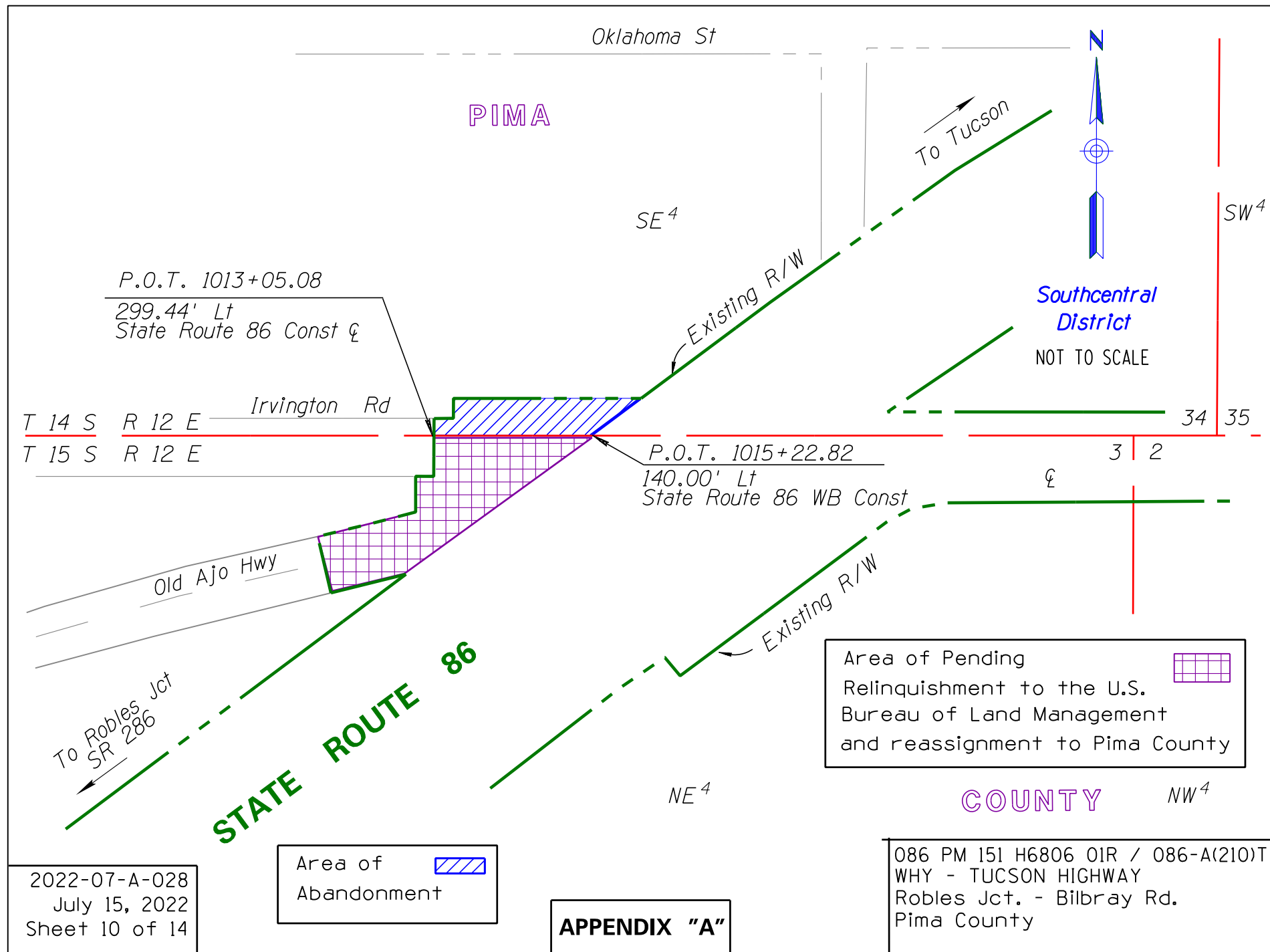














Southcentral
District

NOT TO SCALE

Area of Pending
Relinquishment to the Arizona
State Land Department and
reassignment to Pima County

PIMA

SE⁴ P.O.T. 1026+12.52
242.85' Lt
State Route 86 Const &

Oklahoma St

Irvington Rd

NE⁴

To Robles Jct
SR 286

3 2

COUNTY

Tucson Estates Parkway
Section Line

P.O.T. 171+70.00

P.O.C. 1031+61.06

160.00' Lt
State Route WB 86 Const &

SW⁴

Existing R/W

Existing R/W
To Tucson

STATE ROUTE 86

34 35

NW⁴

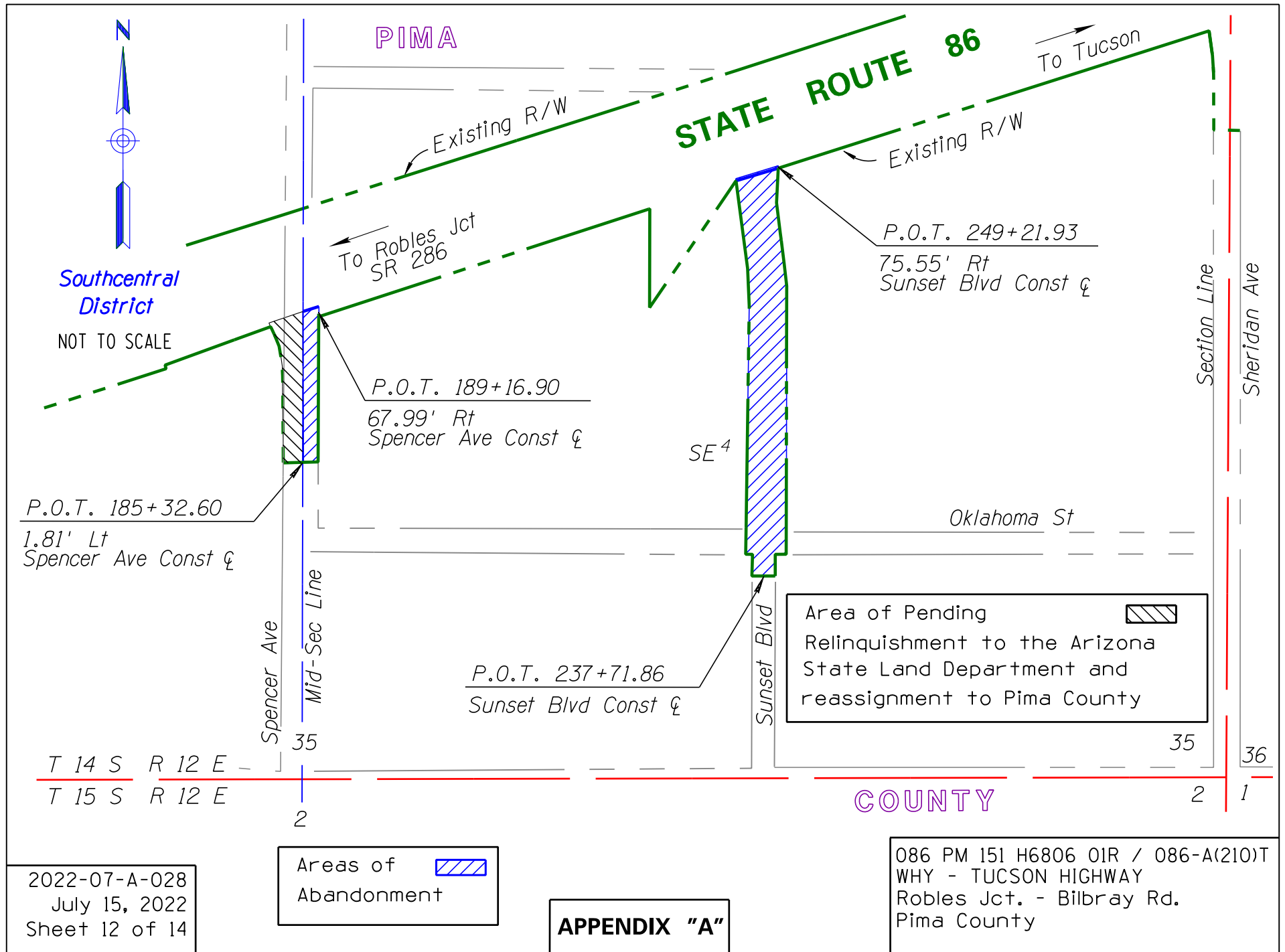
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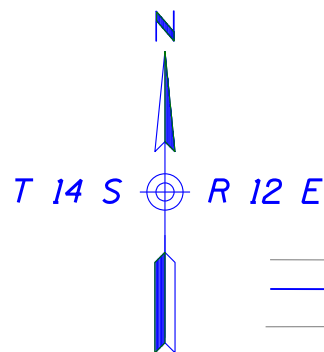
2022-07-A-028
July 15, 2022
Sheet 11 of 14

Areas of
Abandonment

APPENDIX "A"

086 PM 151 H6806 01R / 086-A(210)T
WHY - TUCSON HIGHWAY
Robles Jct. - Bilbray Rd.
Pima County





Southcentral
District

NOT TO SCALE

PIMA

P.O.T. 283+58.00

Sheridan Ave North Const ℓ

Michigan St

Mid-Sec Line

NE⁴

NW⁴

P.O.T. 281+63.34

45.60' Rt
Sheridan Ave North Const ℓ

Existing R/W

STATE ROUTE 86

To Tucson

Existing R/W

To Robles Jct
SR 286

P.O.T. 269+18.86

49.76' Rt
Sheridan Ave South Const ℓ

P.O.T. 266+15.04

33.51' Rt
Sheridan Ave South Const ℓ

SE⁴

COUNTY

SW⁴

Section Line
Sheridan Ave

Areas of
Abandonment



APPENDIX "A"

086 PM 151 H6806 01R / 086-A(210)T
WHY - TUCSON HIGHWAY
Robles Jct. - Bilbray Rd.
Pima County

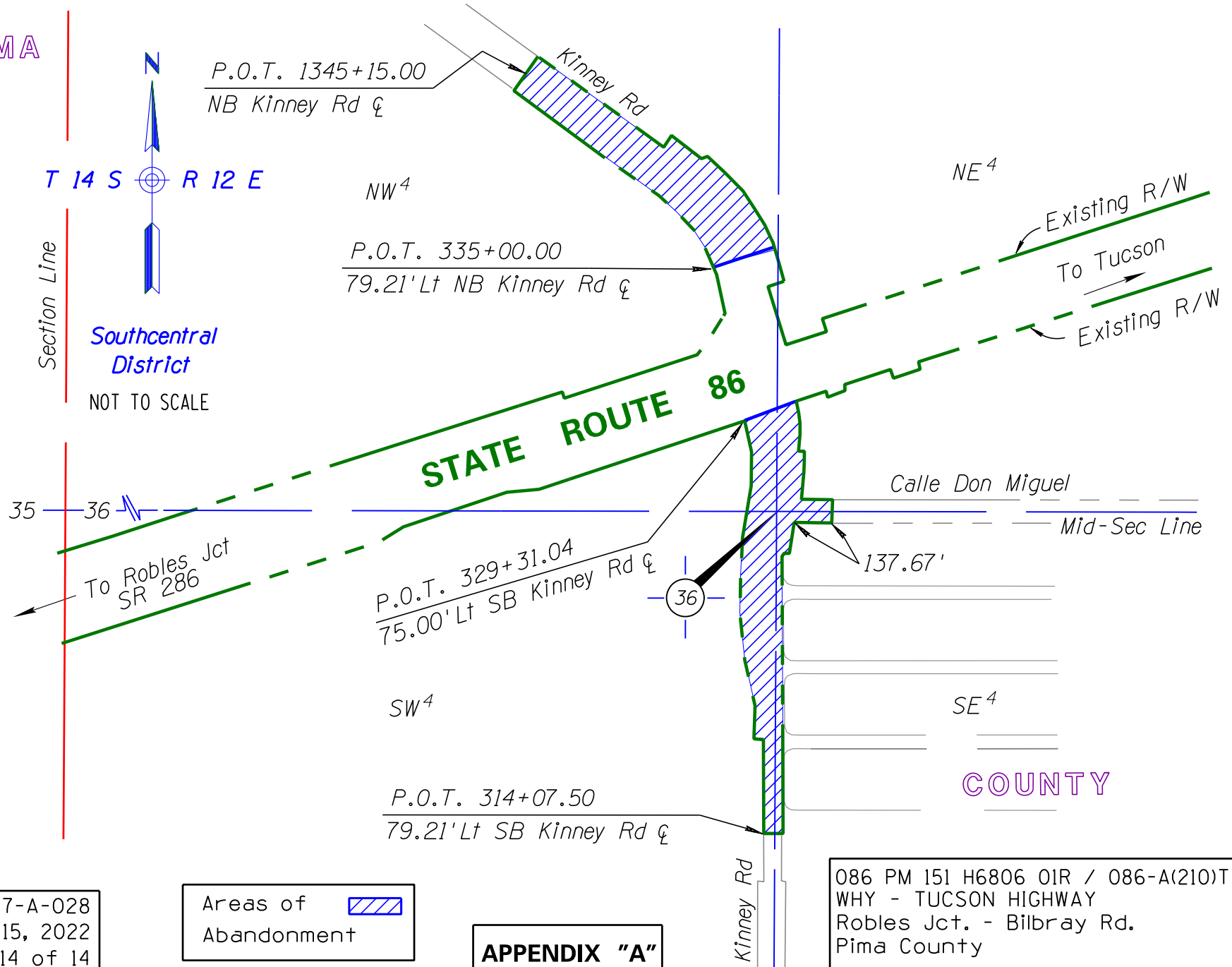
2022-07-A-028
July 15, 2022
Sheet 13 of 14

PIMA

T 14 S R 12 E

Southcentral
District

NOT TO SCALE



2022-07-A-028
July 15, 2022
Sheet 14 of 14

Areas of
Abandonment

APPENDIX "A"

086 PM 151 H6806 01R / 086-A(210)T
WHY - TUCSON HIGHWAY
Robles Jct. - Bilbray Rd.
Pima County

July 15, 2022

RES. NO. 2022-07-A-029
PROJECT: 101L MA 023 F0121 / 101-B(213)S
HIGHWAY: PIMA FREEWAY
SECTION: Jct. I-17 - Pima Road
ROUTE NO.: State Route 101 Loop
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 081

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the abandonment of certain right of way acquired for the Pima Freeway, State Route 101 Loop, within the above referenced project.

Being the Preliminary Transportation Corridor recommended by the Regional Council of the Maricopa Association of Governments, the alignment was originally adopted and approved as the State Route Plan for the Outer Loop Freeway, a future controlled access highway, by State Transportation Board Resolution 83-03-A-11 of February 18, 1983; and Resolution 83-04-A-18 of March 18, 1983. Advance acquisition was authorized by Resolution 84-10-A-60 of October 26, 1984; and by Resolution 85-09-A-64 of September 20, 1985, the latter also established a refined State Route Plan Corridor, designated State Route 117. Thereafter, Resolution 87-11-A-105 of December 18, 1987, renumbered and redesignated State Routes 117, 417, 218 and part of State Route 220 as State Route 101 Loop. Prior to construction, Resolution 97-11-A-064 of November 21, 1997; Resolution 98-06-A-016 of June 19, 1998; and Resolutions 2000-02-A-012, and 2000-02-A-013 of February 18, 2000, designated segments as an access controlled state highway. For various improvements, other resolutions established additional rights of way. Among them are: Resolution 2000-01-A-003 of January 21, 2000; Resolution 2006-02-A-006 of February 17, 2006; and Resolution 2014-08-A-030 of August 08, 2014. For the above referenced project, Resolution 2018-04-A-018 of April 20, 2018, established new right of way as a state route; and Resolution 2018-12-A-055 of December 21, 2018 established it as a state route and state highway to accommodate construction.

July 15, 2022

RES. NO. 2022-07-A-029
PROJECT: 101L MA 023 F0121 / 101-B(213)S
HIGHWAY: PIMA FREEWAY
SECTION: Jct. I-17 - Pima Road
ROUTE NO.: State Route 101 Loop
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 081

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Phoenix will accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with that certain 120-Day Advance Notice of Abandonment, dated March 14, 2022, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209.

Accordingly, I recommend that the State's interest in the right of way be abandoned, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the PIMA FREEWAY, Jct. I-17 - Pima Road, Project 101L MA 023 F0121 / 101-B(213)S", and is shown in Appendix "A" attached hereto.

I further recommend that the right of way depicted in Appendix "A" be removed from the State Highway System and abandoned to the City of Phoenix, in accordance with that certain 120-Day Advance Notice of Abandonment, dated March 14, 2022, and as provided in Arizona Revised Statutes §§ 28-7207 and 28-7209; subject to the retention of existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and subject to the reservation of a perpetual easement for ingress, egress and maintenance of said existing facilities and structures, if any, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under control of the Arizona Department of Transportation, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project.

July 15, 2022

RES. NO. 2022-07-A-029
PROJECT: 101L MA 023 F0121 / 101-B(213)S
HIGHWAY: PIMA FREEWAY
SECTION: Jct. I-17 - Pima Road
ROUTE NO.: State Route 101 Loop
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 081

All other rights of way, easements and appurtenances thereto, subject to the provisions of Arizona Revised Statutes § 28-7210, shall continue as they existed prior to the disposal of the right of way depicted in Appendix "A".

The abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213.

This resolution is considered the conveying document for the right of way to be abandoned; and no further conveyance is legally required.

Pursuant to Arizona Revised Statutes § 28-7046, I recommend that the Arizona State Transportation Board adopt a resolution making this recommendation effective.

Respectfully submitted,

GREGORY D. BYRES, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Group Titles Section, MD 612E
Phoenix, Arizona 85007-3212

July 15, 2022

RES. NO. 2022-07-A-029
PROJECT: 101L MA 023 F0121 / 101-B(213)S
HIGHWAY: PIMA FREEWAY
SECTION: Jct. I-17 - Pima Road
ROUTE NO.: State Route 101 Loop
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 081

RESOLUTION OF ABANDONMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on July 15, 2022, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the abandonment of certain right of way to the City of Phoenix within the above referenced project.

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Phoenix will accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with that certain 120-Day Advance Notice of Abandonment, dated March 14, 2022, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209.

Accordingly, it is recommended that the State's interest in the right of way be abandoned.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the PIMA FREEWAY, Jct. I-17 - Pima Road, Project 101L MA 023 F0121 / 101-B(213)S", and is shown in Appendix "A" attached hereto.

WHEREAS said right of way is no longer needed for state transportation purposes; and

July 15, 2022

RES. NO. 2022-07-A-029
PROJECT: 101L MA 023 F0121 / 101-B(213)S
HIGHWAY: PIMA FREEWAY
SECTION: Jct. I-17 - Pima Road
ROUTE NO.: State Route 101 Loop
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 081

WHEREAS the City of Phoenix will accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with that certain 120-Day Advance Notice of Abandonment, dated March 14, 2022, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209; and

WHEREAS for the convenience and safety of the traveling public, it is necessary that within the area of abandonment, the State of Arizona, acting by and through its Department of Transportation, shall retain existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and shall reserve a perpetual easement for ingress, egress and maintenance of said existing facilities and structures, if any, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under ADOT control, as depicted in the attached Appendix "A" and on said maps and plans; and

WHEREAS this resolution is considered the conveying document for such right of way; and no further conveyance is legally required; and

WHEREAS this Board finds that public safety, necessity and convenience will be served by accepting the Deputy Director's report; therefore, be it

RESOLVED that the recommendation of the Deputy Director is adopted and made part of this resolution; be it further

July 15, 2022

RES. NO. 2022-07-A-029
PROJECT: 101L MA 023 F0121 / 101-B(213)S
HIGHWAY: PIMA FREEWAY
SECTION: Jct. I-17 - Pima Road
ROUTE NO.: State Route 101 Loop
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 081

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the City of Phoenix, in accordance with that certain 120-Day Advance Notice of Abandonment, dated March 14, 2022, and as provided in Arizona Revised Statutes §§ 28-7207, 28-7209 and 28-7210; be it further

RESOLVED that within the area of abandonment, the State of Arizona, acting by and through its Department of Transportation, hereby retains existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and reserves a perpetual easement for ingress, egress and maintenance of said existing facilities and structures, if any, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under ADOT control, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project; be it further

RESOLVED that this abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213; and that this resolution is the conveying document for the right of way abandoned herein; and no further conveyance is legally required; be it further

RESOLVED that the Deputy Director provide written notice to the City of Phoenix, evidencing the abandonment of the State's interest.

July 15, 2022

RES. NO. 2022-07-A-029
PROJECT: 101L MA 023 F0121 / 101-B(213)S
HIGHWAY: PIMA FREEWAY
SECTION: Jct. I-17 - Pima Road
ROUTE NO.: State Route 101 Loop
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 081

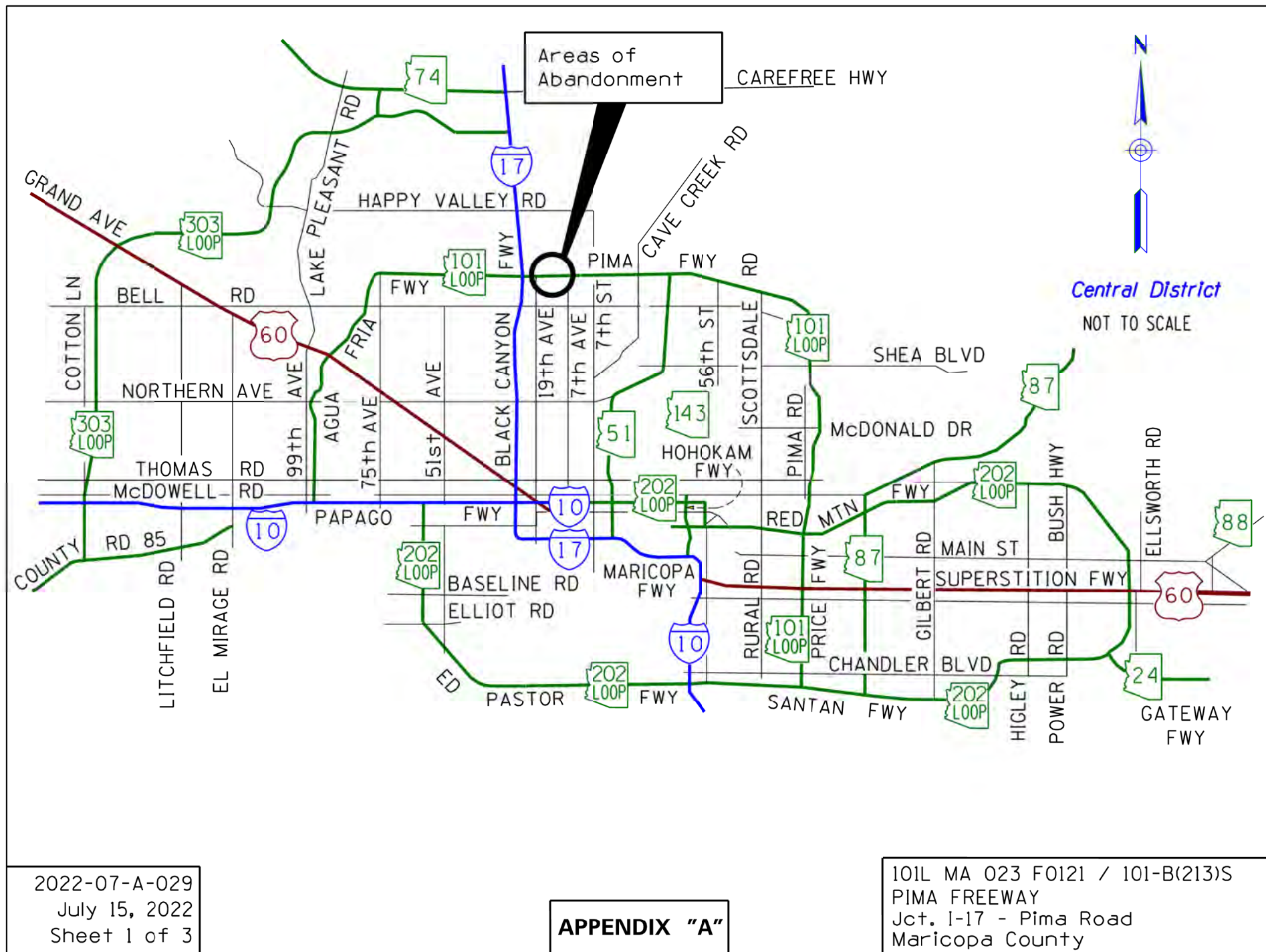
CERTIFICATION

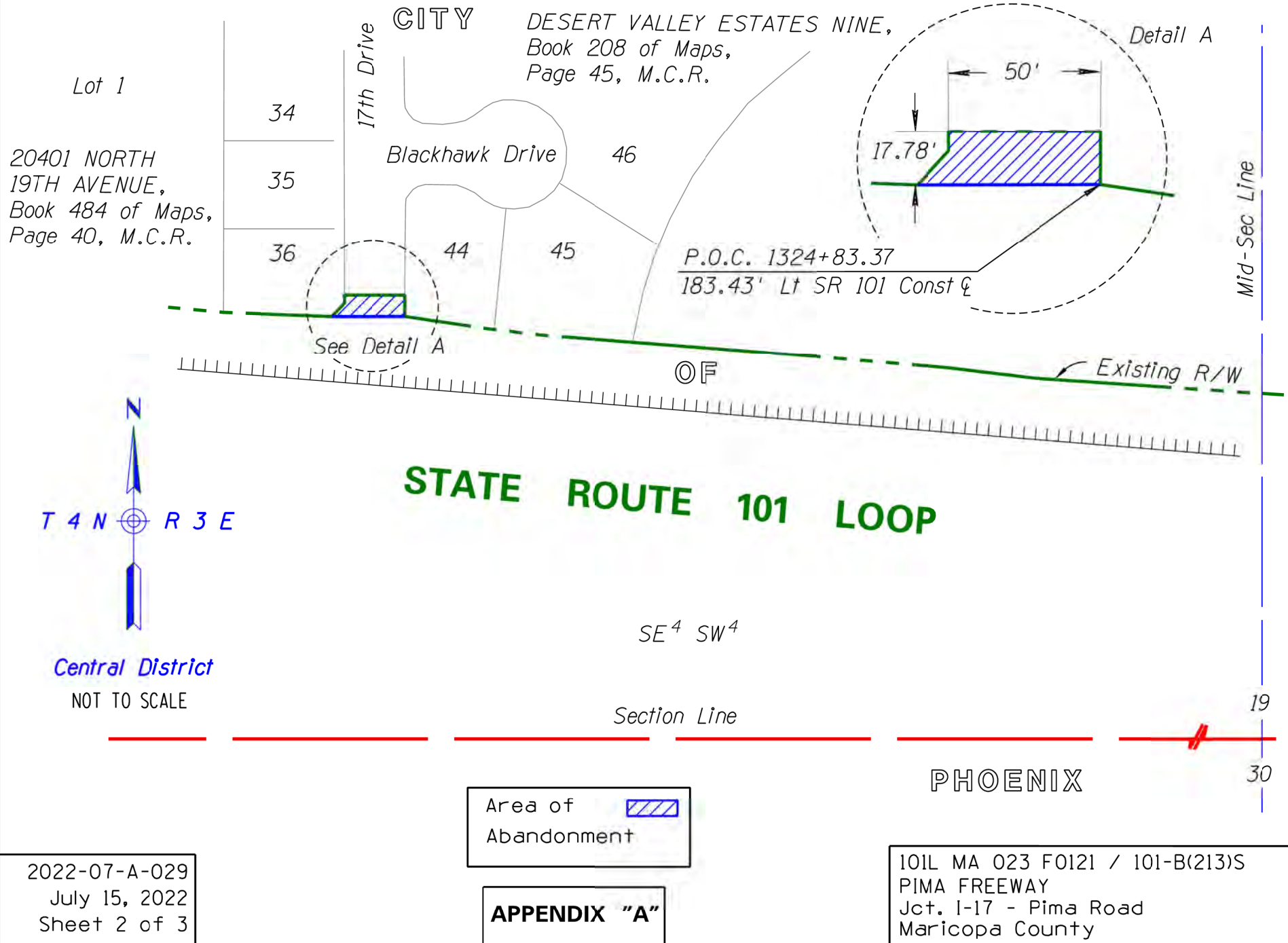
I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on July 15, 2022.

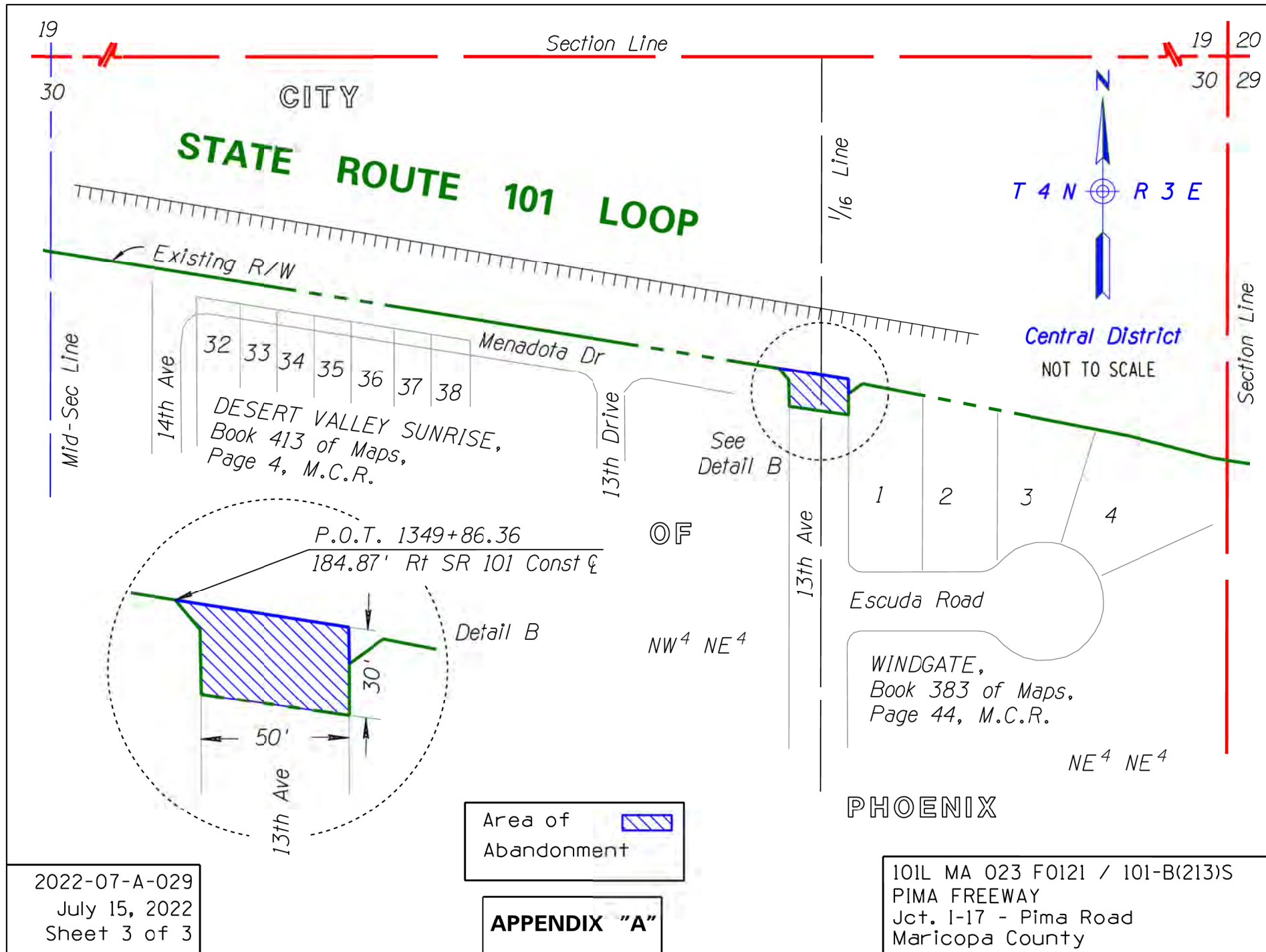
IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on July 15, 2022.

GREGORY D. BYRES, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

Seal







July 15, 2022

RES. NO. 2022-07-A-030
PROJECT: 010 MA 151 F0072 / 010-C(220)T
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: I-17 Split - S.R. 202L Santan
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7 - 12827

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment and improvement of a portion of the Phoenix-Casa Grande Highway, Interstate Route 10, within the above referenced project.

The existing alignment was previously established by Resolution of the Arizona State Highway Commission, dated June 08, 1945, shown on Page 70 of its Official Minutes. The Resolution of May 02, 1957, on Page 155 of the Official Minutes declared a controlled access highway. Resolution 61-78 of November 15, 1960, under Project I-10-3 established a controlled access state highway. Resolution 62-72 of January 26, 1962 established additional right of way as a state highway. Over the years, additional rights of way have been established as a state route and state highway by various Resolutions of the State Highway Commission, and thereafter by its successor, the Arizona State Transportation Board, which include numerous recent advance acquisitions for the above referenced improvement project. This section of the Phoenix-Casa Grande Highway was established as a controlled access state route by Resolution 2016-04-A-021 of April 15, 2016; by Resolution 2019-03-A-012, dated March 15, 2019; and by Resolution 2020-02-A-012, dated February 21, 2020. These and supplementary new rights of way were established as a controlled access state route and state highway for the above referenced project by Resolution 2021-03-A-011, dated March 19, 2021.

July 15, 2022

RES. NO. 2022-07-A-030
PROJECT: 010 MA 151 F0072 / 010-C(220)T
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: I-17 Split - S.R. 202L Santan
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7 - 12827

This project involves improvement of the existing right of way. Temporary construction easements outside the existing right of way are needed to accommodate design change and facilitate the ongoing construction phase of the above referenced project necessary to provide increased traffic capacity and enhanced convenience and safety for the traveling public.

Accordingly, it is now necessary to establish and acquire the temporary construction easement right of way needed.

The area of temporary construction easement right of way required for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans, PHOENIX-CASA GRANDE HIGHWAY, I-17 Split-S.R. 202L Santan, Project 010 MA 151 F0072 / 010-C(220)T".

In the interest of public safety, necessity and convenience, I recommend that the temporary construction easement right of way depicted in Appendix "A" be acquired in order to improve this portion of the Phoenix-Casa Grande Highway, Interstate Route 10.

I further recommend the acquisition of material for construction, haul roads and various easements necessary for or incidental to the improvement.

July 15, 2022

RES. NO. 2022-07-A-030
PROJECT: 010 MA 151 F0072 / 010-C(220)T
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: I-17 Split - S. R. 202L Santan
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7 - 12827

Pursuant to Arizona Revised Statutes §28-7046, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

GREGORY D. BYRES, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Group Titles Section, MD 612E
Phoenix, Arizona 85007-3212

July 15, 2022

RES. NO. 2022-07-A-030
PROJECT: 010 MA 151 F0072 / 010-C(220)T
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: I-17 Split - S.R. 202L Santan
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7 - 12827

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on July 15, 2022, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes §28-7046, recommending the establishment of temporary construction easement right of way necessary for the improvement of the Phoenix-Casa Grande Highway, Interstate Route 10, as set forth in the above referenced project.

This project involves improvement of the existing right of way. Temporary construction easements outside the existing right of way are needed to accommodate design change and facilitate the ongoing construction phase of the above referenced project necessary to provide increased traffic capacity and enhanced convenience and safety for the traveling public.

Accordingly, it is now necessary to establish and acquire the temporary construction easement right of way needed.

The area of temporary construction easement right of way required for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans, PHOENIX-CASA GRANDE HIGHWAY, I-17 Split-S.R. 202L Santan, Project 010 MA 151 F0072 / 010-C(220)T".

WHEREAS temporary construction easement right of way is needed beyond the existing right of way to provide increased traffic capacity and enhanced convenience and safety for the traveling public; and

July 15, 2022

RES. NO. 2022-07-A-030
PROJECT: 010 MA 151 F0072 / 010-C(220)T
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: I-17 Split - S.R. 202L Santan
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7-12827

WHEREAS because of these premises, this Board finds that public safety, necessity and convenience require the recommended improvement of said highway; therefore, be it

RESOLVED that the recommendation of the Deputy Director is adopted and made a part of this resolution; be it further

RESOLVED that the Deputy Director is hereby authorized to acquire by lawful means including condemnation authority, in accordance with Arizona Revised Statutes § 28-7092, temporary construction easements or such other interest as is required, including material for construction, haul roads, and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans; be it further

RESOLVED that the Deputy Director compensate the necessary parties for the temporary construction easement right of way to be acquired. Upon failure to acquire said lands by other lawful means, the Deputy Director is authorized to initiate condemnation proceedings.

July 15, 2022

RES. NO. 2022-07-A-030
PROJECT: 010 MA 151 F0072 / 010-C(220)T
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: I-17 Split - S.R. 202L Santan
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7 - 12827

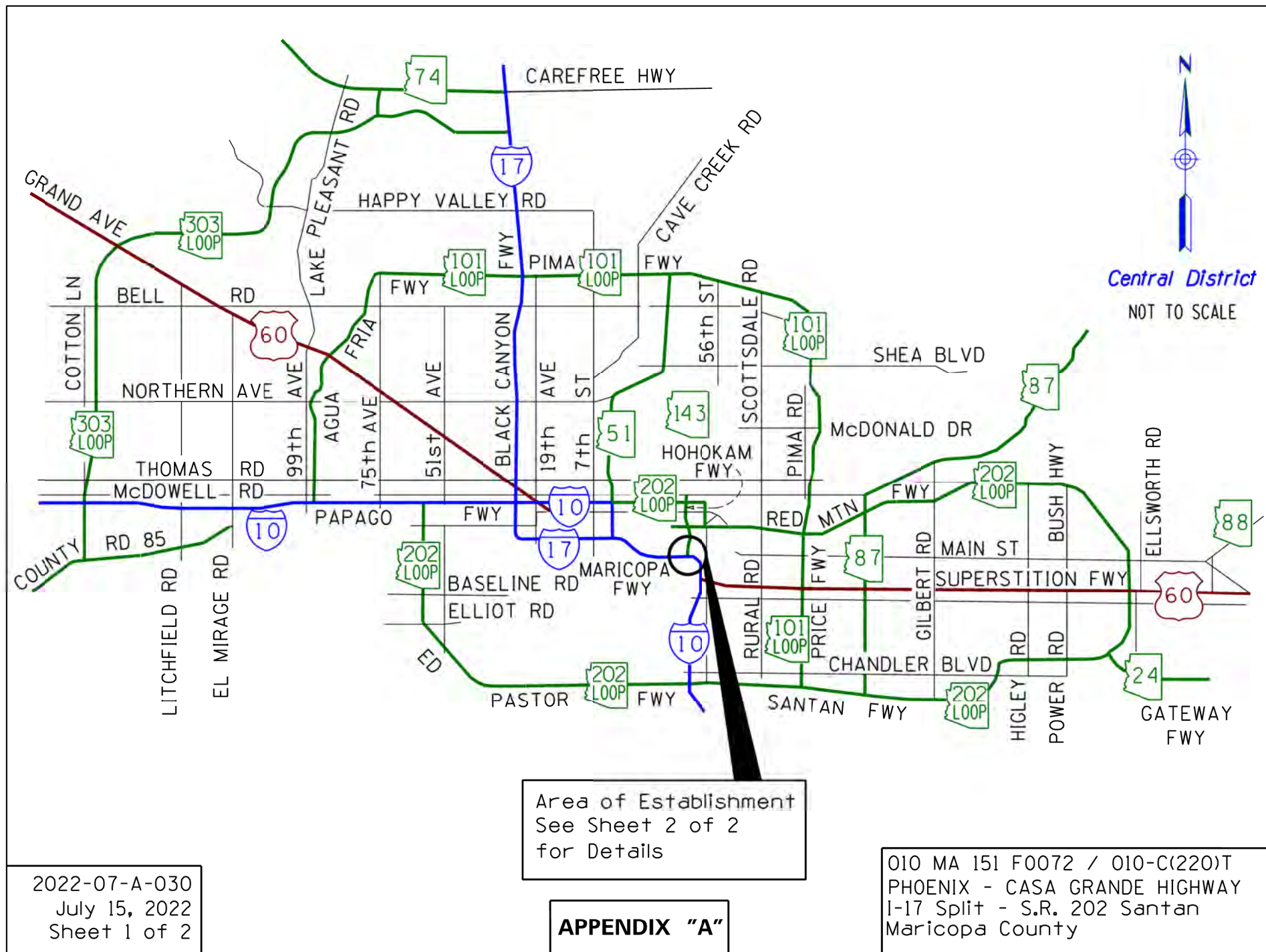
CERTIFICATION

I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on July 15, 2022.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on July 15, 2022.

GREGORY D. BYRES, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

Seal





Central District
NOT TO SCALE

CITY

19

Mid-Sec Line

28'
78'
28'

19 20

7-
12827

OF
NE⁴ SE⁴

28'
73'
28'

Existing R/W

S. R. 143 HOHOKAM EXPRESSWAY

CITY OF TEMPE

Section Line

Areas of
Temporary
Construction Easement

Elwood St

PHOENIX

19 20
30 29

2022-07-A-030
July 15, 2022
Sheet 2 of 2

APPENDIX "A"

010 MA 151 F0072 / 010-C(220)T
PHOENIX - CASA GRANDE HIGHWAY
I- 17 Split - S.R. 202 Santan
Maricopa County

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6a.

Route & MP:	SR 101L @ MP 8.0
Project Name:	CARDINAL WAY - SR 202 SAN TAN
Type of Work:	INSTALL CAMERAS
County:	Maricopa
District:	Central
Schedule:	FY 2022
Project:	F048401X TIP#: 101787
Project Manager:	Joan Lovell
Program Amount:	\$372,000
New Program Amount:	\$372,000
Requested Action:	Defer project to FY23.



08

1. PRB Meeting Date: 6/14/2022

2. Teleconference: No

3. Form Date / 5. Form By:

6/30/2022

Joan Lovell

4. Project Manager / Presenter:

Joan Lovell @ (602) 712-7754

1615 W Jackson St, , PM02 - 6003 SYSTEMS TECHNOLOGY

6. Project Name:

CARDINAL WAY - SR 202 SAN TAN

7. Type of Work:

INSTALL CAMERAS

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
VS1P	Central	101L	Maricopa	8.0	F048401X ?	56	101-A(216)T

16. Program Budget: \$372

17. Program Item #: 101787

18. Current Approved Program Budget:

\$372

18a. (+/-) Program Budget Request:

\$0

18b Total Program Budget After Request:

\$372

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
OTHR22	\$350	.	MAG ID 27048 SM&O DOT21-813
78822	\$22	TSM&O	Match for SM&O DOT 21-813

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
79922	(\$22)	.	
OTHR22	(\$350)	.	MAG CMAQ
78823	\$22	TSM&O	
OTHR23	\$350	.	MAG CMAQ

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 22

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 23

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN:	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	NOT APPLICABLE
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24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: NO

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Defer project to FY23

26. JUSTIFICATION OF REQUEST

The increase in Scope required more time to calculate the optimal placement of the Wrong-way Detection cameras than anticipated. The information for optimal placement will establish where equipment will be installed. That document will be submitted so the Clearances can be obtained.

This is a Procurement Project to be installed by ADOT forces.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN FY

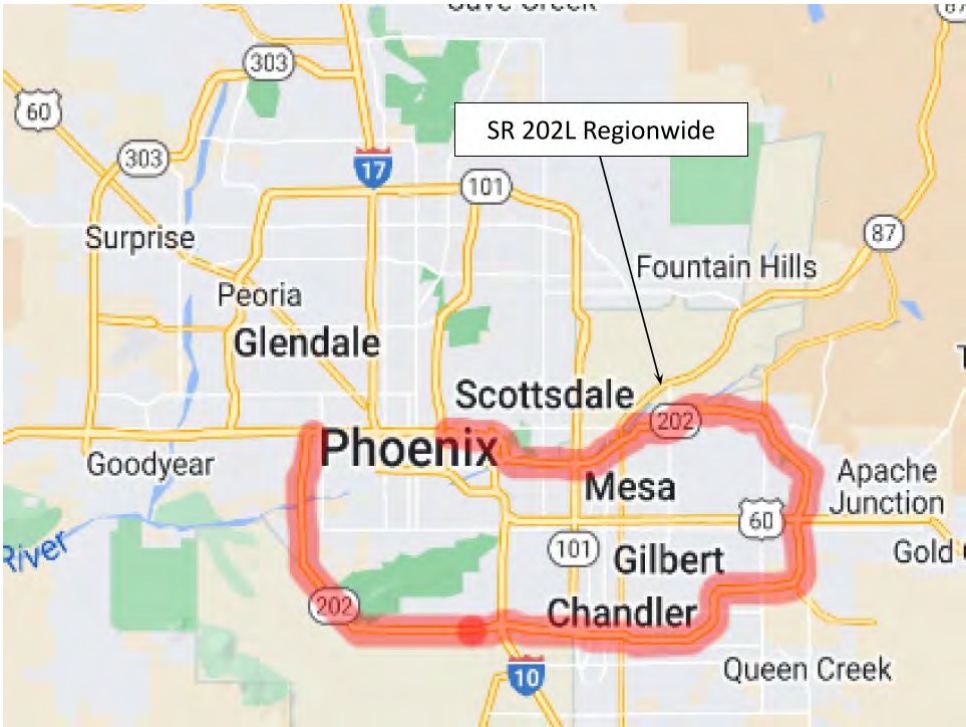
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 6/29/2022



PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6b.	Route & MP:	SR 202L @ MP 0.1
	Project Name:	LOOP 202 REGIONWIDE
	Type of Work:	INSTALL WRONG WAY CAMERAS
	County:	Maricopa
	District:	Central
	Schedule:	FY 2022
	Project:	F048501X TIP#: 101797
	Project Manager:	Joan Lovell
	Program Amount:	\$340,000
	New Program Amount:	\$340,000
	Requested Action:	Defer project to FY23.



09

1. PRB Meeting Date: 6/14/2022

2. Teleconference: No

3. Form Date / 5. Form By:

6/30/2022

Joan Lovell

4. Project Manager / Presenter:

Joan Lovell @ (602) 712-7754

1615 W Jackson St, , PM02 - 6003 SYSTEMS TECHNOLOGY

6. Project Name:

LOOP 202 REGIONWIDE

7. Type of Work:

INSTALL WRONG WAY CAMERAS

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
YB1P	Central	202L	Maricopa	0.1	F048501X ?	78	202-A(208)T

16. Program Budget: \$340

17. Program Item #: 101797

18. Current Approved Program Budget:

\$340

18a. (+/-) Program Budget Request:

\$0

18b Total Program Budget After Request:

\$340

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
78822	\$20	TSM&O	.
OTHR22	\$320	.	MAG CMAQ

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
79922	(\$20)	.	.
OTHR22	(\$320)	.	MAG CMAQ
78823	\$20	TSM&O	.
OTHR23	\$320	.	MAG CMAQ

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 22

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 23

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN:	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	NOT APPLICABLE
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24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: NO

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Defer project to FY23

26. JUSTIFICATION OF REQUEST

The increase in scope required more time to calculate the optimal placement of the wrong-way detection Cameras than anticipated. The information for optimal placement will establish the location the equipment will be installed. That documentation will be submitted so the clearances can be obtained.

This is a Procurement Project to be installed by ADOT forces.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN FY

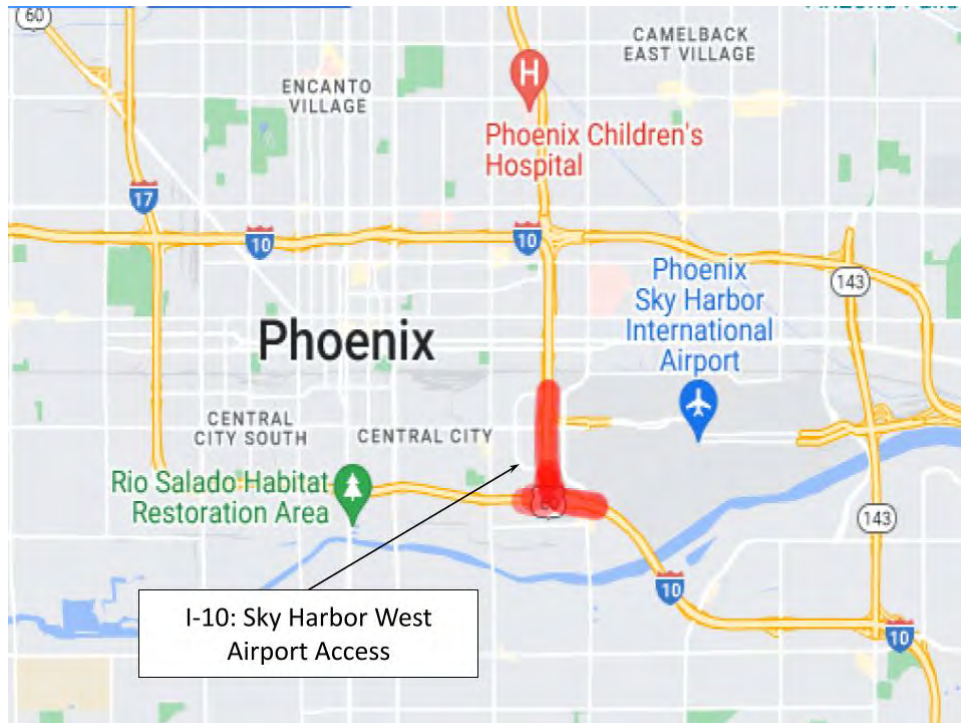
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 6/29/2022

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6c.	Route & MP:	I-10 @ MP
	Project Name:	10: Sky Harbor West Airport Access
	Type of Work:	Airport Access Improvements
	County:	Maricopa
	District:	Central
	Schedule:	FY 2022
	Project:	_ TIP#: 8884
	Project Manager:	Lisa Danka
	Program Amount:	\$2,500,000
	New Program Amount:	\$2,500,000
	Requested Action:	Defer Project to FY23.



03

1. PRB Meeting Date: 6/14/2022

2. Teleconference: No

3. Form Date / 5. Form By:

6/16/2022

Lisa Danka

4. Project Manager / Presenter:

Lisa Danka @ (602) 712-4675

1611 W Jackson St, 200B - 4210 MPD PLANNING TEAM

6. Project Name:

10: Sky Harbor West Airport Access

7. Type of Work:

Airport Access Improvements

8. CPSID: MC10 9. District: Central 10. Route: 10 11. County: Maricopa 12. Beg MP: 13. TRACS #: - ? 14. Len (Mi.): 15. Fed Id #:

16. Program Budget: \$2,500

17. Program Item #: 8884

18. Current Approved Program Budget:

\$2,500

18a. (+/-) Program Budget Request:

\$0

18b Total Program Budget After Request:

\$2,500

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
8884	\$2,500		RARF funds for predesign and env

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
49922	(\$2,500)		RARF funds for predesign and env
49923	\$2,500		RARF funds for predesign and env

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 22

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 23

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED:

NO

ADV: NO



PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE:

NO

24f. MATERIALS MEMO COMP:

NO

24g. U&RR CLEARANCE:

NO

24h. C&S CLEARANCE:

NO

24i. R/W CLEARANCE:

NO

24j. CUSTOMIZED SCHEDULE:

NO

24k. SCOPING DOCUMENT:

NO

25. DESCRIPTION OF REQUEST

Defer Project to FY23.

26. JUSTIFICATION OF REQUEST

MAG Regional Council approved deferring the project for Pre-design and environmental to FY 23 on 5/25/22. No change was made for design, ROW or construction.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN FY

APPROVED / RECOMMENDED ACTIONS:REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 6/29/2022**PRB APPROVED**

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6d.	Route & MP:	Local Road
	Project Name:	GOLF COURSE RD AND COTTONWOOD WASH RD
	Type of Work:	SHOULDERS AND RUMBLE STRIPS
	County:	Graham
	District:	Southeast
	Schedule:	FY 20 22
	Project:	T030501C TIP#: 101014
	Project Manager:	Pedram Shafieian
	Program Amount:	\$2,176,000
	New Program Amount:	\$2,176,000
	Requested Action:	Defer the Project to FY23.



03

1. PRB Meeting Date: 6/21/2022

2. Teleconference: No

3. Form Date / 5. Form By:

6/21/2022

Pedram Shafieian

4. Project Manager / Presenter:

Pedram Shafieian @ (602) 712-8166

205 S 17th Ave, 068R - 4983 PROJECT MANAGEMENT

6. Project Name:

GOLF COURSE RD AND COTTONWOOD WASH RD

7. Type of Work:

SHOULDERS AND RUMBLE STRIPS

8. CPSID:

PM1P

9. District:

Southeast

10. Route:

0000

11. County:

Graham

12. Beg MP:

GGH

13. TRACS #:

T030501C

14. Len (Mi.):

3.9

15. Fed Id #:

HSIPGGH-0(207)T

16. Program Budget: \$2,176

17. Program Item #: 101014

18. Current Approved Program Budget:

\$2,176

18a. (+/-) Program Budget Request:

\$0

18b Total Program Budget After Request:

\$2,176

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
70122	\$123	MODERNIZATION	100pct HSIP Rumble strip and striping
70122	\$1,866	MODERNIZATION	94.3pct HSIP Shoulder work
OTHR22	\$113	.	5.7pct Local match
OTHR22	\$74	.	100pct Local Contribution

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
70122	(\$123)	MODERNIZATION	100pct HSIP Rumble strip and striping
70122	(\$1,866)	MODERNIZATION	94.3pct HSIP Shoulder work
OTHR22	(\$113)	.	5.7pct Local match
OTHR22	(\$74)	.	100pct Local contribution
70123	\$123	MODERNIZATION	100pct HSIP Rumble strip and striping
70123	\$1,866	MODERNIZATION	94.3pct HSIP Shoulder work
OTHR23	\$113	.	5.7pct pct Local match
OTHR23	\$74	.	100pct Local Contribution

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 22

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 23

22A. REQUEST BID READY:

23A. REQUEST ADV DATE: 9/19/2022

20. JPA #'s: IGA-21-0008099-I SIGNED: YES ADV: YES

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE V

24e. ENVIRONMENTAL CLEARANCE: YES

24f. MATERIALS MEMO COMP: YES

24g. U&RR CLEARANCE: YES

24h. C&S CLEARANCE: YES

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: YES

24k. SCOPING DOCUMENT: YES

25. DESCRIPTION OF REQUEST

Defer the Project to FY23

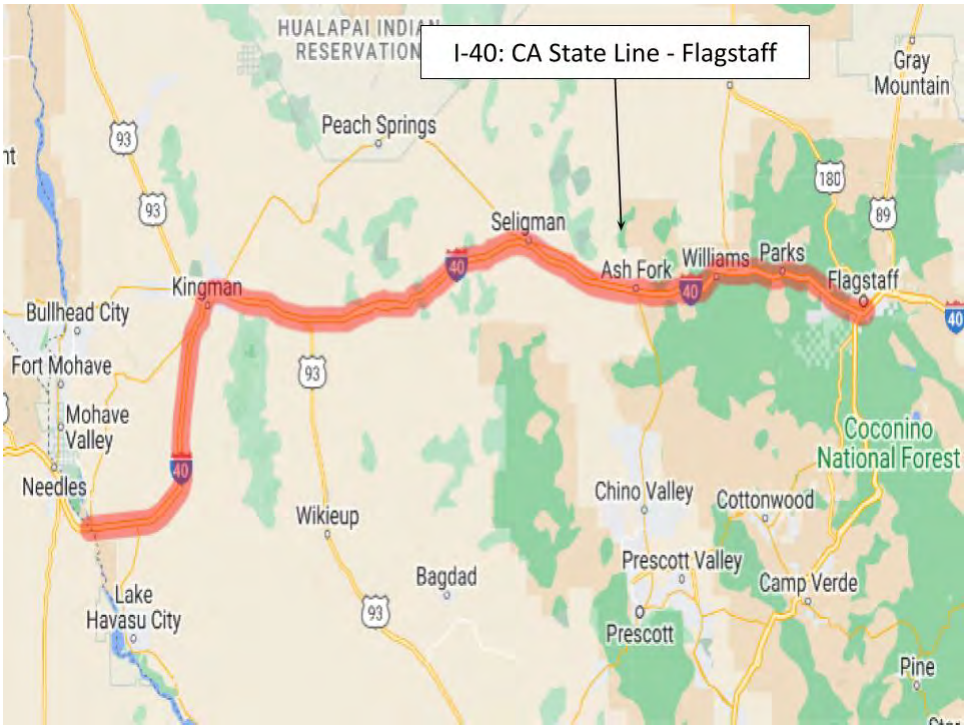
26. JUSTIFICATION OF REQUEST

BLM will provide their concurrence for the work that will be performed in their ROW by the end of August 2022. ROW clearance will be issued then. The Local Funds have been received and the package will be ready as soon as the ROW clearance is provided.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**CHANGE IN SCHEDULE
CHANGE IN FY**APPROVED / RECOMMENDED ACTIONS:**REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 6/29/2022**PRB APPROVED**

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6e.	Route & MP:	I-40 @ MP 0.0
	Project Name:	CA STATE LINE - FLAGSTAFF
	Type of Work:	BROADBAND INFRASTRUCTURE
	County:	Mohave
	District:	Northwest
	Schedule:	
	Project:	F049901D TIP#: 103368
	Project Manager:	Madhav Mundle
	Program Amount:	\$0
	New Program Amount:	\$5,000,000
	Requested Action:	Establish new project.



04

1. PRB Meeting Date: 6/21/2022

2. Teleconference: No

3. Form Date / 5. Form By:

6/22/2022

Madhav Mundle

4. Project Manager / Presenter:

Madhav Mundle @ (602) 712-2132

205 S 17th Ave, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:

CA STATE LINE - FLAGSTAFF

7. Type of Work:

BROADBAND INFRASTRUCTURE

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
WC1P	Northwest	40	Mohave	0.0	F049901D ?	197.0	040-A(OFA)T

16. Program Budget: \$0

17. Program Item #: 103368

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$5,000

18b Total Program Budget After Request:

\$5,000

CURRENTLY APPROVED:**19. BUDGET ITEMS:****CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
OTHR23	\$5,000		State Fiscal Recovery Funds (SFRF)

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN:	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	NOT APPLICABLE
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24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: NO

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Establish new project.

26. JUSTIFICATION OF REQUEST

This project will design Broadband infrastructure on I-40 from the California State line to I-17/I-40 system TI in Flagstaff.

Staff - \$1,524K

Consultant - \$3,000K

ICAP - \$476K

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 6/29/2022


STATE ENGINEER'S REPORT

June 2022

The Status of Projects Under Construction report for June 2022 shows 99 projects under construction valued at \$2,036,821,166.94. The transportation board awarded 14 projects during June valued at approximately \$37.6 million.

During June, the Department finalized 9 projects valued at \$73,533,279.39. Projects where the final cost exceeded the contractors bid amount by more than 5% are detailed in your board package.

Fiscal Year to date we have finalized 83 projects. The total cost of these 83 projects has exceeded the contractors bid amount by 2.1%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to -0.3%.

MONTHLY CONSTRUCTION REPORT

June 2022

PROJECTS UNDER CONSTRUCTION	99
MONETARY VALUE OF CONTRACTS	\$2,036,821,166.94
PAYMENTS MADE TO DATE	\$921,567,707.08
STATE PROJECTS	85
LOCAL GOVERNMENT	14
OTHER	
CONTRACTS EXECUTED IN FEBRUARY 2022	10
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$38,096,013.11

FIELD REPORTS SECTION

EXT. 7301

Accumulation to Date (Fiscal Year 2022 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
78	\$599,924,927.64	\$595,557,987.12	\$608,253,338.10	\$12,695,350.98	2.1%

Prepared By:

DocuSigned by:

Ladd Bouts

7/5/2022

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Field Reports Unit, X7301

Checked By:

DocuSigned by:

Irene Del Castillo

7/5/2022

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Irene Del Castillo, Manager

Field Reports Unit, X7301

Completed Contracts (Fiscal Year 2022)

June, 2022

<u>Totals</u>	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
# of Projects: 9	9	\$66,248,819.56	\$69,371,017.83	\$73,533,279.39
		<u>Monetary</u>		<u>Monetary</u>
		\$3,122,198.27		\$4,162,261.56

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2022
June, 2022

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
019-A-(239)T F013201C	I-19 AJO WAY TI - SR 86 SouthCent District						
Working Days: 745 = 560	+ 10 + 39 + 38 + 68 + 30						
Days Used: 739							
			FNF CONSTRUCTION, INC.	Low Bid = \$4,935,580.06 or 18.24% over State Estimate			
		27,056,131.50		\$31,991,711.56	\$34,540,130.41	\$2,548,418.85	8.0 %
GIL-0-(216)T T011801C	NEELY ST AND UPRR MAINLINE - 1 Central District						
Working Days: 342 = 280	+ 62						
Days Used: 342							
			C S CONSTRUCTION, INC.	Low Bid = \$751,306.00 or 27.56% over State Estimate			
		2,726,471.00		\$3,477,777.00	\$3,579,039.44	\$101,262.44	2.9 %
008-A-(233)T F009201C	Avenue 36E - MP 46 SouthWest District						
Working Days: 200							
Days Used: 200							
			FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	Low Bid = (\$2,581,053.55) or 22.86% under State Estimate			
		11,292,164.66		\$8,711,111.11	\$9,314,932.03	\$603,820.92	6.9 %
010-C-(216)T F011301C	SR 587 - SR 387 Central District						
Working Days: 315							
Days Used: 300							
			FANN CONTRACTING, INC	Low Bid = (\$7,022.35) or 0.04% under State Estimate			
		15,644,050.10		\$15,637,027.75	\$16,241,307.37	\$604,279.62	3.9 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2022
June, 2022

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
MAR-0-(208)T T013101C Working Days: 180 Days Used: 166	Porter Road - Farrell Rd. to 1 Central District						
		2,545,313.10	COMBS CONSTRUCTION COMPANY, INC.	Low Bid = (\$783,596.56) or 30.79% under State Estimate \$1,761,716.54	\$1,795,121.16	\$33,404.62	1.9 %
MM0-0-(218)T T017501C Working Days: 94 = 90 + 4 Days Used: 92	COURTWRIGHT AND PIERCE FERRY R NorthWest District						
		629,670.00	SUNLINE CONTRACTING, LLC	Low Bid = (\$107,069.68) or 17.00% under State Estimate \$522,600.32	\$643,485.69	\$120,885.37	23.1 %
160-A-(209)T F024301C Working Days: 213 = 150 + 7 + 56 Days Used: 195	WARRIOR DRIVE - MP 324.5 NorthCent District						
		630,237.00	Mountain High Excavating, LLC	Low Bid = \$77,462.00 or 12.29% over State Estimate \$707,699.00	\$691,886.95	(\$15,812.05)	-2.2 %
069-A-(219)T F026901C Working Days: 85 Days Used: 83	SR69 and Spring Lane Intersect NorthWest District						
		601,236.00	COMBS CONSTRUCTION COMPANY, INC.	Low Bid = (\$31,955.25) or 5.31% under State Estimate \$569,280.75	\$537,057.56	(\$32,223.19)	-5.7 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2022
 June, 2022

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
040-A-(228)T F016201C	I40 Misc Bridge Deck Rehab NW NorthWest District						
Working Days: 255 Days Used: 244							
			FNF CONSTRUCTION, INC.	Low Bid =	\$868,547.60 or 16.95% over State Estimate		
		5,123,546.20		\$5,992,093.80	\$6,190,318.78	\$198,224.98	3.3 %

FINAL COST VS BID ADJUSTED

FISCAL YEAR 2022.

<u>LESS ADJUSTMENTS FOR</u>								
<u>MONTH</u>	<u>CUMULATIVE FINAL COST</u>	<u>REVISIONS/ OMISSIONS #4 & #5</u>	<u>INCENTIVE/ BONUS #7</u>	<u>ADD'L WORK PD OTHERS #3</u>	<u>CUMULATIVE ADJ</u>	<u>CUMULATIVE BID AMOUNT</u>	<u>ADJUSTED FINAL COST</u>	<u>ADJ CUM</u>
Jul-21	\$ 13,114,728	\$ 243,287	\$ (7,189)	\$ 69,966	\$ 306,064	\$ 12,739,896	\$ 12,808,665	0.5%
Aug-21	\$ 159,659,933	\$ 2,730,400	\$ 500,755	\$ 1,096,935	\$ 4,634,153	\$ 152,575,285	\$ 155,025,780	1.6%
Sep-21	\$ 209,786,828	\$ 709,024	\$ 122,004	\$ -	\$ 5,465,181	\$ 195,717,714	\$ 204,321,647	4.4%
Oct-21	\$ 244,205,723	\$ 246,754	\$ 758,388	\$ -	\$ 6,470,322	\$ 229,753,407	\$ 237,735,400	3.5%
Nov-21	\$ 245,689,111	\$ 75,870	\$ -	\$ -	\$ 6,546,192	\$ 231,093,038	\$ 239,142,919	3.5%
Dec-21	\$ 275,836,516	\$ 211,887	\$ 738,037	\$ -	\$ 7,496,116	\$ 262,688,005	\$ 268,340,400	2.2%
Jan-22	\$ 291,015,962	\$ 36,891	\$ 245,023	\$ -	\$ 7,778,030	\$ 278,914,736	\$ 283,237,932	1.6%
Feb-22	\$ 293,995,890	\$ 27,544	\$ (5,065)	\$ -	\$ 7,800,509	\$ 281,943,678	\$ 286,195,381	1.5%
Mar-22	\$ 409,048,925	\$ 1,266,749	\$ 247,727	\$ -	\$ 9,314,985	\$ 401,975,251	\$ 399,733,940	-0.6%
Apr-22	\$ 440,623,215	\$ 568,414	\$ 405,612	\$ 3,846	\$ 10,292,857	\$ 434,648,975	\$ 430,330,358	-1.0%
May-22	\$ 534,720,059	\$ 867,583	\$ 1,222,741	\$ -	\$ 12,383,181	\$ 526,186,969	\$ 522,336,878	-0.7%
Jun-22	\$ 608,253,338	\$ 1,348,425	\$ 985,623	\$ 9,428	\$ 14,726,657	\$ 595,557,987	\$ 593,526,681	-0.3%
		\$ 8,332,827	\$ 5,213,655	\$ 1,180,175	\$ 14,726,657			

Contracts: (Action as Noted)

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

*ITEM 8a: BOARD DISTRICT NO.: 6

BIDS OPENED: JUNE 24, 2022

HIGHWAY: TOPOCK – KINGMAN HIGHWAY (I-40)

SECTION: CA BORDER – MP 2.40

COUNTY: MOHAVE

ROUTE NO.: I-40

PROJECT : TRACS: 040-A-NFA: 040 MO 000 F046401C

FUNDING: 100% STATE

LOW BIDDER: FNF CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 2,140,452.75

STATE ESTIMATE: \$ 1,277,846.95

\$ OVER ESTIMATE: \$ 862,605.80

% OVER ESTIMATE: 67.5%

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 1

RECOMMENDATION: REJECT ALL BIDS



*ITEM 8b: BOARD DISTRICT NO.: 4

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BIDS OPENED: JUNE 24, 2022

HIGHWAY: PHOENIX – GLOBE HWY (US 60)

SECTION: US 60; NORTH CHERRY AVE. TO RADANOVICH BLVD.

COUNTY: GILA

ROUTE NO.: US 60

PROJECT : TRACS: 060-D(222)T: 060 GI 247 F035201C

FUNDING: 100% FEDS

LOW BIDDER: UTILITY CONSTRUCTION COMPANY, INC.

LOW BID AMOUNT: \$ 293,387.28

STATE ESTIMATE: \$ 237,970.00

\$ OVER ESTIMATE: \$ 55,417.28

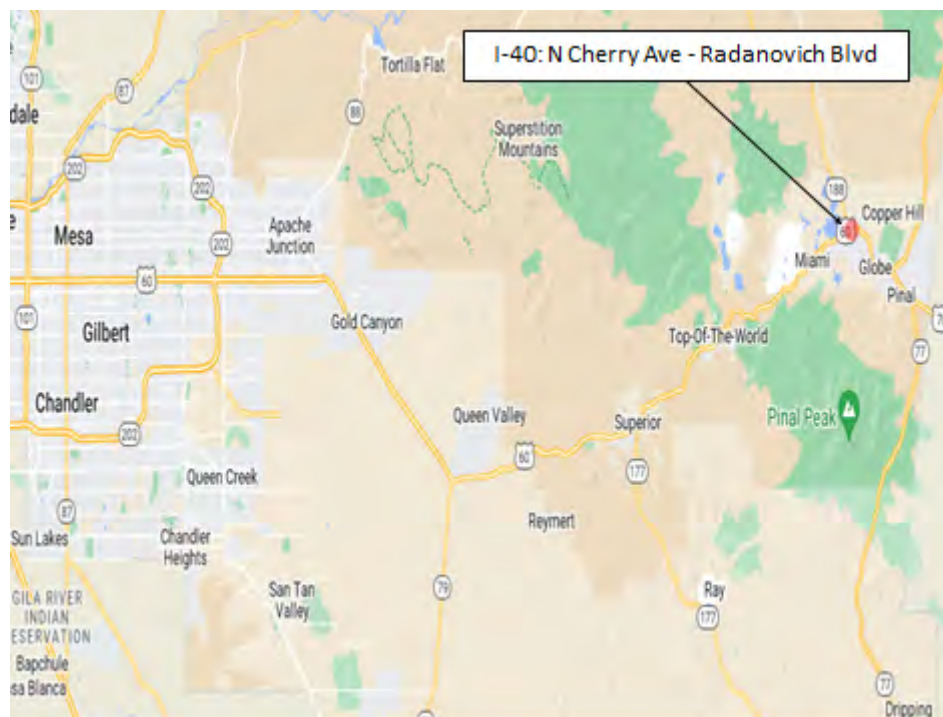
% OVER ESTIMATE: 23.3%

PROJECT DBE GOAL: 1.77%

BIDDER DBE PLEDGE: 68.68%

NO. BIDDERS: 1

RECOMMENDATION: AWARD



*ITEM 8c: BOARD DISTRICT NO.: 4

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BIDS OPENED: JUNE 24, 2022

HIGHWAY: GLOBE – LORDSBURG HIGHWAY (US 70)

SECTION: TRIBAL ROAD 420 TO COOLIDGE DAM

COUNTY: GRAHAM

ROUTE NO.: US 70

PROJECT : TRACS: 070-A-NFA: 070 GH 279 F045501C

FUNDING: 100% STATE

LOW BIDDER: FNF CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 7,639,743.30

STATE ESTIMATE: \$ 6,331,957.10

\$ OVER ESTIMATE: \$ 1,307,786.20

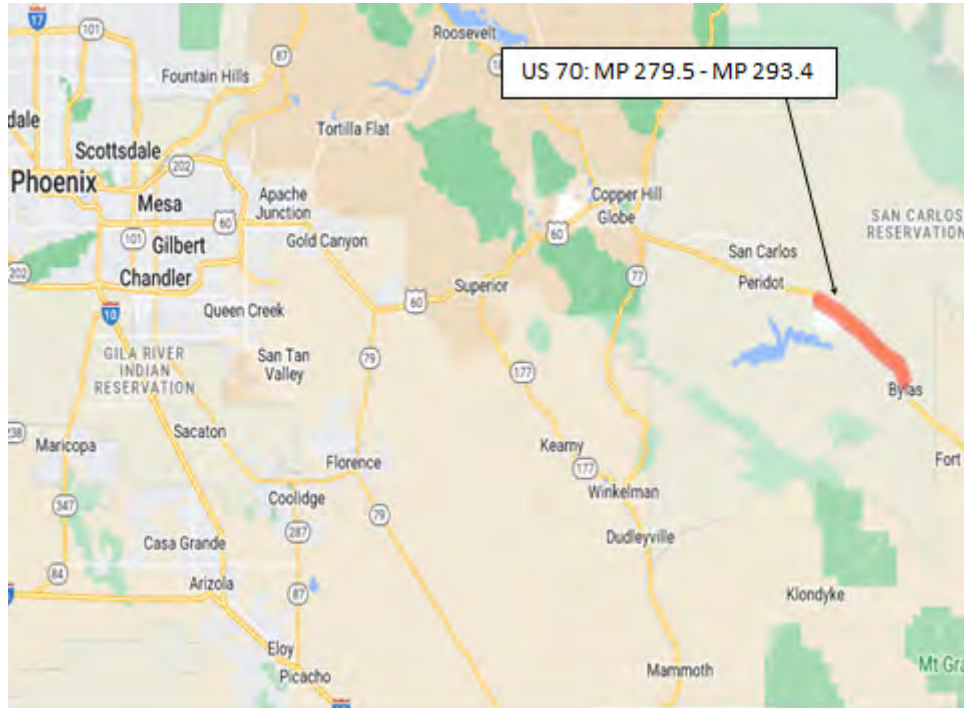
% OVER ESTIMATE: 20.7%

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 2

RECOMMENDATION: AWARD



*ITEM 8d: BOARD DISTRICT NO.: 6

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BIDS OPENED: JUNE 10, 2022

HIGHWAY: QUARTZSITE – PARKER – TOPOCK HIGHWAY (SR 95)

SECTION: CHEMEHUEVI AVE – BEACON RD

COUNTY: LA PAZ

ROUTE NO.: SR 95

PROJECT : TRACS: 095-C(225)T: 095 LA 144 F041201C

FUNDING: 100% FEDS

LOW BIDDER: FISHER SAND & GRAVEL CO.

LOW BID AMOUNT: \$ 1,255,000.00

STATE ESTIMATE: \$ 1,526,621.75

\$ UNDER ESTIMATE: \$ 271,621.75

% UNDER ESTIMATE: 17.8%

PROJECT DBE GOAL: 3.24%

BIDDER DBE PLEDGE: 3.51%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



*ITEM 8e: BOARD DISTRICT NO.: 5

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BIDS OPENED: JUNE 10, 2022

HIGHWAY: TUBA CITY – WINDOW ROCK HIGHWAY (SR 264)

SECTION: COUNTY LINE – BIA 503

COUNTY: NAVAJO

ROUTE NO.: SR 264

PROJECT : TRACS: 264-A-NFA: 264 NA 360 F046601C

FUNDING: 100% STATE

LOW BIDDER: SUNLAND ASPHALT & CONSTRUCTION, LLC.

LOW BID AMOUNT: \$ 4,250,000.00

STATE ESTIMATE: \$ 3,693,730.35

\$ OVER ESTIMATE: \$ 556,269.65

% OVER ESTIMATE: 15.1%

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 2

RECOMMENDATION: AWARD



*ITEM 8f: BOARD DISTRICT NO.: STATEWIDE

Page 285

BIDS OPENED: JUNE 24, 2022

HIGHWAY: NORTHWEST REGION (I-40 AND I-17)

SECTION: STATEWIDE VARIOUS LOCATIONS

COUNTY: STATEWIDE

ROUTE NO.: I-40 AND I-17

PROJECT : TRACS: 999-A(555)T: 999 SW 000 F043201C

FUNDING: 100% FED

LOW BIDDER: TECHNOLOGY CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 1,037,238.00

STATE ESTIMATE: \$ 706,974.70

\$ OVER ESTIMATE: \$ 330,263.30

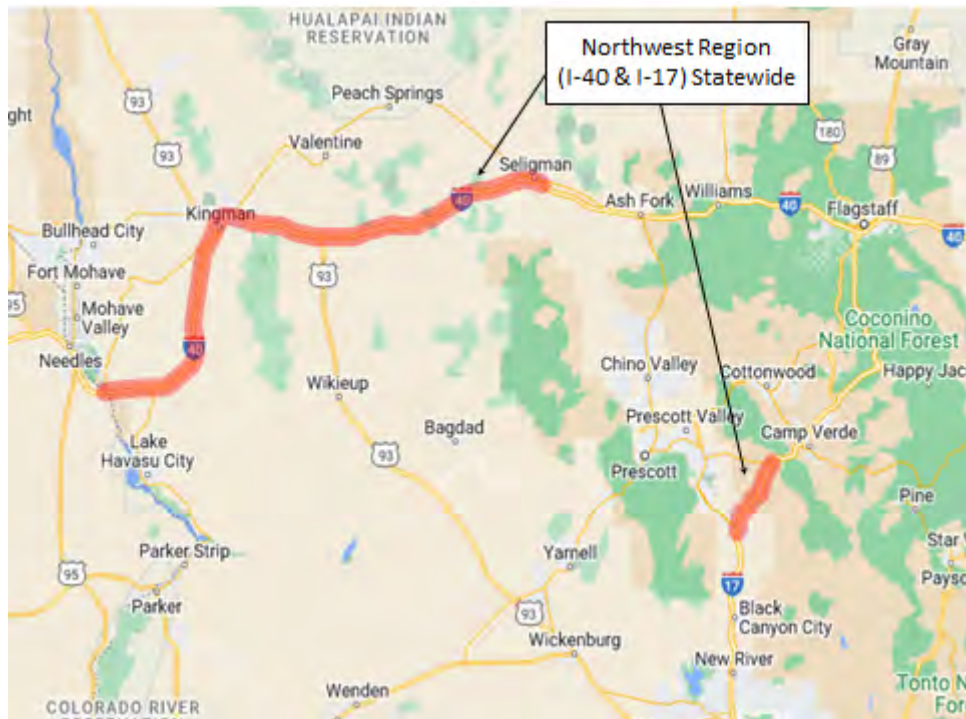
% OVER ESTIMATE: 46.7%

PROJECT DBE GOAL: 3.83%

BIDDER DBE PLEDGE: 4.63%

NO. BIDDERS: 1

RECOMMENDATION: REJECT ALL BIDS



*ITEM 8g: BOARD DISTRICT NO.: 6

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BIDS OPENED: JUNE 24, 2022

HIGHWAY: QUARTZSITE – PARKER – TOPOCK HWY (SR 95)

SECTION: RIVERSIDE DRIVE – BILL WILLIAMS RIVER BRIDGE

COUNTY: LA PAZ

ROUTE NO.: SR 95

PROJECT : TRACS: 095-C(224)T: 095 LA 155 F041901C

FUNDING: 94.30% FEDS 5.70% STATE

LOW BIDDER: PAVECO, INC.

LOW BID AMOUNT: \$ 2,272,418.90

STATE ESTIMATE: \$ 2,281,473.75

\$ UNDER ESTIMATE: \$ 9,054.85

% UNDER ESTIMATE: 0.4%

PROJECT DBE GOAL: 3.54%

BIDDER DBE PLEDGE: 9.01%

NO. BIDDERS: 2

RECOMMENDATION: AWARD (DBE DISCREPANCY IDENTIFIED. A LETTER IS EXPECTED TO BE SENT OUT TO THE LOW BIDDER SOON.)



ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

340 Calendar Days

The proposed project is located in Maricopa County, within the City of Phoenix, on Interstate 17, beginning at Milepost 208.25 (Arizona Canal) and extending north along I-17 to Milepost 216.57 (Scatter Wash). The proposed work consists of milling AR-ACFC, repairing PCCP pavement, diamond grinding the surface of existing concrete pavement, installing pavement marking, and other related work.

Bid Opening Date : 6/24/2022, Prequalification Required, Engineer Specialist : Brandon Campbell

Project No.	Highway Termini	Location	Item
017 MA 208 F034101C 017-A-(258)T	PHOENIX - CORDES JCT HIGHWAY (I-17)	DUNLAP AVE TO DEER VALLEY RD Central District	101690

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$15,972,375.81	EMERY SAPP & SONS, INC. AND SUBSIDIARIES	2301 I-70 DRIVE NW COLUMBIA, MO 65202-
	\$16,866,955.10	DEPARTMENT	
2	\$17,995,002.05	PULICE CONSTRUCTION, INC.	8660 E. HARTFORD DRIVE, SUITE 305 SCOTTSDALE, AZ 85255-
3	\$20,981,482.90	ACME CONCRETE PAVING, INC.	4124 E. BROADWAY SPOKANE, WA 99202-

Apparent Low Bidder is 5.3% Under Department Estimate (Difference = (\$894,579.29))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 24, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO 017 MA 208 F0341 01C
PROJECT NO 017-A(258)T
TERMINI PHOENIX – CORDES JCT HIGHWAY (I-17)
LOCATION DUNLAP AVE TO DEER VALLEY RD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-17	208.25 to 216.57	CENTRAL	101690

The amount programmed for this contract is \$24,000,000. The location and description of the proposed work are as follows:

The proposed project is located in Maricopa County, within the City of Phoenix, on Interstate 17, beginning at Milepost 208.25 (Arizona Canal) and extending north along I-17 to Milepost 216.57 (Scatter Wash). The proposed work consists of milling AR-ACFC, repairing PCCP pavement, diamond grinding the surface of existing concrete pavement, installing pavement marking, and other related work.

The time allowed for the completion of the work included in this contract will be 340 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 5.17.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 5/26/2022

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

65 Working Days

The proposed project is located in Maricopa County on SR 87 between milepost 201.10 and 204.30, northeast of Fountain Hills. The work consists of removing the existing asphalt-rubber asphaltic concrete friction course (AR-ACFC) by milling and replacing with new AR-ACFC. The work also includes milling the existing pavement and replacing with new asphaltic concrete (AC) and AR-ACFC for spot repair, pavement marking, and other related work.

Bid Opening Date : 6/3/2022, Prequalification Required, Engineer Specialist : Vian Rashid

Project No.	Highway Termini	Location	Item
087 MA 201 F041001C 087-B-(227)T	MESA-PAYSON HIGHWAY (SR 87)	Old Bush Hwy - Cline Cabin Rd Central District	102294

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$1,488,835.84	PAVECO, INC.	P.O. BOX 1067 SUN CITY, AZ 85372-
2	\$1,530,000.00	NESBITT CONTRACTING CO., INC.	100 SOUTH PRICE ROAD TEMPE, AZ 85281-
	\$1,626,602.60	DEPARTMENT	
3	\$1,687,375.84	CACTUS TRANSPORT, INC.	8211 WEST SHERMAN STREET TOLLESON, AZ 85353-

Apparent Low Bidder is 8.5% Under Department Estimate (Difference = (\$137,766.76))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 03, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO 087 MA 201 F0410 01C
PROJECT NO 087-B(227)T
TERMINI MESA – PAYSON HIGHWAY (SR 87)
LOCATION OLD BUSH HWY - CLINE CABIN RD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 87	201.10 to 204.30	CENTRAL	102294

The amount programmed for this contract is \$1,773,000. The location and description of the proposed work are as follows:

The proposed project is located in Maricopa County on SR 87 between milepost 201.10 and 204.30, northeast of Fountain Hills. The work consists of removing the existing asphalt-rubber asphaltic concrete friction course (AR-ACFC) by milling and replacing with new AR-ACFC. The work also includes milling the existing pavement and replacing with new asphaltic concrete (AC) and AR-ACFC for spot repair, pavement marking, and other related work.

The time allowed for the completion of the work included in this contract will be 65 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 6.44.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

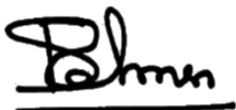
Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.



For Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 03/17/2022

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

100 Calendar Days

The proposed work is located in Cochise County on State Route 90 between milepost 289.66 and 298.09 near Benson. The proposed work consists of removing the existing asphaltic concrete surface course by milling and replacing it with a bonded wearing course overlay. The project also includes spot repair work by milling and replacement with asphaltic concrete. Additional work includes replacing pavement markings and other miscellaneous work.

Bid Opening Date : 6/17/2022, Prequalification Required, Engineer Specialist : Layth Al Obaidi

Project No.	Highway Termini	Location	Item
090 CH 289 F039601C 090-A-(209)T	WHETSTONE T.I.-JUNCTION SR 80 HWY (SR 90)	I-10 - Railroad Drive SouthCent District	102275

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$4,660,826.20	DEPARTMENT	
1	\$5,047,950.20	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
2	\$5,426,215.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-
3	\$5,584,881.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-

Apparent Low Bidder is 8.3% Over Department Estimate (Difference = \$387,124.00)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 17, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	090 CH 289 F0396 01C
PROJECT NO	090-A(209)T
TERMINI	WHETSTONE T.I. – JUNCTION SR 80 HWY (SR 90)
LOCATION	I-10 – RAILROAD DR

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 90	289.66 to 298.09	Southcentral	102275

This project is being re-advertised. Firms that already obtained contract documents are instructed to destroy them as the contract documents have been revised. All bidders and subcontractors may download the revised project documents from the Contracts and Specifications Website. Contractors that previously registered for the project are advised to register for the re-advertised project.

The amount programmed for this contract is \$5,200,000. The location and description of the proposed work are as follows:

The proposed work is located in Cochise County on State Route 90 between milepost 289.66 and 298.09 near Benson. The proposed work consists of removing the existing asphaltic concrete surface course by milling and replacing it with a bonded wearing course overlay. The project also includes spot repair work by milling and replacement with asphaltic concrete. Additional work includes replacing pavement markings and other miscellaneous work.

The time allowed for the completion of the work included in this contract will be 100 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 2.01.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and

Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the

Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 04/26/2022

**ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION**

BID RESULTS

Completion Date:

390 Working Days

The proposed project is located in Tonto Basin in Gila County, east of SR 188 near the unincorporated town of Punkin Center. The proposed work includes construction of a bridge over Tonto Creek and roadway along Old Highway 188 and Greenback Valley Road. The work begins at the intersection of SR 188 and Old Hwy 188, extends eastward across Tonto Creek, and ties into existing Greenback Valley Road.

Bid Opening Date : 6/17/2022, Prequalification Required, Engineer Specialist : Rene Teran

Project No.	Highway Termini	Location	Item
0000 GI GGI SS71801C GGI-0-(204)X		TONTO CREEK BRIDGE SouthEast District	N / A

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$21,094,933.18	AMES CONSTRUCTION, INC.	8333 E. HARTFORD DRIVE SCOTTSDALE, AZ 85255-
	\$21,849,832.00	DEPARTMENT	
2	\$23,410,710.00	SUNDT CONSTRUCTION, INC.	2620 S. 55TH STREET TEMPE, AZ 85282-
3	\$23,880,457.81	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
4	\$24,966,143.01	WILLIAM CHARLES CONSTRUCTION COMPANY, LLC	8767 E. VIA DE VENTRUA SCOTTSDALE, AZ 85258-
5	\$25,933,188.35	SEMA CONSTRUCTION, INC. & SUBSIDIARIES	7353 S. EAGLE STREET CENTENNIAL, CO 80112-
6	\$27,400,000.00	FISHER SAND & GRAVEL CO.	1302 W. DRIVERS WAY TEMPE, AZ 85284-

Rank	Bid Amount	Contractor Name	Address of Contractor
7	\$27,853,265.00	PULICE CONSTRUCTION, INC.	8660 E. HARTFORD DRIVE, SUITE 305 SCOTTSDALE, AZ 85255-

Apparent Low Bidder is 3.5% Under Department Estimate (Difference = (\$754,898.82))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY JUNE 17, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 GI GGI SS718 01C
PROJECT NO	GGI-0(204)A
TERMINI	SR 188 to GREENBACK VALLEY ROAD
LOCATION	TONTO CREEK BRIDGE AT PUNKIN CENTER

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	SOUTHEAST	N/A

The amount programmed for this contract is \$ 23,920,000. The location and description of the proposed work are as follows:

The proposed project is located in Tonto Basin in Gila County, east of SR 188 near the unincorporated town of Punkin Center. The proposed work includes construction of a bridge over Tonto Creek and roadway along Old Highway 188 and Greenback Valley Road. The work begins at the intersection of SR 188 and Old Hwy 188, extends eastward across Tonto Creek, and ties into existing Greenback Valley Road.

The time allowed for the completion of the work included in this contract will be **390** working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 5.47 .

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: April 29, 2022

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

85 Working Days

The proposed work is located in Mohave County on Interstate 40 between milepost 0.12 and 2.40 near Topock. The proposed work consists of removing the existing asphaltic concrete surface course by milling and replacing it with a bonded wearing course overlay. The project also includes spot repair work by milling and replacing with asphaltic concrete. Additional work includes replacing pavement markings and other related work.

Bid Opening Date : 6/24/2022, Prequalification Required, Engineer Specialist : Yusuf Kadem

Project No.			Highway Termini	Location		Item
040	MO 0	F046401C 040-A-NFA	TOPOCK - KINGMAN HIGHWAY (I 40)	CA Border - MP 2.54	NorthWest District	102779

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$1,277,846.95	DEPARTMENT	
1	\$2,140,452.75	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504

Apparent Low Bidder is 67.5% Over Department Estimate (Difference = \$862,605.80)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 24, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	040 MO 000 F046401C
PROJECT NO	040-A-NFA
TERMINI	TOPOCK - KINGMAN HIGHWAY (I-40)
LOCATION	CA Border - MP 2.40

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I 40	0.12 to 2.40	Northwest	102779

The amount programmed for this contract is \$2,000,000. The location and description of the proposed work are as follows:

The proposed work is located in Mohave County on Interstate 40 between milepost 0.12 and 2.40 near Topock. The proposed work consists of removing the existing asphaltic concrete surface course by milling and replacing it with a bonded wearing course overlay. The project also includes spot repair work by milling and replacing with asphaltic concrete. Additional work includes replacing pavement markings and other related work.

The time allowed for the completion of the work included in this contract will be 85 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No proposal will be accepted from any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

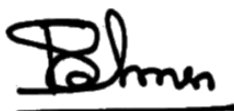
Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.



For Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 5/12/2022

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

165 Calendar Days

The proposed project is located in Gila County on US 60 from mile post 247.6 to 247.8 between Claypool and Globe in the vicinity of the Central Heights–Midland City area. The proposed work involves the installation of roadway lighting and associated electrical equipment, retrofitting intersection lighting, and providing connection to APS electrical service west of Radanovich Blvd.

Bid Opening Date : 6/24/2022, Prequalification Required, Engineer Specialist : Mowery-Racz Thomas

Project No.	Highway Termini	Location	Item
060 GI 247 F035201C 060-D-(222)T	PHOENIX - GLOBE HWY (US 60)	US 60 N Cherry Ave to Radanovi SouthEast District	101000

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$237,970.00	DEPARTMENT	
1	\$293,387.28	UTILITY CONSTRUCTION COMPANY, INC.	P.O. BOX 1820 QUEEN CREEK, AZ 85142-

Apparent Low Bidder is 23.3% Over Department Estimate (Difference = \$55,417.28)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 24, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO: 060 GI 247 F0352 01C
PROJECT NO: 060-D(222)T
TERMINI: PHOENIX – GLOBE HWY (US 60)
LOCATION: US 60; NORTH CHERRY AVE. TO RADANOVICH BLVD.

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 60	247.6 to 247.8	SOUTHEAST	101000

The amount programmed for this contract is \$318,000. The location and description of the proposed work are as follows:

The proposed project is located in Gila County on US 60 from mile post 247.6 to 247.8 between Claypool and Globe in the vicinity of the Central Heights–Midland City area. The proposed work involves the installation of roadway lighting and associated electrical equipment, retrofitting intersection lighting, and providing connection to APS electrical service west of Radanovich Blvd.

The time allowed for the completion of the work included in this contract will be **165** calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 1.77 percent.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: April 25, 2022

**ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION**

BID RESULTS

Completion Date:

115 Working Days

The proposed work is located in Graham County on US70 between mileposts 279.50 and 293.40 near Peridot on the San Carlos Apache reservation. The proposed work consists of removing the existing asphaltic concrete surface course by milling and replacing it with a Bonded Wearing Course overlay. The project also includes spot repair work by milling and replacing with asphaltic concrete. Additional work includes replacing pavement markings and other miscellaneous work.

Bid Opening Date : 6/24/2022, Prequalification Required, Engineer Specialist : Dehghani Babak

Project No.	Highway Termini	Location	Item
070 GH 279 F045501C 070-A-NFA	GLOBE-LORDSBURG HIGHWAY (US70)	Tribal Rd 420 - Coolidge Dam R SouthEast District	102775

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$6,331,957.10	DEPARTMENT	
1	\$7,639,743.30	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
2	\$8,111,000.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-

Apparent Low Bidder is 20.7% Over Department Estimate (Difference = \$1,307,786.20)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 24, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	070 GH 279 F0455 01C
PROJECT NO	070-A-NFA
TERMINI	GLOBE - LORDSBURG HIGHWAY (US 70)
LOCATION	TRIBAL ROAD 420 TO COOLIDGE DAM

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 70	279.5 to 293.4	Southeast	102775

The amount programmed for this contract is \$7,600,000. The location and description of the proposed work are as follows:

The proposed work is located in Graham County on US 70 between mileposts 279.50 and 293.40 near Peridot on the San Carlos Apache reservation. The proposed work consists of removing the existing asphaltic concrete surface course by milling and replacing it with a Bonded Wearing Course overlay. The project also includes spot repair work by milling and replacing with asphaltic concrete. Additional work includes replacing pavement markings and other miscellaneous work.

This project is located on a Native American Reservation, in the San Carlos Apache Reservation area, which may subject the contractor to the laws and regulations of the San Carlos Apache Reservation and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the San Carlos Apache Reservation on work performed on the Reservation.

The time allowed for the completion of the work included in this contract will be 115 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No proposal will be accepted from any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 05/12/2022

**ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION**

BID RESULTS

Completion Date:

70 Working Days

The proposed project is located in La Paz County on SR 95, north of Parker between milepost 144.5 and 148.3 within the limits of the Colorado River Indian Tribe. The work consists of removing the existing asphalt-rubber asphaltic concrete friction course (AR-ACFC) by milling and replacing with new AR-ACFC. The work also includes replacing existing loop detectors, pavement marking and other related work.

Bid Opening Date : 6/10/2022, Prequalification Required, Engineer Specialist : Vian Rashid

Project No.	Highway Termini	Location	Item
095 LA 144 F041201C 095-C-(225)T	QUARTZSITE-PARKER-TOPOCK HIGHWAY (SR 95)	Chemehuevi Ave-Beacon Rd SouthWest District	102278

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$1,255,000.00	FISHER SAND & GRAVEL CO.	1302 W. DRIVERS WAY TEMPE, AZ 85284-
2	\$1,463,233.30	PAVECO, INC.	P.O. BOX 1067 SUN CITY, AZ 85372-
	\$1,526,621.75	DEPARTMENT	
3	\$1,649,457.85	CACTUS TRANSPORT, INC.	8211 WEST SHERMAN STREET TOLLESON, AZ 85353-

Apparent Low Bidder is 17.8% Under Department Estimate (Difference = (\$271,621.75))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 10, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	095 LA 144 F0412 01C
PROJECT NO	095-C(225)T
TERMINI	QUARTZSITE – PARKER – TOPOCK HIGHWAY (SR 95)
LOCATION	CHEMEHUEVI AVE - BEACON RD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 95	144.5 to 148.3	SOUTHWEST	102278

The amount programmed for this contract is \$1,623,000. The location and description of the proposed work are as follows:

The proposed project is located in La Paz County on SR 95, north of Parker between milepost 144.5 and 148.3 within the limits of the Colorado River Indian Tribe. The work consists of removing the existing asphalt-rubber asphaltic concrete friction course (AR-ACFC) by milling and replacing with new AR-ACFC. The work also includes replacing existing loop detectors, pavement marking and other related work.

This project is located on a Native American Reservation, in the Colorado River Indian Tribe area, which may subject the contractor to the laws and regulations of the Colorado River Indian Tribe and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the Colorado River Indian Tribe on work performed on the Reservation.

The time allowed for the completion of the work included in this contract will be 70 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.24.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

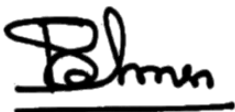
Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.



For Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 03/23/2022

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

70 Working Days

The proposed work is located in Navajo County on State Route 264 between milepost 360.12 and 373.50 near Tuba City on the Native American Reservation of the Hopi Tribe. The proposed work consists of removing the existing asphaltic concrete surface course by milling, replacing it with a bonded wearing course overlay, installing pavement markings and other related work.

Bid Opening Date : 6/10/2022, Prequalification Required, Engineer Specialist : Jalal Kamal

Project No.	Highway Termini	Location	Item
264 NA 359 F046601C 264-A-NFA	TUBA CITY-WINDOW ROCK HWY (SR-260)	COUNTY LINE - BIA 503 NorthEast District	102782

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$3,693,730.35	DEPARTMENT	
1	\$4,250,000.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-
2	\$4,698,264.20	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504

Apparent Low Bidder is 15.1% Over Department Estimate (Difference = \$556,269.65)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 10, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	264 NA 360 F0466 01C
PROJECT NO	264-A-NFA
TERMINI	TUBA CITY – WINDOW ROCK HIGHWAY (SR 264)
LOCATION	COUNTY LINE – BIA 503

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR-264	360.12 to 373.50	NORTHEAST	102782

The amount programmed for this contract is \$4,500,000. The location and description of the proposed work are as follows:

The proposed work is located in Navajo County on State Route 264 between milepost 360.12 and 373.50 near Tuba City on the Native American Reservation of the Hopi Tribe. The proposed work consists of removing the existing asphaltic concrete surface course by milling, replacing it with a bonded wearing course overlay, installing pavement markings and other related work.

This project is located on a Native American Reservation, in the HOPI Tribe, which may subject the contractor to the laws and regulations of the HOPI Tribe and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the HOPI Tribe on work performed on the Reservation.

The time allowed for the completion of the work included in this contract will be 75 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No proposal will be accepted from any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: MAY 18, 2022

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

105 Working Days

The proposed project is located in Statewide on I-17 between milepost 278.40 and Milepost 262.57 and on I-40 from milepost 0.45 and Milepost 123.30. The work consists of installation of wrong way signing, pavement marking, and other related work.

Bid Opening Date : 6/24/2022, Prequalification Required, Engineer Specialist : Jalal Kamal

Project No.		Highway Termini	Location	Item
999 SW 000 F043201C 999-A-(555)T		NORTH WEST REGION (I40 & I-17)	NW Regionwide Wrong Way Signs NorthWest District	101196

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$706,974.70	DEPARTMENT	
1	\$1,037,238.00	TECHNOLOGY CONSTRUCTION, INC.	5430 SIDE ROAD PRESCOTT, AZ 86301-

Apparent Low Bidder is 46.7% Over Department Estimate (Difference = \$330,263.30)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 24, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	999 SW 000 F0432 01C
PROJECT NO	999-A(555)T
TERMINI	NORTHWEST REGION (I-40 And I-17)
LOCATION	STATEWIDE VARIOUS LOCATIONS

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
STATEWIDE	VARIES	NORTHWEST	101196

The amount programmed for this contract is \$880,000. The location and description of the proposed work are as follows:

The proposed project is located in Statewide on I-17 between milepost 278.40 and Milepost 262.57 and on I-40 from milepost 0.45 and Milepost 123.30. The work consists of installation of wrong way signing, pavement marking, and other related work.

The time allowed for the completion of the work included in this contract will be 105 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.83.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: MAY 25, 2022

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

70 Working Days

The proposed work is located in La Paz County on SR 95 between mileposts 155.00 and 161.62, and SR 95 Spur between mileposts 158.71 and 159.53 about 15 miles northeast of Parker. The proposed work consists of replacing friction course and spot repair. The work includes removal of existing asphaltic concrete friction course and placement of asphaltic rubber concrete friction course, application of chip seal on the spur and fog coat in the shoulder area. The work also includes applying pavement marking, and other related work.

Bid Opening Date : 6/24/2022, Prequalification Required, Engineer Specialist : Yusuf Kadem

Project No.	Highway Termini	Location	Item
095 LA 155 F041901C 095-C-(224)T	QUARTZSITE - PARKER - TOPOCK HWY (SR 95)	RIVERSIDE DR - BILL WILL. RIVE SouthWest District	102310

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$2,272,418.90	PAVECO, INC.	P.O. BOX 1067 SUN CITY, AZ 85372-
	\$2,281,473.75	DEPARTMENT	
2	\$2,895,000.00	FISHER SAND & GRAVEL CO.	1302 W. DRIVERS WAY TEMPE, AZ 85284-

Apparent Low Bidder is 0.4% Under Department Estimate (Difference = (\$9,054.85))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 24, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	095 LA 155 F041901C
PROJECT NO	095-C(224)T
TERMINI	QUARTZSITE - PARKER - TOPOCK HWY (SR 95)
LOCATION	RIVERSIDE DRIVE - BILL WILLIAMS RIVER BRIDGE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 95	155.00 to 161.62	SOUTHWEST	102310

The amount programmed for this contract is \$2,500,000. The location and description of the proposed work are as follows:

The proposed work is located in La Paz County on SR 95 between mileposts 155.00 and 161.62, and SR 95 Spur between mileposts 158.71 and 159.53 about 15 miles northeast of Parker. The proposed work consists of replacing friction course and spot repair. The work includes removal of existing asphaltic concrete friction course and placement of asphaltic rubber concrete friction course, application of chip seal on the spur and fog coat in the shoulder area. The work also includes applying pavement marking, and other related work.

The time allowed for the completion of the work included in this contract will be 70 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.54.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

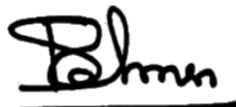
A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole

discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

A handwritten signature in black ink, appearing to read 'Iqbal Hossain', written over a horizontal line.

For Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 5/23/2022