

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
Vacant, 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, December 16, 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, December 16, 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.

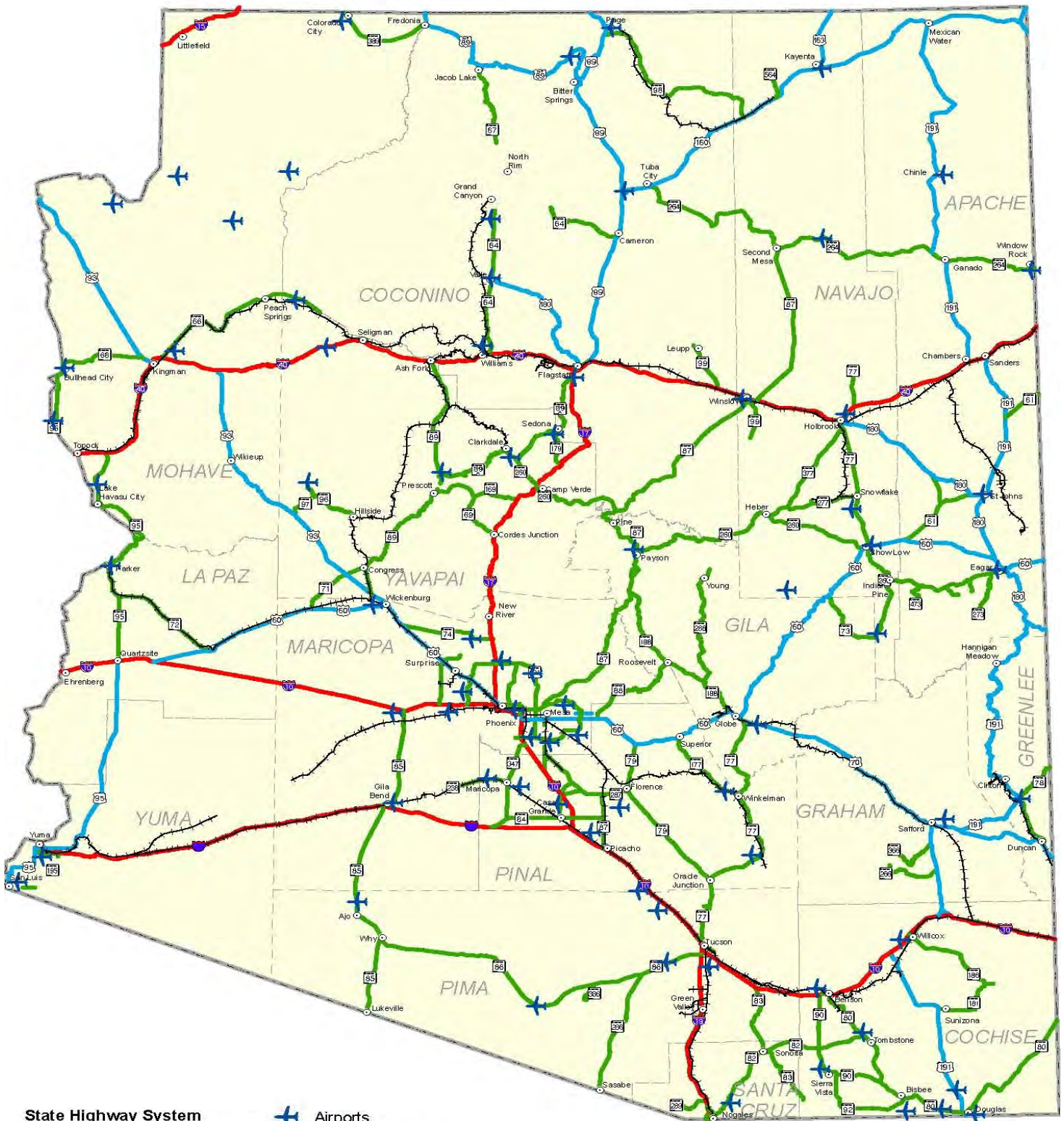
ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION

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 9th day December, 2022

Arizona Highways, Airports, and Railroads



State Highway System

Red line = Interstate

Green line = State Route

Blue line = US Highway



Airports



Railroads (In Service)



Cities and Towns



County Boundaries



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

July 2009

0 20 40 60 80 Miles

ARIZONA STATE TRANSPORTATION BOARD

STATE TRANSPORTATION BOARD
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE
BOARD MEETING
Chinle
Chinle Unified School District Board Room
19 Route 7 NR27
Chinle, Arizona 86503
9:00 a.m., Friday, December 16, 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, December 16, 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 19 Route 7 NR27, Chinle, Arizona 86503 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, December 16, 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 to include a presentation/video regarding road conditions on the Navajo Nation. (For information and discussion only)

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 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 Administrator, Northeast District)

ITEM 3: Consent Agenda*Page 11**

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 244**

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 277**

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**

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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: Recognition of Chairman Thompson, District No. 5

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

ITEM 10: Suggestions

Board Members will have the opportunity to suggest items they would like to have placed on future Board Meeting agendas and any topics for the next board meeting. Staff will remind everyone of the location for the next board meeting.

***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 October 6, 2022, Board Study Session Minutes Page 12
- *ITEM 3b:** Approval of October 21, 2022, Board Meeting Minutes Page 88

RIGHT OF WAY RESOLUTIONS (action as noted) Page 206

***ITEM 3c:**

RES. NO. 2022-12-A-048
 PROJECTS: T-980(16); and 017 MA 207 H2402 04R / NH-17-1(318)
 HIGHWAY: PHOENIX – CORDES JUNCTION
 SECTION: Dunlap Avenue T. I.
 ROUTE NO.: Interstate Route 17
 DISTRICT: Central
 COUNTY: Maricopa
 DISPOSAL: D – C – 116
 RECOMMENDATION: Abandon to the City of Phoenix, in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated October 19, 2022, right of way acquired for the above referenced improvement projects that is no longer needed for the State Transportation System, and can be better managed by the City.

***ITEM 3d:**

ITEM: RES. NO. 2022-12-A-049
 PROJECT: 030 MA 000 H6876
 HIGHWAY: TRES RIOS FREEWAY
 SECTION: 27th Avenue – S. R. 202L South Mountain
 ROUTE NO.: State Route 30
 DISTRICT: Central
 COUNTY: Maricopa
 PARCEL: 7-12697
 RECOMMENDATION: Establish new right of way as a state route through early and advance acquisitions necessary to alleviate hardship situations and forestall development along the alignment of the future Tres Rios Freeway.

RIGHT OF WAY RESOLUTIONS (action as noted)

- *ITEM 3e:**
- ITEM: RES. NO. 2022-12-A-050
 PROJECT: 101L MA 012 F0316 / 101-A(214)T
 HIGHWAY: AGUA FRIA FREEWAY
 SECTION: 75th Avenue – I-17
 ROUTE NO.: State Route 101 Loop
 DISTRICT: Central
 COUNTY: Maricopa
 RECOMMENDATION: Establish new right of way as a state route to be utilized for traffic interchange improvements along this segment of the Agua Fria Freeway necessary to accommodate future increased traffic capacity and enhance convenience and safety for the traveling public.
- *ITEM 3f:**
- ITEM: RES. NO. 2022-12-A-051
 PROJECTS: 051 MA 005 H2431 01R / RBA-600-2-606; and
 051 MA 007 H2431 02R / RBA-600-2-607
 HIGHWAY: PIESTEWA FREEWAY
 SECTIONS: Glendale Ave. – 26th Street; and 26th Street – Shea Blvd.
 (City of Phoenix Waterline Extension)
 ROUTE NO.: State Route 51
 DISTRICT: Central
 COUNTY: Maricopa
 DISPOSAL: D – C – 087
 RECOMMENDATION: Abandon to the City of Phoenix, in accordance with Intergovernmental Agreement No. 20-0007857, dated November 22, 2022, and all Amendments thereto, right of way acquired for the Piestewa Freeway that is no longer needed for the State Transportation System and can be better utilized by the City.

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: NOVEMBER 4, 2022

HIGHWAY: EHRENBURG – PHOENIX HIGHWAY (I-10)

SECTION: 443RD AVE – E. OF WINTERSBURG RD

COUNTY: MARICOPA

ROUTE NO.: I-10

PROJECT : TRACS: 010-A(235)T: 010 MA 090 F034501C

FUNDING: 94.34% FEDS 5.66% STATE

LOW BIDDER: FNF CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 21,156,815.75

STATE ESTIMATE: \$ 21,378,576.65

\$ UNDER ESTIMATE: \$ 221,760.90

% UNDER ESTIMATE: 1.0%

PROJECT DBE GOAL: 7.90%

BIDDER DBE PLEDGE: 7.93%

NO. BIDDERS: 2

RECOMMENDATION: AWARD



**STATE TRANSPORTATION STUDY SESSION
TELEPHONIC/WEBEX ATTENDANCE
9:00am, October 6, 2022**

Call to Order

Chairman Jesse Thompson called the State Transportation Study Session 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 (via WebEx):** Chairman Jesse Thompson, Vice Chairman Knight, Board Member Stratton, Board Member Searle. **Absent:** Board Member Daniels, Board Member Maxwell. There were approximately 36 members of the public in the audience on-line and approximately 7 attendees in person at the Phoenix office.

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

BOARD MEETING

VIA WEBEX

October 6, 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 ELECTRONIC PROCEEDINGS, ADOT
2 STATE TRANSPORTATION BOARD STUDY SESSION, was reported from
3 electronic media by TERESA A. WATSON, Registered Merit Reporter
4 and a Certified Reporter in and for the State of Arizona.

5
6 PARTICIPANTS:

7 Board Members:

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

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CALL TO THE AUDIENCE

SPEAKER:

PAGE:

Virtual Speakers

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AGENDA ITEMS

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1 (Beginning of excerpt.)

2 CHAIRMAN THOMPSON: Thank you, Floyd. Now we can
3 move back a little bit, and let me announce that those
4 connecting remotely may experience a slight echo when you
5 initially start speaking. It will stop within a few minutes.

6 With that note, let's go on to call to the
7 public. Everyone will be muted when they call in to the
8 meeting. When your name is called to provide your comments, you
9 will indicate your presence by virtually raising your hand using
10 your phone keypad or through the Webex application. The Webex
11 host will guide you through the unmuting and muting process
12 following the instructions included with the meeting agenda.

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

17 In the interest of time -- I know that many of
18 the people that call in, they have a lot to present, but
19 unfortunately, we're asking them to have a three-minute time
20 limit, and this will be imposed.

21 So at this time, I'd like for -- to turn this
22 over to Floyd, see if we have anybody in person or those are
23 calling in. I'll let you handle that call to the audience.

24 MR. ROEHRICH: Yes, sir, Mr. Chairman. We have
25 only one request to speak, and it is a virtual request. This is

1 a virtual meeting. Our speaker is Mr. Tony Bradley.

2 Mr. Bradley, please raise your hand so you can be
3 unmuted. Tony, are you there?

4 MR. BRADLEY: Yes. I'm ready to speak. I just
5 raised my hand. I didn't know if you were ready.

6 MR. ROEHRICH: Yes, sir. You're unmuted and
7 you're ready to go. Your three minutes starts when you speak.

8 MR. BRADLEY: Thank you, Floyd. Thank you,
9 Mr. Chairman, members of the Transportation Board. My name is
10 Tony Bradley. I am president and CEO for the Arizona Trucking
11 Association. I am here to talk about Item Number 2, which is
12 the state freight plan. I believe I've previously sent you all
13 a letter regarding the Arizona Trucking Association's position
14 on the freight plan, but in summary, I want to point out a few
15 things.

16 One, I noticed that today's agenda and today's
17 meeting is being held online because of COVID concerns. I will
18 point out that the Arizona Trucking Association and its members
19 did not ever have the opportunity to work remotely. We worked
20 every day, day in and day out, during the pandemic to deliver
21 the necessary food, freight and supplies, medicine that was
22 needed to keep on our lives.

23 Imagine for a moment the other thing is every one
24 of you knows tonight where you will put your head down to go to
25 sleep. Think for a moment if you didn't know every night when

1 you're out on the road where you would put your head down to
2 sleep. This country has 3.6 million truck drivers and 300,000
3 truck parking spots. We are in desperate need of additional
4 truck parking spots.

5 For the last several years, I have been raising
6 the alarm at the lack of truck parking within this state and
7 without -- throughout this community. That initiated a truck
8 parking study several years ago which identified locations where
9 we could put truck parking facilities, but we never had any
10 funding for it. When we found out that the Bipartisan
11 Infrastructure Law allocated \$135 million, we went directly to
12 ADOT and said, we need more truck parking spots. Start
13 researching it.

14 This draft plan that you see in Item Number 2
15 allocates, I believe, \$40 million for truck parking. We're
16 asking that that number be raised substantially higher. We did
17 this same exercise several years ago where freight funds were
18 put into ADOT funds. ADOT funds were taken out, and there was
19 zero benefit to freight. There is no better use of this money
20 than to build additional truck parking spots throughout the
21 state. It's needed in every county, in both rural and urban
22 areas, and we ask that you guys reallocate or with this plan it
23 substantially puts most of the money for freight funding toward
24 freight benefit. There's no better use of this money than
25 trucking parking.

1 Every truck driver twice a day looks for parking.
2 That's for their eight-hour rest break and for their sleep, and
3 right now they're spending an -- over an average of 30 minutes
4 each time to find a spot. We can get -- we can give freight
5 benefit. We can make drivers happier. There's no better money
6 -- no better expense that could be used than for truck parking.

7 With that, I'm happy to answer any questions.

8 CHAIRMAN THOMPSON: Thank you very much, Tony,
9 for expressing your concern and giving your recommendation.
10 Thank you very much.

11 MR. BRADLEY: Thank you Mr. Chairman.

12 CHAIRMAN THOMPSON: Please continue now, Floyd.
13 Any others?

14 MR. ROEHRICH: Mr. -- yes, Mr. Chairman. That is
15 the only request to speak that we have, so we are ready to move
16 on to the next item if you are.

17 CHAIRMAN THOMPSON: Okay. I think we are ready.
18 We will now move on to Item 1, Arizona State Match For Rural
19 Transportation Fund Program, Arizona SMART, for information and
20 discussion only, and that's Item 1. That goes to Paul Patane.
21 Hope I've got your name correctly.

22 MR. PATANE: Yes, sir. Mr. Chairman, you've got
23 it just right.

24 Good morning, Mr. Chairman, Chairman Thompson,
25 Board Members. I'm Paul Patane, Multimodal Planning Division,

1 and thank you for the opportunity to provide you an update on
2 ADOT (inaudible) today.

3 The first one is the Arizona SMART Fund, and as
4 part of the magenta packet, we did send you that material, the
5 application guidelines, the application form, along with the
6 draft board policy. As you recall, this program provides grant
7 to assist (inaudible) cities and towns to effectively compete
8 for federal discretionary grants. As part of the -- as House
9 Bill 2872 was written, the State Transportation Board must
10 approve all awards.

11 The House bill also appropriated at this time
12 \$50 million for fiscal year '23. Our first call for projects is
13 expected this fall, this fall after the State Transportation
14 Board approves the SMART Fund policy application guidelines, the
15 application form. The intent is to do a call for projects for
16 approximately three months, and then the frequency after that
17 will be determined based on probably the amount of grant
18 applications that we anticipate, and grant NOFOs.

19 Next slide, please.

20 So here we have the eligible applicants as far as
21 the program. At this time there's 85 cities and towns, 13
22 counties, and this is all based on the 2010 consensus (sic) for
23 the urbanized areas. And once the new information comes for
24 the -- the 2022 or 2020 Census, this list will more likely be
25 updated. Ineligible from counties are Maricopa and Pima. Your

1 six cities and towns that are not eligible: Guadalupe, Paradise
2 Valley, Tempe, Tolleson, Youngtown and South Tucson.

3 MR. SEARLE: What's the reason for the cities not
4 being -- the ones that aren't eligible, what is the -- what is
5 the criteria?

6 MR. PATANE: They have to be -- because they're
7 wholly contained in what is defined as an urbanized area, and
8 the population threshold for those urbanized areas is there's --
9 if it's over a million citizens in that urbanized area, then
10 they're not eligible. That was based on the way the legislation
11 was written.

12 MR. SEARLE: All right. Thank you.

13 MR. PATANE: Next slide, please.

14 So eligible uses for the SMART Fund of
15 reimbursement, again reimbursement up to 50 percent of costs
16 associated with developing and submitting an application for a
17 federal grant. This is limited to -- this 50 percent of the
18 grant reimbursement is limited to counties with a population of
19 less than 100,000 and municipalities with a population of less
20 than 10,000.

21 The SMART Fund can also be used for match for a
22 federal grant, and the SMART Fund can also be used for
23 reimbursement of design and other engineering services
24 expenditures that meet federal standards for projects that are
25 eligible for a federal grant. And the applicant must be

1 pursuing a federal discretionary grant administered by any
2 federal agency or for surface transportation purposes.

3 Any questions on those eligible uses?

4 CHAIRMAN THOMPSON: Paul.

5 MR. PATANE: Yes, sir.

6 CHAIRMAN THOMPSON: On those -- I like once again
7 to -- what this all says about tribal communities, what it would
8 be written.

9 MR. ROEHRICH: Tribal community eligibility?

10 CHAIRMAN THOMPSON: Yes.

11 MR. PATANE: They'll have to submit -- the tribal
12 entities, the way the current legislation is written, the tribal
13 entities will need to submit through their county that they
14 reside in. They'll have to work --

15 CHAIRMAN THOMPSON: Thank you.

16 MR. PATANE: -- partner with the local agency,
17 the county in that area.

18 CHAIRMAN THOMPSON: Okay. Thank you.

19 MR. PATANE: Next slide, please.

20 CHAIRMAN THOMPSON: You can move forward.

21 MR. PATANE: Thank you.

22 So these are -- here's some other little more
23 information as far as the expected relationship between the
24 SMART Fund and the federal grant submission. Again, it can be
25 used for design and other engineering services. So you could

1 get your project designed and funded through the SMART program.
2 Again, this can be used for current or future federal grant
3 NOFOs for match. Also, again, for grant writing development and
4 submission.

5 Next slide, please.

6 So here are the -- the \$50 million of allocated,
7 and so this is -- based on how the legislation -- this is how it
8 is broken down. For ADOT, we're getting 10 million. Counties
9 with a population of 100,000 or more will get 10 million.
10 Counties with a population of less than 100,000, 10 million.
11 Municipalities with a population of 10,000 or more, another
12 10 million. Then the final 10 million to municipalities with a
13 population of less than 10,000.

14 Next, please.

15 So here's a little process flow of how the SMART
16 Fund application process would work. Once we do a call for
17 projects, when we receive the applications, we'll do initial.
18 It will go over an agreement with the local agencies. Then once
19 the NOFOs are released, those applications would be evaluated
20 ensuring that they meet all the requirements, and once we have
21 the applications that meet all the requirements, they would go
22 to our PPAC board, where they would approve them -- or approve
23 to move forward the Transportation Board who have final approval
24 on all the SMART awards.

25 VICE CHAIR KNIGHT: Mr. Chair --

1 CHAIRMAN THOMPSON: Any questions --

2 VICE CHAIR KNIGHT: Yeah. Mr. Chair, this is
3 Gary. Paul, if you've got a municipality and you've got a road
4 that -- a project that is in both the city and the county, can
5 the city and county combine or -- and they're both over 100,000?
6 Can the city and the county combine for 20 million?

7 UNIDENTIFIED SPEAKER: They could combine -- you
8 could combine because the (inaudible) partnership (inaudible).

9 MR. PATANE: Yes. To answer your question, yes,
10 you could combine and do a joint partnership with the county for
11 the funds.

12 VICE CHAIR KNIGHT: Okay.

13 MR. PATANE: (Inaudible) entity is eligible
14 and -- to my right here, I have Lisa Danko. She's one of our
15 program managers, and also I have Clem Ligocki. He's the --
16 over planning and programming, and Lisa was instrumental in
17 developing the policy and the guidelines for the SMART Fund, and
18 she's got a little bit laryngitis today, so just whispering in
19 my ear.

20 Sorry. Okay. Next slide, please.

21 Okay. So again, kind of went through the
22 process. Again, there is an IGA required, so it's important
23 that the locals, you know, plan ahead and -- because typically
24 when IGAs are executed with local agencies, they either have to
25 go through the board of supervisors or the city council. So all

1 those things need to be considered when they're submitting the
2 applications and...

3 Okay. Next slide, please.

4 So this is just the documentation process. Okay.
5 It's -- I won't go through each slide, but, you know, there is a
6 lot of documentation involved prior to the Transportation Board
7 seeing it. So again, you know, dealing with the federal dollars
8 and the State funds, we need to be accountable for where these
9 funds are going, and so this is just -- it's a detailed outline
10 of the process that's required.

11 Next slide, please.

12 And so as far as the application, there's three
13 sections to complete within the application. The information --
14 the project information, which is critical. Then there's the
15 federal grant section that's -- they need to fill out. Then
16 based on, you know, the amount, the Board can give preference
17 based on the percent of match the applicant will provide on the
18 federal grant or other entities applicant will partner with
19 and -- with their contribution toward the project.

20 So I wanted to take this time to see if there was
21 any questions regarding the actual application that we shared
22 with -- with the Board. We're using a Google doc. It's user
23 friendly both for our division agency as well as the end user,
24 and so there's a lot of fill in the blank, check the box, and so
25 I was just curious if there was any questions on the actual

1 application. Okay.

2 MR. ROEHRICH: Hold on. Mr. Chairman.

3 CHAIRMAN THOMPSON: Paul. Paul.

4 MR. PATANE: Yes, sir.

5 CHAIRMAN THOMPSON: I've got -- I've got a
6 question. I know that you mentioned several times that the
7 tribe's going to have to work with the county in which they're
8 in. Let's say in the case of Navajo Nation they do receive --
9 they got their own transportation dollars. Also, they have
10 federal dollars. Could that federal be -- dollars be used as a
11 match for other federal transportation improvements?

12 MR. PATANE: See, Chairman Thompson, Board
13 Members, each notice of funding opportunity, depending on the
14 grant, has specific requirements when it comes to the amount of
15 match, but also have requirements if other federal dollars can
16 be used as a match. So we couldn't -- unless we had a specific
17 grant that we were reviewing, we couldn't tell you -- we
18 couldn't give you a blanket answer that's saying you could use
19 other federal dollars on all the grants, but the ones we've
20 seen, there's been options to use portions of other federal
21 programs, federal dollars, but at the end of the day there is --
22 there's always a local or state match required. So we've seen
23 it, I think, you know, around 5.6 as the --

24 UNIDENTIFIED SPEAKER: (Inaudible.)

25 MR. PATANE: No. The lowest percentage we've

1 seen has been, like, 5.6 percent.

2 UNIDENTIFIED SPEAKER: (Inaudible.)

3 MR. PATANE: But typically it's around the 20
4 percent range.

5 CHAIRMAN THOMPSON: Thank you very much.

6 MR. PATANE: Each -- yeah, each grant, you know,
7 has specific requirements.

8 CHAIRMAN THOMPSON: Okay. Any other questions
9 for Paul?

10 There being none, let's move on.

11 MR. PATANE: So next we have the Arizona SMART
12 Board Policy. Okay. Substantive provisions proposed: Provide
13 awards during the term of IIJA to well-developed applications to
14 help maximize successful --

15 UNIDENTIFIED SPEAKER: (Inaudible.)

16 MR. PATANE: -- to help for our competitiveness --
17 competitiveness with these grants. Excuse me. And this is
18 something that we really need you to look at is how we allocate
19 funds in each category as follows. Again, remember there's
20 three categories, one for grant development and submission, and
21 then match and design and other engineering services.

22 So our initial submittal to you for consideration
23 is that of that \$10 million, say, for a specific category, only
24 10 percent would be used for grant development and submission,
25 which would be a million dollars, and the 25 percent of that

1 10 million would be used for match, and the 65 percent for
2 design and other engineering services.

3 Then other items, the Board approves the
4 application and guidelines for each round. They can give
5 preference to the applications as follows: Based on the
6 percentage of matching cash funds provided by the applicant;
7 partnership with other entities to deliver the project, the
8 joint project that was mentioned earlier. Then once we say we
9 award a project, the applicants need to respond within five
10 business days to inquiries. Require applicants to execute IGAs
11 within 120 days of Board award of federal grant agreement
12 execution.

13 The Board policy also contains that all awards to
14 be subject to federal, state and ADOT laws and policies, and
15 also allow interest earnings to each category on a prorated
16 basis. And what we're saying there is that that \$10 million
17 would be put in an escrow count, invested where it would gain
18 interest if -- while -- if it was not being used.

19 VICE CHAIR KNIGHT: Mr. Chair, this is Gary.

20 Paul, it seems like 25 percent for a match is
21 going to certainly reduce the total amount of the grant that you
22 can apply for if you can only use 25 percent of the SMART -- of
23 your SMART money for the match. Seems like matches, to me, more
24 important of the three, because it kind of determines how large
25 a grant you can apply for, but maybe I'm looking at it wrong. I

1 don't know.

2 MR. PATANE: Chairman Thompson, Board Member
3 Knight, you are correct, and that's why, you know, we're open to
4 changing those percentages. This was an initial proposal that
5 we put together and --

6 MR. ROEHRICH: So, Mr. Chairman, Mr. Knight, I
7 think Paul makes a good point in that this is -- it seems like
8 while you got \$50 million, which is a lot of money, but when you
9 look at it, it can be only be used in basically five function
10 areas, eligible areas around the state. That's \$10 million in
11 each bucket, if you will. How is the best use of that
12 \$10 million? Because there's a lot of people eligible for it.

13 So yes, if we're only putting limitations on
14 either preparation, the design or the match, which means when a
15 local entity is putting together their application, they're
16 going to have to make sure that they cover all these areas.
17 We're trying to figure out what is the best way to help local
18 governments, who a lot of times cannot develop even the
19 application for a grant or put together enough technical
20 information to make them competitive for the grant.

21 So what we're trying to look at, what is the best
22 use for it, and maybe these percentages need to be adjusted or
23 on a sliding scale or left up to when the individual supplies --
24 applies for the application. But the other consideration the
25 Board needs to look at is out of \$10 million in each individual

1 pot, and there's a lot of people wanting those funds, if one
2 person comes in and it takes all the \$10 million and the Board
3 agrees with that -- once that money gets committed, it's gone,
4 and then anybody else who applies is -- just will not have any
5 chance of getting funds because there's nothing left.

6 So there will be certain limitations or certain
7 criteria you want to look at to make sure you can't spread it
8 around to everybody, but what is the optimum use for these
9 funds? Staff tried to look at it, tried to look at where there
10 have been some shortfalls in the past working with local
11 governments, and really it's getting the application prepared,
12 getting all the technical information together, and yes, having
13 the match for the project is a consideration, but with only
14 \$10 million, what's the optimal use for that -- for that -- for
15 that funding? (Inaudible) presented just absolutely how the
16 Board needs to think about it and deliberate on it. You know,
17 we can come back and have further discussion prior to approval.
18 We'll take whatever time is necessary.

19 MR. PATANE: Floyd.

20 MR. ROEHRICH: But there's a lot of
21 considerations that need to be -- to be given.

22 Yes, sir.

23 MR. PATANE: Chairman Thompson, Board Members, a
24 little bit of background on how the percentages got to where
25 they're at. Nationally, there was only, like, a 10 percent

1 chance of getting these grant awards. That's the statistic
2 (inaudible) what we've seen. And so what we thought, let's put
3 the emphasis on creating shovel-ready projects, and the
4 shovel -- that's where the 55 percent is. Where -- it's going
5 to take care of those design services and other engineering
6 requirements that are necessary to put a set of project plans
7 together. This way if a design -- it could be used for future
8 grant funds or if there's other funding opportunities that come
9 to the locals, they could still use that -- you know, that
10 design that was put together using these funds for the project.
11 That's kind of a little bit of additional background, Chairman
12 Thompson, Board Members.

13 VICE CHAIR KNIGHT: I --

14 CHAIRMAN THOMPSON: Paul.

15 VICE CHAIR KNIGHT: I understand --

16 CHAIRMAN THOMPSON: Go ahead, Gary. Go ahead.

17 VICE CHAIR KNIGHT: Yeah. I understand, Paul,
18 what you're saying. I just -- it seems like that the
19 municipality that's applying for the grant, the bigger the match
20 they have, the better chance they have of getting the grant,
21 also. So I don't know. I would like to see the numbers, like,
22 10 percent, 50 percent, 40 percent, but that's just -- that's
23 just me. That's my -- that's my two cents. But I -- because I
24 think the higher the match, the better chance (inaudible)
25 whether it's city or county or whatever it is, the better chance

1 that they've got at getting a federal grant if they've got a
2 larger match. That's been my experience in the past anyway.

3 Thank you, Mr. Chair.

4 CHAIRMAN THOMPSON: Hey, Paul. Hey, Paul.

5 MR. PATANE: Yes, Chairman Thompson.

6 CHAIRMAN THOMPSON: Next, going back to 10
7 percent for grant development and submission, let's say there's
8 20 applicants there. Is it wise just to say that give them
9 equal amount of funding?

10 MR. PATANE: On the grant writing, we're only
11 paying for 50 percent -- reimbursing 50 percent of grant cost.

12 UNIDENTIFIED SPEAKER: Actual cost.

13 MR. PATANE: Actual costs. And so -- and there
14 are certain -- like, ADOT's not eligible to use that 10 million
15 on the grant writing. I think if you're -- have a population
16 over 100,000, you're not eligible to use the grant writing. So
17 the grant writing funds is -- was geared toward the smaller
18 populations, and so with 50 -- we're averaging about (inaudible)
19 ADOT close to 80,000 per grant application that we submit. So
20 at \$40,000 that -- you know, the draft -- we're going to
21 reimburse each applicant \$40,000, you know, we could get close
22 to the 25 grants submitted for potential on --

23 UNIDENTIFIED SPEAKER: (Inaudible.)

24 MR. PATANE: -- for each -- for the categories.
25 So we felt, you know, that's quite a bit of applications. 85.

1 CHAIRMAN THOMPSON: Thank you, Paul.

2 Any other questions or comments for this part of
3 the presentation?

4 If not, let's move on. Paul.

5 MR. PATANE: Before we move on, Chairman
6 Thompson, I just want to make sure was that the recommendation
7 of the 10, 50, 40, that you would want us to move forward with?

8 MR. ROEHRICH: So Mr. Chairman and Board Members,
9 we'll take that information that Mr. Knight had said, and that's
10 the 50 percent for the match and then 40 percent for the
11 development with the 10 percent grant submittal support, and
12 we'll look at kind of those numbers, and we'll have that
13 available at -- as you deliberate on it, we can come back to
14 that number when we agenda this item again and make sure you're
15 all comfortable with that before we ask you to approve it.

16 Is that fair, Paul --

17 MR. PATANE: Yes. Yes.

18 MR. ROEHRICH: -- if we do that?

19 MR. PATANE: Thank you.

20 CHAIRMAN THOMPSON: Okay.

21 VICE CHAIR KNIGHT: Thank you, Floyd.

22 MR. PATANE: Okay. Next slide, please.

23 And so as we -- you know, as we move forward, you
24 know, how we communicate, the grant -- you know, the SMART
25 program is -- we're going to set up a SMART Fund webpage. We're

1 going to have statutes there, federal grant statutes for the
2 local agencies. We're going to have the USDOT policy memo on
3 implementing the Bipartisan Infrastructure Law. We'll have the
4 templates, the smart IGAs.

5 We'll have a cost estimating tool for the local
6 agencies. We'll have a PDF copy of the application and the
7 guidelines, and we're going to do -- we'll have the slide
8 presentation there along with a recorded webinar to help the
9 locals answer the questions as well, and we'll have our -- the
10 MPD's contact information there as well where local agencies can
11 reach out for assistance.

12 Okay. Next slide, please.

13 So this is some additional information. You
14 know, ADOT may not be able to administer some federal grants or
15 may need to determine if it can administer. Sometimes some of
16 these grants that the locals can administer themselves can be
17 direct recipients or subrecipients. The timing of the NOFOs and
18 the SMART Fund process may not align initially. Applicants may
19 miss some NOFO deadlines. The match award's voided if a federal
20 grant is not awarded.

21 So once a local agency receives that they were
22 not successful on the grant application, that match money that
23 was tied up will go back in the pool and it will be available on
24 the next call to the projects. Information and tools will be on
25 the website as mentioned earlier.

1 Self-administration. This is really dependent on
2 the grant (inaudible) self-administration, and so -- because
3 grants you have to -- they require you to be a certified
4 (inaudible) agency and each grant will know when each grant is
5 (inaudible).

6 So next steps. The process is -- you know, there
7 may be -- well, something we'll have to think about is if, you
8 know, somebody -- local agency comes in and want to change the
9 scope and schedule, how do we address those. Those will be --
10 you know, each application will be different, but there may be
11 where they want to come in and change the scope and schedule,
12 and those are something that you would have to approve.
13 Initially, you're approving what was submitted, and the local
14 agency may want to change your scope. We have to have Board
15 approval of the policy application and guidelines. Then we'll
16 need to determine the call for projects, opening and closing
17 dates, determine -- we've got to get our website going live and
18 develop a webinar and just get the process moving forward.

19 And so it was our intent to bring the
20 application, the guidelines and the Board policy to the October
21 board meeting for approval. That is something that you would
22 consider and accept.

23 MR. STRATTON: Mr. Chairman.

24 MR. ROEHRICH: So Mr. Chairman --

25 CHAIRMAN THOMPSON: Yes. Go ahead.

1 MR. STRATTON: Jesse, this is Steve.

2 CHAIRMAN THOMPSON: Yes, Steve.

3 MR. STRATTON: I have concerns about the 25
4 percent match, also. I think that the -- it rules out the
5 smaller entities, the poorer communities and their applications,
6 and I think maybe that could be fixed by saying 10 to 25
7 percent, and the scores could be adjusted for those that do put
8 up more money, but I sure don't want to cut out the small
9 communities either that can't afford 25 percent. Thank you.

10 UNIDENTIFIED SPEAKER: Maybe 25 to 50 or
11 something could (inaudible).

12 MR. ROEHRICH: So Mr. Chairman and Board Members,
13 this is Floyd. I think with the -- the fact that you're only
14 getting this today, and the information that we sent like the
15 draft application, the draft policy, the draft program, that's
16 all (inaudible). We're still working on fine tuning it.

17 What I would propose is that, you know, take the
18 next week or two, review that information a little more in
19 depth, think more on it, and then provide comments to Paul on
20 any of the issues you want, and what we'll do is like any other
21 document, we'll kind of look at incorporating that, and then
22 we'll agenda it for the next meeting on October 21st, and we can
23 bring it back with some of the suggestions that we've been
24 given, maybe some of the tweaks to any of the language, and then
25 if the Board's ready to adopt it there, we'll agenda it for

1 possible action, but you don't have to if there's still more
2 deliberation or discussion you want, and we can keep retooling
3 it a little bit and refining it, but I know that, you know, this
4 is just giving you this week, and you've only had a short time
5 to review it.

6 So let's take another couple weeks and -- a week
7 or so, provide any comments, staff can incorporate them, and
8 agenda it again for discussion and possible action in a few
9 weeks and kind of see where we're at, if we've got more comments
10 like Mr. Knight and Mr. Stratton had. Maybe you'll think of
11 some more things as you, you know, deliberate on it and review
12 the documents further, because they are pre-decisional. They're
13 still drafts.

14 This is the perfect time to have this discussion
15 and make the adjustment,s and then if we're ready -- if the
16 Board's ready to act on it, great. If not, we'll agenda it
17 again the next month, and then we'll keep, you know, taking
18 Board comments and suggestions and refining it until we have it
19 in a workable fashion.

20 Does that -- Paul, does seem reasonable for you
21 and your team?

22 MR. PATANE: That's fine. Yes, Floyd.

23 CHAIRMAN THOMPSON: That appears to be the
24 thinking of Board Members, to take a little time and going
25 through it again, maybe at the appropriate time, you know,

1 getting on it the agenda for the Board's approval.

2 MR. STRATTON: (Inaudible.)

3 CHAIRMAN THOMPSON: That -- is that okay with the
4 Board? Maybe just a consensus to move forward as recommended to
5 us? I believe that we should.

6 MR. ROEHRICH: Thank you, Mr. Chairman. That's
7 how we will proceed then. As always, if any Board Member has
8 any questions or comments -- and I know we've got a couple board
9 members not here, so we'll reach out to them and make sure that
10 they know if they have any questions or comments to provide
11 them, but we'll agenda it at the next meeting and we'll have
12 further discussion and see if we get to the point of getting it
13 to a final version, but that's how we'll proceed. So thank you,
14 Mr. Chairman and Board Members.

15 Paul, I'll only agree with that if it's good with
16 you.

17 MR. PATANE: (Inaudible.)

18 CHAIRMAN THOMPSON: And I will ask if Paul can be
19 available if we need to talk to him on some of the concerns that
20 may pop up in our mind. So maybe at this time we can move on.

21 MR. ROEHRICH: Yes, Mr. Chairman. We'll go ahead
22 and move on to Item Number 2. And as always, submit an email or
23 call with your questions or comments. We would be happy to take
24 them and address them. So if you're ready, we'll move on to
25 Item Number 2.

1 CHAIRMAN THOMPSON: Give me a second here.

2 For the board members again, is there any other
3 comments you wish to make or recommendations on Item 1 before we
4 move on to the freight plan?

5 If not, I guess we can go on to Item 2. Paul,
6 update to state freight plan.

7 MR. PATANE: The state -- thank you, Mr. Chair,
8 Board Members. Today I want to provide you an update on our
9 draft Arizona state freight plan.

10 Next slide, please.

11 So today the presentation will cover some of our
12 recent actions and key steps, the freight plan team. Why do we
13 need a freight plan? Elements of the 2022 freight plan, the
14 federal/state vision goals, freight system characteristics,
15 along with the freight plan prioritization strategy.

16 Next slide, please.

17 And so I have some of our recent actions and key
18 steps to date. The Freight Advisory Committee, that's what the
19 "FAC" means, meets to produce the recommendations, formulate a
20 draft plan, and the road ahead is the Transportation Board will
21 need to approve the freight plan, and it goes to our partners at
22 FHWA for comments and approval as well, and the final actions,
23 the USDOT has the final approval we anticipate later in
24 November.

25 Next slide, please.

1 And so we have a -- our -- ADOT's team, as you
2 know, at ADOT is Heidi Yaqub and Clem Ligoeki here, along with
3 Thor Anderson. And we have a Consultant Team with a couple
4 different firms. Then we also have our Freight Advisory
5 Committee, which consists of both public and private
6 stakeholders.

7 Next slide, please.

8 So why do we -- why do we need a freight plan?
9 You know, prudent planning is important. As, you know,
10 mentioned, you heard earlier today freight carriers are
11 important users of the transportation system. The economy is
12 heavily dependent on the freight -- on the freight movement as
13 well.

14 On the federal requirements, each state shall
15 develop a freight plan in accordance with 49 USC 70702 -- 02
16 (sic). The requirements are: Has to be updated at least every
17 four years. Needs to be comprehensive, address the needs over
18 an eight-year forecast period, discussing in accordance with the
19 federal planning laws and regulations. Needs to be fiscally
20 constrained and developed in consultation with the State Freight
21 Advisory Committee.

22 Next slide, please.

23 Who comprises the Freight Advisory Committee? As
24 you can see, we have ADOT staff, cities, towns, you know, MPOs,
25 COGs, universities, port authorities and a lot of other private

1 sector. Also on -- we have the Native American communities, the
2 utility companies. You have Arizona Trucking Association,
3 warehouse, mining and rock products, agricultural
4 representation, construction, aerospace and other key
5 stakeholders. There are over 300 members on our participant
6 list overall. Meeting attendance, typically, what we've seen
7 was from 50 to 150 attendees assisting in the process.

8 Next slide, please.

9 Some of the key freight plan elements. The
10 freight policies, strategies and performance measures I'll talk
11 a little bit more about. The freight network, both the primary,
12 critical rural and critical urban. How the plan addresses the
13 national freight program/policy goals. Inventory of facilities
14 with freight mobility issues. Addresses congestion/delay caused
15 by freight movements and mitigation strategies. The States's
16 most recent commercial motor vehicle parking facilities
17 assessment. Addresses environmental impacts and resilience
18 considerations and the impacts on populations. A freight
19 investment plan, including a list of priorities.

20 Next slide, please.

21 So the national freight strategic goals are --
22 there's safety, improve safety, security, resiliency of the
23 system. Infrastructure, modernize freight infrastructure and
24 operations and innovation, and prepare for the future by
25 supporting the development of data technologies and workforce

1 capabilities that improve freight system performance.

2 So some of the national -- these are the
3 strategic goals and some of the performance goals that we have.
4 Again, safety, infrastructure condition, congestion reduction,
5 system reliability, freight movement and economic vitality,
6 environmental sustainment and also reduced project delivery
7 delays.

8 Next slide, please.

9 So the team came up with a vision for our state
10 freight plan, and the vision for our Arizona state freight plan
11 is: Arizona's freight transportation system enhances economic
12 competitiveness and quality growth through innovation and
13 effective system management.

14 So these are -- next slide, please. Thank you --
15 the Arizona state freight plan vision goals. See, our first
16 freight plan was required as part of the FAST Act in 2017, and
17 so see the goals from -- 2022 goals, they're similar, but we did
18 add the stewardship. Approaches to freight and planning that
19 include economic, social and environmental stewardship.

20 Next slide, please.

21 So now we'll get into some of some the freight
22 system characteristics. Based on the report from the
23 consultants, strengths of the Arizona freight transportation
24 system. Ample capacity, performs well. Extensive, robust and
25 reliable network for freight transportation facilities.

1 Extensive freight rail system. Phoenix Sky Harbor International
2 Airport has sufficient capacity, moving about 90 percent of all
3 Arizona air cargo. Arizona's freight business clusters are
4 generally well connected to the multimodal network. Arizona's
5 freight transportation system provides vital links with Mexico,
6 California and Texas.

7 Some of the weaknesses of the freight
8 transportation system. The shortage of passing and climbing
9 lanes on key commerce corridors. Shortage of safe truck parking
10 across Arizona. Congestion in urban -- in and around urban
11 centers. And limited port of entry highway and rail capacity
12 and limited roadway connections result in poor reliability at
13 the Mexican border.

14 CHAIRMAN THOMPSON: So Paul.

15 MR. PATANE: Excuse me. Yes.

16 CHAIRMAN THOMPSON: The earlier concern expressed
17 by call to the public, apparently that is under consideration.

18 MR. PATANE: Yes, it is, Chairman Thompson, and
19 I'll have more information on truck parking here later in the
20 presentation as well for the Board.

21 CHAIRMAN THOMPSON: Yes. I understand. Thank
22 you.

23 MR. PATANE: Yes, sir.

24 So this is a little bit of data here, information
25 as far as the top 10 truck inbound traffic flows into Arizona.

1 You have California, Mexico and Texas, as mentioned earlier.
2 California is leading the way. You have New Mexico, Nevada,
3 Washington, Colorado and Utah, Oregon and Florida.

4 Next slide, please.

5 So just a little graphic here showing the inbound
6 truck and rail flows. As you can see, the little bottom up
7 there on the right show -- sorry -- both interstates I-10 and
8 I-40 are the ones with the darker red, which correlates with
9 more tonnage, more truck flows through Arizona, and also on 17
10 as well up north from Phoenix up to Flagstaff area and further
11 east.

12 And now outbound flows for the 2019 time. We
13 have the interstate, the key commerce corridors are what's
14 moving all the freight. As you can see, the -- going from --
15 going to the (inaudible) California (inaudible).

16 Next slide, please.

17 Any questions, please feel free.

18 This graphic here, a table showing the total tons
19 in dollar value based on the 2019 and 2045 forecast for -- for
20 truck looking at a -- you know, from 284,942 tons to over
21 444,000 tons, and I think it's 1.7 annual growth rate. As far
22 as the dollars, you're looking at \$395 billion in the growth
23 rate, to 2045 of a little over 2.3 percent (inaudible) growth
24 rate.

25 In rail, (inaudible) in rail, over half is by

1 truck and the rest by rail -- air. We have growth rate there of
2 about 2 percent, the rail, and (inaudible) million dollars there
3 in 2045, 1.5 trillion, with a 2.4 percent annual growth rate on
4 rail (inaudible) dollar value. And air is .1 percent of the
5 total tonnage, with the growth annual rate of over 3 percent,
6 the cargo and dollar value.

7 Any questions? Okay.

8 So progress from the 2017 freight plan. So these
9 were the projects that were funded out of the 2017 freight plan.
10 So we put money toward design of the I-40/US-93 Kingman
11 interchange. That (inaudible) the project's not completed, but
12 the funding has been used toward the project. And I-10 west of
13 Phoenix, the general purpose lane, used 33 million in there.
14 The statewide truck parking and freight operations, (inaudible)
15 set forth there. And SR-89 (sic) (inaudible) familiar with the
16 Mariposa port of entry project. It was \$15 million in freight
17 funding there. An additional I-40/US-93 interchange. We put
18 10 million for right-of-way acquisition.

19 And a couple projects in progress. The
20 I-10/US-91 system interchange improvements dedicate 6.2 million,
21 and also on US-191 railroad overpass, that one's in progress.
22 The program has 16.5 million, but that one, the estimate was
23 over 40 million, and so we'll need to see if there's an
24 additional freight plan (inaudible) put toward that project as
25 well.

1 Any questions on those projects?

2 CHAIRMAN THOMPSON: Yes, Paul. The only project
3 that that comes to mind is the standard port of entry project.
4 That's a comment.

5 Any other comments or questions from the board
6 members?

7 VICE CHAIR KNIGHT: Mr. Chair, this is Gary.
8 Just looking at the chart, with the statewide truck parking
9 operations, majority completed and -- and even with the majority
10 completed, apparently there's still not enough parking. So
11 anyway, I'm waiting to see what we're going to do about that in
12 the next slide, I guess.

13 MR. PATANE: Yeah. There's a couple more areas
14 that really focus on truck parking.

15 So the next slide, please.

16 This is what -- we did a truck parking study in
17 2019 when we did the study that was referenced earlier, and so
18 these are -- (inaudible), you know, these are the projects where
19 we'd gone into our rest areas and added additional parking. And
20 so since then we've added over -- you know, right at 120 new
21 spaces. Okay? Both those are -- some are completed, under
22 construction and in design as well.

23 Any questions on those?

24 The 2019 study did identify more areas that we
25 still need to work on, and this is what we've got done

1 (inaudible) State.

2 Next slide, please.

3 So now we get into our 2022 project
4 prioritization. There's approximately 125 million over the five
5 years, though about 25 million a year for fiscal year. It's
6 subject to obligation limitation. The freight funding can only
7 be used for projects that are in the approved freight plan.
8 Funding -- freight funding is available for all phases, planning
9 through construction, and types of eligible projects that are
10 listed in Section 23 USC 167. Highways and bridge projects.
11 Intelligent transportation systems, signal optimization and ramp
12 metering. Rail-highway grade separations. Geometric
13 improvements to interchanges and ramps. Additional road
14 capacity and truck parking, truck-only lanes, climbing and
15 runaway truck lanes and shoulders.

16 And so a lot of you have seen this slide before
17 when Kristine has spoke about, you know, the FAST, and you know,
18 the IIJA apportionment comparison. And so as you can see, the
19 purpose of this was to show you that, you know, the freight --
20 the freight funding, the freight program, is not new money. It
21 comes (inaudible) our overall apportionments that we get. And
22 so there's 25 million that's dedicated for freight, and we need
23 to use and our obligation (inaudible) in that \$25 million
24 (inaudible) per year.

25 Next slide, please.

1 So we look at project prioritization strategy.
2 We use a project prioritization framework, highway network from
3 the 2017 plan. It was (inaudible) way how we evaluate projects,
4 and I'll in a couple of slides show you that here coming up.

5 Projects and strategies are prioritized in line
6 with the national policy and performance goals as well as
7 Arizona's priorities/goals. A separate process will again be
8 used for the ranking of truck parking projects.

9 MR. SEARLE: Jesse, if I could?

10 CHAIRMAN THOMPSON: Go ahead.

11 MR. SEARLE: Paul, this is Richard.

12 MR. PATANE: Yes, sir.

13 MR. SEARLE: Explain the separate process used
14 for ranking of truck parking on projects.

15 MR. PATANE: See our (inaudible) would be as part
16 of -- on this freight plan is to update the 2019 study. The
17 2019 study identified truck parking areas -- identified where
18 kind of the high clusters of truck parking were located. So
19 we're -- in those high clusters where -- that's where we try to
20 focus some of those dollars, that \$10 million to expand some of
21 the parking in the rest area.

22 MR. SEARLE: Is there --

23 MR. PATANE: So because -- yes. Yes. Go ahead.

24 MR. SEARLE: Is there a reason they're not listed
25 or included in this plan?

1 MR. PATANE: Yes. Because we -- the 2019 study
2 has not been (inaudible) want to update and (inaudible) not
3 funded.

4 MR. SEARLE: Well, one of my concerns with this
5 freight plan is we talk about truck parking, and we talk about
6 the need for passing lanes, but we haven't identified on any
7 other than the one on Highway 60. I -- one of my issues with
8 this plan is we haven't identified these, and just knowing how
9 to get projects in the five-year plan, I think we need to list
10 these out.

11 MR. PATANE: We do have a list of projects that
12 we're proposing in a few more slides, and they do show, you
13 know, passing lanes (inaudible).

14 MR. ROEHRICH: So Mr. Chairman, Mr. Searle,
15 updating the study will provide new projects lists, which then
16 can be programmed, but to Mr. Searle's point, how long would the
17 new study take, because as he points out, which is a very valid
18 point, sometimes getting in the program could be multiple years.
19 If this funding's over the next five years, will it be in --
20 completed in time to get projects into the program to use this
21 funding.

22 MR. PATANE: Well, the project list in the
23 freight plan can -- the freight plan can be amended anytime,
24 where we can -- as we update the study, we can come back, you
25 know, next year to the Board with a new list of recommendations

1 for projects.

2 MR. SEARLE: Why can't we include those in this
3 plan at this time, and if they need to be dropped out at a later
4 time, we can do that? I would encourage you to include as much
5 information for projects as we can in this freight plan, which
6 would be identified areas or just, you know, areas where we have
7 the ability to add truck parking and identify those passing lane
8 locations up front, because knowing the process, if -- it's not
9 in this plan, it just slows everything down.

10 MR. PATANE: Go ahead.

11 MR. LIGOCKI: So Mr. Chairman, Mr. Searle, this
12 is Clem Ligocki. One thing we might do is include some dialogue
13 from the previous truck parking study in that there were a
14 series of areas for truck parking identified, and we prioritized
15 those with a system that looked at (inaudible) undesignated
16 parking areas, truck traffic and some other factors through the
17 guidance of the Freight Advisory Committee. So there is a list
18 there in the truck parking study. We took the highest
19 priorities, funded those and created the spaces that were shown
20 by Paul here a little while ago. What we could do is there were
21 some other less -- lower priority ones. We could list those as
22 a starting point --

23 MR. SEARLE: I think that --

24 MR. LIGOCKI: -- as other areas that are
25 identified and develop those through the update of the study.

1 MR. SEARLE: I think that would be a good idea,
2 because by just -- by not listening, you know, proposed projects
3 or locations, it just -- it's very loose, and I think it would
4 be helpful for anybody reading this plan, and also as we look at
5 the -- each year's five-year construction plan and go through
6 the P2P process, these projects are identified and can help in
7 the ranking. Also like to see that in the passing lanes as
8 well.

9 MR. PATANE: Okay. Understood.

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

11 CHAIRMAN THOMPSON: Go ahead, Steve.

12 MR. STRATTON: I agree with what Richard has just
13 said. I know during COVID we keyed on I-40 quite a bit on
14 parking, and now we're doing a couple projects on 8. However,
15 the bulk of the traffic, it appears to me, is on I-10, and I
16 think we need to focus a little bit there. So I too would like
17 to see a list of the projects. While I agree with Mr. Bradley
18 that we need to add more parking, I don't think we need to
19 commit 100 percent of the funds to it. There are several other
20 things in here we need to work on, but I would like to see a
21 proposed project list for everything.

22 Thank you.

23 VICE CHAIR KNIGHT: I'd like to add one thing,
24 and I should have asked Mr. Bradley, I guess, when he was on,
25 but has the truckers' association given ADOT a list of where the

1 parking is needed the most? What corridor in particular, in
2 what area on the corridor where the need is the highest? I
3 think it would help if we could get one from them. They're on
4 the road. They know. They know what the road is, what roads
5 they travel and where the parking would best benefit them.

6 Thank you.

7 MR. LIGOCKI: Mr. Chairman, Mr. Knight, this is
8 Clem Ligocki.

9 The trucking association was really strongly
10 involved in the previous truck parking study, and we would
11 anticipate they would be very strong partners in the update. In
12 fact, they have suggested, and we think it's a really good idea,
13 that we characterize the update as a plan, you know, that we
14 really work hard to identify things that are the most feasible
15 to do. You know, get their input.

16 And there are also some really good new resources
17 that have just become available. There's a new guide book on
18 truck parking that was just released last Friday by FHWA. And
19 other states are doing some very interesting things that create
20 opportunities for truck parking in different ways.

21 So I think we see us working very closely with
22 the association here and Mr. Bradley and his clients all as part
23 of the Freight Advisory Committee and the rest of the Freight
24 Advisory Committee and taking advantage of all these new
25 resources that are just now developing and emerging. So it's a

1 good time for us to open this back up and to get down to more
2 specific recommendations that we could bring to the Board for
3 consideration.

4 VICE CHAIR KNIGHT: Thank you, Floyd.

5 CHAIRMAN THOMPSON: We appreciate the
6 communication on your thoughts and how we can get the
7 administration to take a closer look at these projects.

8 So with that, any more comments that needs to be
9 discussed at this point?

10 MR. PATANE: Okay. Next slide, please.

11 So these are the steps in the freight plan
12 prioritization process. We reviewed the projects in the 2017
13 framework, identified the 2017 plan projects that had been
14 completed. We overlaid the remaining projects and current
15 issues. We updated the information for remaining projects and
16 we have -- we're going to show you 19 projects -- remaining
17 projects that were ranked. A separate process was used again
18 for the truck parking.

19 So how the projects were evaluated -- next slide,
20 please -- was based on three goals, and they were scored. This
21 is the scoring matrix that we used. And so I won't go into all
22 of them, but they were weighted, you know, based on the key
23 commerce corridor, future scenarios aggravate the significance
24 or (inaudible). So we went through kind of similar to the P2P
25 where each of the projects received a score (inaudible).

1 So goal one was to evaluate it on enhanced
2 economic competitiveness criteria, and goal two was increase
3 system performance criteria. That's how it was evaluated with
4 the overall weight of 33 percent. Then goal three was to --
5 next slide, please -- improve system management criteria and
6 also (inaudible) weight of 33 percent.

7 So next slide, please.

8 Then we got into, you know, the truck parking.
9 It is eligible for freight funding. As we've heard today, the
10 importance is growing. How much funding to set aside for truck
11 parking versus infrastructure projects, that's a question that
12 we'll need to try to resolve. The appropriate criteria used to
13 prioritize truck parking improvements. Our plan is to -- as
14 mentioned is to use and update the 2019 truck parking study and
15 use the results in the current rest area study. Our current
16 rest area study, which is a statewide study, was also looking at
17 ways that we can -- there's an opportunity to enhance truck
18 parking at the rest areas as well. The information available,
19 as Clem mentioned, this -- I mean, over the last couple weeks, a
20 lot of information has just come out on truck parking. And the
21 new Truck Parking Development Handbook was just released
22 (inaudible) mentioned (inaudible) looking for ideas from other
23 states' freight plans and truck parking strategies and will
24 consider (inaudible).

25 And I think Tony mentioned earlier, Mr. Bradley,

1 you know, a lot of truckers then, you know, based on the 2019
2 study, they spend over 30 minutes a day searching for parking,
3 you know, and throughout Arizona. So that's just downtime,
4 wasting fuel, things like that, you know, lost cost and lost
5 time (inaudible) decrease in revenues.

6 Next slide, please.

7 So this is just from the 2019 study showing, you
8 know, currently there's over 7,000 truck parking spaces
9 statewide. ADOT provides 7 percent of those and, you know, the
10 others are some of the major truck stops within Arizona.

11 The next slide, please.

12 This slide here is a little hard to see.
13 (Inaudible) put together, but this is what (inaudible) some of
14 the issues when the truckers can't find a place to park in the
15 rest areas or truck stops, you know, they go into what we define
16 as undesignated truck parking areas, okay, and these were
17 identified throughout the state where we have a high cluster of
18 trucks parking.

19 And, you know, it's not good for us, you know,
20 ADOT. It's not good for the residents. The undesignated truck
21 parking area posed an increased collision risk, whether it's
22 parking on the roadways, parking on the ramps. Trucks parked on
23 shoulders and ramps damage the pavement. Parking in unmonitored
24 commercial industrial areas can expose truck drivers to theft,
25 crime and other (inaudible) local business (inaudible). So it

1 is a priority, but we have to have an approach (inaudible) build
2 these truck parking areas (inaudible) systematic (inaudible).

3 MR. SEARLE: Jesse.

4 CHAIRMAN THOMPSON: Yes. Go ahead.

5 MR. SEARLE: I've got a question for Paul on the
6 undesignated parking.

7 I notice that truckers are using our on and off
8 ramps on the interstate when there's spaces for parking. That
9 would be undesignated, I'm sure, but it also seems like it would
10 be a fairly cost effective way to expand parking if we -- on
11 some of these ramps where we had the space to make more room.
12 Is there a reason why we're not doing that?

13 MR. PATANE: Well, I think that was something
14 that we were going to look at (inaudible) mentioned in a couple
15 conversations where other states are allowing trucks to park in
16 what -- you know, identified as the end fills. I don't think
17 off ramps are a good place to have truck parking, because the
18 speeds are pretty high, but on the on ramps, we're -- where the
19 opportunity -- those things can be considered as we move
20 forward.

21 MR. SEARLE: Well, it would seem like it would be
22 a cost effective way to do so. I notice it quite a bit on
23 the -- I guess you're right. It would be on the on ramps as
24 opposed to the off ramps. But where we have ramps that have got
25 significant right-of-way there, they're currently using it.

1 MR. PATANE: No. It's -- Board Member Searle,
2 that makes -- that's something that we need to consider and
3 something that, you know, we do -- say if we do provide truck
4 parking outside of rest areas. Some of the concerns come with
5 the litter, the biohazard potential there if there's no
6 port-a-john or restroom-type -- portable restroom-type facility.
7 So those things are we need to consider (inaudible).

8 MR. BYRES: Mr. Chairman, Board Members, this is
9 Greg Byres.

10 CHAIRMAN THOMPSON: Yeah, Greg. Go ahead.

11 MR. BYRES: One of the big things to kind of
12 consider when we're looking at alternatives for the truck
13 parking, and Board Member Searle, you mentioned the ramps,
14 there's a huge safety issue that we have with utilizing any kind
15 of ramps coming through to the rest areas as well as our major
16 interchanges. So that is -- just due to the safety concerns,
17 we're probably not going to want to be doing that. However,
18 several states have come up with different alternatives for
19 areas that are not currently being utilized, such as the end
20 fills of cloverleaf interchanges and other areas where we could
21 have a safe use for truck parking. And it is something that we
22 need to look into to be able to utilize, kind of thinking
23 outside the box here a little bit, rather than just utilizing
24 the rest areas for our parking. So other states have started
25 doing that, and I think we need to start looking at what they're

1 doing and see if we can't be able to utilize that same -- those
2 same techniques.

3 MR. SEARLE: Greg, not to beat a dead horse, but
4 like I say, we -- they are currently using some of these on
5 ramps where there's -- there is sufficient space, and it doesn't
6 seem to be causing a problem, and I've just -- it may be a way
7 of expanding it without much expense. No more needs to be said.

8 MR. PATANE: Next slide, please.

9 So our freight investment plan considerations,
10 you know, based on the freight advisory (inaudible) input, the
11 truck parking investments take money right off the top.
12 (Inaudible) 125 million. Recommended freight-beneficial highway
13 projects with a balance of freight funding focusing on the list
14 of the top 19 candidate projects, according to the
15 prioritization process and FAC input. Consideration in breaking
16 that percentage -- breaking that amount down by percentages --
17 excuse me -- were 13 percent would go to MAG -- 37 -- or 13
18 percent for PAG, 37 percent for MAG and 50 percent for Greater
19 Arizona. Casa Grande formula, the Accord formula. Duly
20 consider the TMA, the MAG and PAG areas, the regions. Focus on
21 funding on projects not fully funded in the five-year program or
22 not yet programmed. Some projects are too expensive to
23 consider, given limited funding. It's important that we also
24 (inaudible) to complete the projects that were in 2017 freight
25 plan.

1 And so when we -- you know, after you take the
2 50 million off the top, you know, that leaves roughly, you know,
3 75 million, and we felt the best way to distribute that was
4 based on the Casa Grande Accord. So if you look at the diagram
5 here, you know, that's the highly urbanized area of MAG and PAG.
6 That's where we had the biggest issue with truck travel time
7 liability, and so that's (inaudible) 50 percent to Greater
8 Arizona (inaudible) would be appropriate.

9 Next slide, please.

10 And so these our 19 highest rated freight
11 projects, and so this is how they were ranked by category.
12 Number one was I-10.

13 MR. SEARLE: Paul, I guess this is where I'd like
14 to see some of the parking lane and passing lane projects.

15 MR. PATANE: Yes. That's how we will move
16 forward with once we have (inaudible) additional projects and
17 prioritizing the parking areas. We can definitely add them to
18 the list. So these were the 19 that were ranked based on the
19 scoring.

20 Next slide, please.

21 And some of these were in the five-year program
22 (inaudible) in the five-year program, but at the end of the day,
23 the next slide is what we're recommending for the freight plan.
24 For this -- for this -- for 125 million for this five years.
25 There's that 50 million to be used for truck parking. Planning

1 and research, we would do \$2 million. Again, this is a
2 proposal. The Broadway Curve we wanted to put 27 million there.
3 And the Country Club and Kino TI was 4 and a half million. The
4 Irvington TI would be 5 million on I-19. And SR-69, there's
5 some ITS improvements and raised median of 3.9 million. And the
6 I-10 at US-191, the Cochise TI, we're recommending
7 24.75 million. And on US-60, the passing lanes, we're
8 recommending 8 million.

9 CHAIRMAN THOMPSON: Any comments?

10 VICE CHAIR KNIGHT: Mr. Chair, this is Gary.

11 CHAIRMAN THOMPSON: (Inaudible.)

12 VICE CHAIR KNIGHT: The first one, the Broadway
13 Curve, 27 million, but only 14.8 percent benefit to freight. It
14 seems like that ratio is a little -- a little off. We've got
15 24.75 down here on I-10 and US-191, which is going to benefit 54
16 percent. It seems like the 27 million is being used for a whole
17 lot more than truck and freight with the -- with only 14.8
18 percent for freight. It just seems like it's not a very good
19 deal for a freight benefit.

20 MR. SEARLE: Gary, I had similar concerns, but
21 when you look at the congestion that you've got on I-10 in the
22 Phoenix area, how do you even estimate the freight benefit? I
23 think it could be said that it's probably a little bit bigger
24 benefit than 14 percent.

25 VICE CHAIR KNIGHT: You're probably -- you're

1 probably right, Richard, because I-10 is a big bottleneck,
2 although when I've driven it, it has been farther down the road
3 than I -- than the Broadway Curve, but I don't know how much the
4 Broadway Curve's going to alleviate the backup on I-10 a little
5 farther down the road on your way to 85.

6 MR. LIGOCKI: Mr. Chairman, Mr. Knight and
7 Mr. Searle, that number should be stronger. The 14.8 percent
8 comes from a pretty complicated formula that was generated in
9 the previous truck parking study and freight plan, but this 14.8
10 percent relates to the entire segment from the I-17/10 split for
11 the full project all the way down to 202, and if we focused it
12 more on this particular part of that whole segment, I'm sure it
13 would be higher, but also consider that the project benefits a
14 tremendous amount of traffic coming through that area.

15 So freight is a significant percentage of it, but
16 it's just that the benefits overall for traffic are very high
17 too. So if this is something that if we focus just on the
18 Broadway Curve area, that number would certainly come up high.
19 It is a high priority.

20 Also, in the -- you know, in the MAG region, when
21 we discussed freight with them, and they have done a freight and
22 truck parking plan as well, this was a -- they considered this
23 to be their top priority for freight in the MAG region.

24 VICE CHAIR KNIGHT: Okay. Thank you. Thank you,
25 Floyd.

1 MR. MECK: Mr. Chairman, Jackie Meck.

2 CHAIRMAN THOMPSON: Yes, Jackie. Go ahead.

3 MR. MECK: Yes. Earlier there was a slide
4 showing all the traffic coming out of California, and that would
5 be I-10 westbound and eastbound. And also, I see all these
6 I-10s, and they're all from Broadway Curve, you know, south. We
7 get a lot of truck traffic, obviously, through Yuma, all the way
8 through Buckeye. Lots and lots and lots of traffic. I don't
9 see anything kind of on the westbound I-10 and eastbound I-10,
10 and that's something that I just throw out. I don't see those
11 numbers in here anyplace yet, and seeing the amount of traffic
12 coming from California, I would say that we get every truck that
13 comes out of California, that that would be kind of pushing the
14 point, but we get a lot of trucks, and I think that needs to be
15 taken into consideration.

16 Thanks.

17 MR. LIGOCKI: Mr. Chairman, Mr. Meck, this is
18 Clem. I just would point out that you're absolutely correct.
19 That was a really high priority, and in a previous freight plan
20 that was one of our top recommendations, and that's why we put a
21 significant funding amount in there. It was over \$30 million
22 for the Verrado to 85 segment. So that was a high priority, and
23 it continues to be. So the previous freight plan funding went
24 very significantly to that point.

25 MR. MECK: Thank you.

1 MR. LIGOCKI: Thank you, sir.

2 CHAIRMAN THOMPSON: Any other comments or
3 questions?

4 Paul, if we can move on.

5 MR. PATANE: Okay. Thank you, Chairman Thompson,
6 Board Members.

7 So for further action, we've got to update the --
8 mention the 2019 truck parking study plan, update the plan to
9 guide book, truck parking project identification association
10 with the 2022 freight plan to inform development of the 2026
11 state freight plan. Take full advantage of additional resources
12 available from national coalitions. Consider relevant findings
13 from the ongoing Rest Area Study in the new Truck Parking Plan.

14 So further items are examine the bottleneck
15 findings from the 2022 freight plan to inform future planning,
16 including development of the 2026 freight plan. Pursue strategy
17 recommendations from the 2022 plan as prudent to fill federal
18 and state priorities. Initiate more frequent Freight Advisory
19 Committee interaction to mainstream freight planning more
20 robustly into the overall statewide planning process. Pursue
21 any additional study recommendations from the State
22 Transportation Board.

23 Next slide.

24 Any further questions?

25 CHAIRMAN THOMPSON: Again, Floyd, Paul, on this

1 particular part of the agenda, I'm assuming that this will be
2 placed on our regular agenda to -- couple of months, a week from
3 now.

4 MR. ROEHRICH: Mr. Chairman, yes. What I expect
5 is as Paul and his team have -- Paul and Clem and the team have
6 identified, there's still obviously planning and development
7 work we're doing. Paul will give updates as part of his monthly
8 multimodal planning report, and then when we have the next
9 iteration of information to present to the Board for your
10 discussion and deliberation, we'll agenda it specifically and
11 bring it forward. Ultimately, you will have to approve this
12 plan when it's in its final form. Is that not correct?

13 MR. PATANE: Yeah. We were shooting for
14 November.

15 MR. ROEHRICH: Yeah. So yes, sir, Mr. Chairman,
16 you will get updates until we bring you the next iteration.

17 CHAIRMAN THOMPSON: Okay. Thank you.

18 Does any board members have any concerns you need
19 to express at this time or your recommendation on how to move
20 forward with this plan? I know that there's additional
21 information that is going to be available to us more
22 specifically, will be provided to the Board. So any other
23 comments we wish to make before we move on?

24 Paul, is that about the extent of your
25 presentation on this part of the agenda?

1 MR. ROEHRICH: Mr. Chairman, yes, this concludes
2 Item 2. We're ready to move on to Item 3 if you are.

3 CHAIRMAN THOMPSON: Again, like to ask the board
4 members if you have any question -- any further questions
5 (inaudible) some time on the plan that has been presented to us.
6 And again, I guess that Paul will be available to provide any
7 additional information that the Board wishes to get surrounding
8 the freight plan.

9 MR. ROEHRICH: Mr. Chairman, yes. If any board
10 member has any questions or comments, please send them in or
11 call myself or Paul, and we'll make sure that the team has them
12 available to work on.

13 CHAIRMAN THOMPSON: Okay. Let's go on to Item 3,
14 Paul, ADOT tribal coordination program, for information and
15 discussion. And I certainly do appreciate, you know, the
16 presentation on the monthly meeting on this part of the agenda.
17 It's certainly very helpful to Don Sneed and Paula Brown. I
18 wish to say thank you to them as well, because I know they spend
19 a lot of time on providing information or getting out to the
20 field, talking to people.

21 So with that Paul, can you move forward on it?

22 MR. PATANE: Yes, Chairman Thompson, Board
23 Members. Thank you.

24 And I'd first of all like to start out by
25 introducing Paula Brown and Don Sneed. They're our tribal

1 liaisons for the -- for the ADOT agency, and Don's been with
2 ADOT for over 22 years, and Paula has been with ADOT for 13
3 years. There are -- these are our two tribal planning
4 programming managers, and Don and -- Don and Paula have done a
5 great job for the past several years.

6 Next slide, please.

7 So where the tribal liaisons fit within the
8 agencies, they're housed under the Multimodal Planning Division.
9 So, you know, we all report to the deputy director for
10 transportation, which is Greg Byres. And so Don and Paula, you
11 know, they provide the support for both -- for all areas within
12 the agency, construction, maintenance and planning.

13 So they're -- they're really spread out
14 (inaudible). You can see from the next slide. We break the
15 state into the north and the south quadrants, and so Paula is
16 responsible for the northern region, and Don takes care of the
17 southern region. They're organized into regional areas. The
18 responsibility to provide improved coverage and service. Tribal
19 specific assignments and requests for assistance are directed to
20 the designated (inaudible) region tribal liaison.

21 The tribal liaison regional boundary follows ADOT
22 engineering district boundaries except for the deviation to
23 approve the Tonto Apache Tribe within the southern region.

24 Liaisons also provide backup coordination
25 assistance to one another as needed. So you can see (inaudible)

1 two liaisons currently, you know, within the state, you know,
2 they're -- they got heavy responsibilities to ensure some of
3 those concerns and issues get passed through to the right area.

4 So any questions to this point?

5 Okay. Next slide, please.

6 CHAIRMAN THOMPSON: Paul. Paul.

7 MR. PATANE: Go ahead.

8 CHAIRMAN THOMPSON: The only comment I can make
9 at this time is that as, again, my sincere appreciation that
10 throughout our meetings with -- at different locations, I find
11 that there's a lot of working relationships between the towns
12 and cities and the nearby Native American communities.

13 So I know that your two tribal liaisons are
14 constantly communicating with the officials at the governmental
15 level as well as at lower village or chapter communities. So
16 certainly do appreciate it. That -- I think that is huge to the
17 people, to the public, getting that information about that
18 (inaudible) the tribal government becoming involved and working
19 with the State of Arizona. So again, maybe at this time you can
20 go ahead and move on, Paul.

21 MR. PATANE: Thank you, Chairman Thompson. I
22 think Don is going to speak a little bit here now.

23 MR. SNEED: Yes. I'd like to just thank you for
24 this opportunity and thank you, Chairman Thompson and members of
25 the Board, to be here to provide this information to you.

1 You probably are wondering what exactly do we do.
2 So this slide basically shows you a little bit more information
3 on the roles and responsibilities that we have. As program
4 managers, we provide planning support and intergovernmental
5 coordination for ADOT's statewide and regional planning projects
6 and programs, especially if they impact tribal governments and
7 communities.

8 Special emphasis is also placed on conducting
9 coordination to improve our tribal participation in the
10 statewide transportation planning and programming processes. Of
11 course, that involves the Arizona Long Range Transportation Plan
12 and the state TIP program.

13 And then as ADOT department-wide tribal liaisons,
14 we provide tribal outreach, coordination and consultation
15 statewide, assistance to the ADOT personnel. So that's internal
16 within ADOT. Also provide transportation planning stakeholders
17 and ADOT consultants or contractors assistance as needed.

18 The tribal liaison assignment assists ADOT in
19 maintaining compliance with Arizona Revised Statute 41-2051(C).
20 In particular with the provision that's titled Responsibilities
21 of State Agencies. And then also to comply with ADOT's Tribal
22 Consultation Policy, which is ADOT MGT-16.01, and that policy
23 has been in place for a number of years now. I think it was
24 back in 2006 is when that one was established.

25 Next slide.

1 This slide here shows some of the major planning
2 focus areas that we get involved in, and to the outreach that we
3 conduct with the program managers for these various areas. And
4 you noted in some of the reports that we provided during the
5 board meetings that, you know, we're talking about our
6 participation from the various tribes in all these different
7 areas and projects. That's an ongoing effort to keep tribes
8 involved in these processes, communicate with them and keep them
9 informed.

10 Next slide, please.

11 This right here is a list of various internal
12 departments and offices and external agencies that we as
13 liaisons provide assistance to in relation to transportation
14 planning activities and tribal outreach and consultation, and
15 there are two major items that we wanted to point out to you
16 with regards to our outreach and coordination assistance
17 internally.

18 The first one is with the -- interaction with the
19 ADOT district offices. The tribal liaisons regularly encourage
20 tribal representatives to contact the ADOT district engineers
21 and administrators as their first point of contact when they
22 would like to bring concerns or share information with ADOT.
23 Contact is made directly through the tribal liaisons, ourselves.
24 We will then in turn -- and if this is coming from a tribal
25 representative or official, we will in turn understand that

1 information either to the district engineers or administrators
2 or offer any follow-up assistance as needed on the particular
3 issue or concern that may come up.

4 The other area we wanted to highlight was the
5 interaction that we have with the tribal transportation lead
6 contact that we have identified for each of the 22 tribal
7 governments. Each one does have a contact, which is either the
8 tribal DOT director or the planning director or another
9 official, maybe an elected official when they don't have the
10 staffing capacity to have department planners or directors in
11 place.

12 And then under this particular area, the tribal
13 liaisons regularly make contact with the transportation lead
14 contact when we were made aware of information. So whenever
15 anything comes in, like, to our offices, as far as maybe
16 something from federal highways or any of the other federal
17 agencies, we will take the time to outreach to the tribal
18 transportation lead contacts and inform them of that, and that's
19 particularly in regards to grants -- grant information,
20 programs -- new programs being -- taking these underway --
21 (inaudible) underway, and also information that is really going
22 to benefit them and help them in their programs and processes
23 with regards to their transportation needs.

24 And then, also, occasionally the liaisons will
25 receive inquiries directly from the lead contact, and then a

1 decision is usually made internally within ADOT as far as how
2 those inquiries will be addressed. So we may get, you know,
3 staff from various sections, groups, offices within ADOT
4 together to discuss those inquiries or determine how we will --
5 we will address and respond to the tribal officials. Oftentimes
6 (inaudible) also include the district engineer.

7 And so that's an ongoing effort, and it does
8 happen quite regularly. Each week we may hear something from
9 one of the tribes, and so we'll follow up on those. I
10 appreciate that opportunity to relay that particular amount of
11 information to you.

12 Next slide, please.

13 This one talked a little more about an example --
14 consultation actions, and we just wanted to also highlight the
15 fact that we did follow up on a question that actually was
16 raised by Chairman Thompson, but this was last year, back in
17 February at the State Transportation Board meeting where he was
18 inquiring as to whether there was any information in regard to
19 the tribal report and whether there were any tribes in the -- in
20 the program for their airport.

21 And as it turned out, we took that bit of
22 information we received through the board meeting, and we
23 followed up by checking with the ADOT Aeronautics Group, and we
24 asked them to find out how many tribal projects have been funded
25 through the State Aviation Fund, and we found out that there are

1 very few, very limited number of projects with -- and these
2 within the last ten years that had been submitted on behalf of
3 the tribal airports through that program.

4 And so what we had decided to do internally was
5 to conduct a -- a PDCA, which is a plan, do, act and check
6 process on that issue to determine, you know, how can we find
7 out about why this is -- why this is happening, why tribal
8 airport managers aren't permitting projects to the state
9 (inaudible) program.

10 And so we did actually do that. What we had
11 initiated was (inaudible) the process, we had a number of
12 meetings internally involving the ADOT's Planning to Programming
13 Group and the Aeronautics Group, staff from each of those. We
14 met for a number of months and discussed these issues. We went
15 through the PDCA process, and the major outcome was an action to
16 call a meeting with the various tribal airport managers and
17 found out directly from them exactly what are their challenges,
18 setbacks. What's holding them back from submitting projects?

19 And so we did actually meet with them, and we met
20 in April this year. We actually met with nine tribal -- airport
21 managers who represented 12 of the 14 -- 9 of the 12 tribal
22 airports that are in operation in Arizona today.

23 As far as the outcome of that meeting, what we
24 found out was, yes, there are challenges that the tribal airport
25 managers do have, and that some of them are really major. And

1 of course, the airport managers indicated that one of the major
2 ones was that their airport -- airports are in compliance with
3 FAA and that they needed to do a lot of work to get those caught
4 up and get them back into compliance with the regulations that
5 FAA requires them to follow.

6 Also, the tribal airports indicated -- their
7 managers indicated that at least for some of them that their
8 management plans need to be updated. It's been years since they
9 were updated, so we need -- they need to take a look at that.

10 Also, they identified the increase of project
11 costs, the requirement for matching funds and the availability
12 that tribal governments have for that, which is limited. That's
13 another challenge that they face. And then the need for tribes
14 to be reimbursed when they were approved for reimbursement for
15 any funds that -- that they are -- are dedicated to projects
16 that they submit.

17 And so with all that information, the airport
18 group -- the manager from that group has initiated follow-up
19 contact with each airport individually and their managers to
20 follow up on the comments we received from them, specifically,
21 and then outline the follow-up activities that they can conduct
22 to address those issues.

23 So that, of course, is going to require a lot of
24 follow-up assistance on behalf -- on behalf of ADOT aeronautics
25 group, and so that is underway, and that's where we're at at

1 this point in time. We had hoped that we could follow up also
2 with an additional meeting with all the tribal airport managers,
3 and we hope that will happen sometime in the next, I don't know,
4 three to four months maybe, but we do plan to follow up with
5 them and possibly maybe those types of meetings can become
6 annual types of meetings that we could have with tribal airport
7 managers just to keep them informed as far as what the program
8 processes are, if there's any changes in those processes, if
9 there's a need to inform them of any staff changes and those
10 types of things. But also, just, of course, to keep our lines
11 of communication open with the tribal airport managers.

12 So that's -- I really wanted to make sure we had
13 (inaudible) particular effort, and thanks to our management also
14 for supporting us with that.

15 And there's one other -- one other effort that we
16 wanted to highlight, which was -- which is in regards to the
17 Arizona Long Range Transportation Plan and the tribal
18 participation that we have under -- outreach for and undertaken
19 with the tribal government.

20 As you recall, I think at the last board meeting
21 we did provide in our tribal transportation report the fact that
22 we had initiated outreach with the tribal government. We sent
23 letters out to the -- to the tribal leaders, signed by Director
24 Halikowski, and we were really surprised that we actually got
25 back responses from 12 of the tribal governments. All of the 22

1 tribes responded that they were interested in consulting with
2 ADOT on the long range plan, and so we've initiated contact with
3 them to schedule meetings, and we already have 8 of the 12
4 tribes scheduled for October. We will complete the other four
5 meetings with the other four tribes hopefully by the end of
6 October.

7 We do have -- I think identified as just -- and
8 we just need responses back from those tribal officials to let
9 us know when they would like to meet with us. We actually have
10 completed one this week. We have an additional meeting today,
11 and I have another one tomorrow to conduct.

12 So we're actually, you know, very pleased with
13 the responses that we got back from the tribal governments, and
14 the information we're starting to collect, it's going to be very
15 informative and beneficial to the development of the Arizona
16 Long Range Transportation Plan. So that's the other -- I will
17 focus on the area that we wanted to highlight. Appreciate the
18 opportunity to relay that to you.

19 Next slide.

20 And then, also, this slide basically is a photo
21 of the last Arizona tribal leadership meeting that we conducted
22 back in 2019. We just wanted to bring this to your attention,
23 because this outreach effort was one of the major efforts that
24 we undertook to become engaged in, involve the tribal leadership
25 of each of the tribes, where we invite them to meet with ADOT

1 leadership, and they have the opportunity to discuss any
2 concerns or issues they may with regard to the state system or
3 whatever it may be that they would like to bring to the ADOT's
4 leadership's attention.

5 So I thought that this leadership meeting that we
6 held back in 2019 during the Arizona Rural Transportation Summit
7 was a successful meeting, and we did conduct -- of course, ADOT,
8 there was some follow-up activity that was conducted, several of
9 the tribes that asked for follow-up meetings. I believe one of
10 those was the Hopi Tribe, and the other was Salt River Tribe.
11 Salt River Pima-Maricopa Indian Tribe.

12 And so there's follow-up being -- underway,
13 actually, for the -- the input that we received at that
14 particular meeting and various considerations, because we had to
15 put this off for the last three years due to COVID, that we may
16 want to consider initiating this again next year, and so we'll
17 consider that and take a look at how we might be able to do
18 that, but I'd just -- also wanted to make sure we brought that
19 to your attention as another major outreach effort that we
20 conducted within ADOT.

21 Next slide, please.

22 And then just also -- finally, just to re-inform
23 you on the fact that we have a ADOT tribal transportation
24 consultation online training course that was developed a number
25 of years ago. I believe it was 2014 when we completed this

1 board. It was developed to help ADOT personnel better
2 understand what the activities or what the information they need
3 to know in order to outreach and consult with tribal
4 governments, to have a better working relationship with the
5 tribal governments, how even to initiate those relationships and
6 communication with the tribal governments.

7 All of that pretty much covers. It's a
8 five-module training course. It's really -- each module runs
9 about an hour if you want to take it, and they are available
10 online internally and within ADOT's intranet. And those -- that
11 course is available to personnel for credit, which is able --
12 which is able to receive, I think, (inaudible) modules or even
13 just one module of that course.

14 It's all also available on the internet, on
15 ADOT's tribal transportation website that we host. And we did
16 decide to make it available publicly because we knew that
17 there's the need to share that information with a number of
18 other state agencies and federal agencies, and it provides
19 really good information with you guys to all the ins and outs of
20 working with tribal governments. So we just basically wanted to
21 make sure we highlighted this, make sure you were aware of this
22 as well.

23 I believe that's my last slide. If you could
24 just move to the next slide.

25 Anybody have any comments or anything?

1 Paula is going to go ahead and talk about this
2 next slide. Thank you.

3 MS. BROWN: Good morning. I'm Paula Brown. I'm
4 the tribal liaison that works with the tribes for the northern
5 region, and I would like to start off by thanking the
6 Transportation Board, Board Chairman Thompson and members of the
7 Board for providing an opportunity for rural communities,
8 including the tribal nations and communities, to have a voice at
9 the State Transportation Board meeting.

10 So with that, ADOT's tribal liaison have a
11 process to address call to audience comments voiced by tribal
12 representatives at State Transportation Board meetings. The
13 tribal liaisons alternate in attending the monthly board
14 meetings, depending on the ranges the meeting is located within.
15 Comments voiced at the State Transportation Board meetings by
16 tribal leaders and representatives are documented.

17 A tracking database was created to track their
18 comments made and to initiate follow-up with them in a specified
19 time frame. Follow-up is initiated based on the type of
20 request. The liaison coordinates with the district, community
21 relations, right-of-way group and other sections, groups and
22 offices within ADOT.

23 So with that, there were 21 tribal-related
24 comments that were recorded during fiscal year '22, compared
25 to 18 in the last fiscal year. Follow-up comments was

1 determined by ADOT leadership and reported to the State
2 Transportation Board as needed.

3 Next slide, please.

4 Here is a screenshot of the Arizona Tribal
5 Transportation website. The website is maintained by the
6 Multimodal Planning Division and the tribal liaison. It was
7 created as a resource for ADOT, the tribes in Arizona and other
8 interested parties. It contains a good deal of information,
9 including upcoming events, grant opportunities, website links
10 for 22 tribes here in Arizona, information on tribal
11 partnership, tribal transportation studies, and the ADOT tribal
12 consultation policy, along with the ADOT annual tribal
13 consultation report that gets submitted to the Governor's office
14 on tribal relations.

15 MR. PATANE: (Inaudible.) Next slide, please.

16 Any questions? I want to thank (inaudible) for
17 presenting.

18 Also, what we do, we annually -- I think I put as
19 part of the packet the annual tribal consultation annual report.
20 So I won't go through that. That's for you to look at at your
21 leisure, but these are, again, another way that we document what
22 we do as far as our outreach, and this goes to the Governor's
23 office annually, and they use it for their reporting (inaudible)
24 as well.

25 And, you know, just a couple final comments here.

1 You know, there's over -- there are 22 federally-recognized
2 Indian tribes in the Native nations in Arizona. Over 20 percent
3 of the land is within the tribal nation. We have seven tribes
4 located (inaudible) of the state with aboriginal and ancestral
5 interest in Arizona. There's over 1,200 miles (inaudible)
6 tribal land. There are 12 tribal airports and seven tribal
7 public transit systems situated within tribal communities
8 throughout Arizona. So our consultation is very integral to how
9 we do our business to make sure that our tribal partners are
10 informed (inaudible) other matters as well.

11 Any questions?

12 CHAIRMAN THOMPSON: Yeah. Paul, Don, and also
13 Paula, we appreciate your inclusion of this part of the
14 transportation program relating to Native American community
15 transportation. You've included it every month, so really
16 appreciate that.

17 I think I do certainly agree that I always feel
18 that in order to really understand the transportation out in the
19 rural, remote areas, including the Native American communities,
20 you've got to feel it. You've got to feel it. How does it feel
21 to get on a bus and try to make it to school on the muddy road,
22 on washout roads?

23 You know, the reason I say that is this is -- we
24 have many Native American communities, they have the Bureau of
25 Indian Affairs transportation. You have the tribal

1 transportation, and you also have the counties involved in
2 maintaining these roads, but we have public schools out there,
3 and the State of Arizona has limited responsibility to be part
4 of that transportation (inaudible) and the maintenance of these
5 roads. So I hope that we can sometimes in the future look at
6 all these policies again, try to find a way how the State of
7 Arizona can participate in maintaining these roads for our
8 students out there.

9 And again, I do agree that I've been part of the
10 presentation from the county side and the things that we've done
11 out in the Native American communities. So I really believe
12 that our -- that the program establishing a communication with
13 tribal leaders (inaudible) is a very wise thing that can
14 continue to happen.

15 And the other wish that I have is to re-establish
16 the tribal transportation partnership committees or task team.
17 That way a lot more information can be given out to all of them
18 at the same time. I know that there's many requests that are
19 coming in from local communities, and that the only thing
20 that -- it's going to increase the requests for -- our
21 communication with them is going to increase.

22 So with that, I guess that airport, you know,
23 this project at Polacca, Navajo Nation, you know, that's been on
24 the radar for so many years. So I don't know what it is that's
25 stalling the project, but I know they have been doing some

1 patchup work on those. So any idea of where this might be at?

2 MR. ROEHRICH: The questions is the tribal
3 airport grant program? Is that what his question is?

4 MR. SNEED: Yeah. You're referencing the tribal
5 airport items we discussed. We are, of course, coordinating and
6 working along with the ADOT Aeronautics Group to follow up on
7 tribal participation in the program. So -- and, of course, it
8 really depends on each tribe. They all operate at their own --
9 you know, own time schedule and what they have available. So it
10 can be time consuming, but, you know, we continue to
11 mitigate/coordinate with them.

12 I can't -- unless you have a reference to a
13 specific -- specific airport -- I know you mentioned Hopi. We
14 are going to be meeting with the Hopi DOT director next month in
15 a two-day session he had asked for. So we'll probably talk more
16 in depth more about that issue with the Hopi airport at that
17 time.

18 CHAIRMAN THOMPSON: Thank you, Don. Do
19 appreciate that.

20 MR. SNEED: Sure. Thank you.

21 CHAIRMAN THOMPSON: I know that we're going to be
22 going to Chinle the third Friday of December.

23 MR. SNEED: Yes.

24 CHAIRMAN THOMPSON: It will be -- and hopefully
25 what I'd like to do at that time is that we met over in Tuba

1 City, Moenkopi here, maybe four years ago or five years ago, and
2 many of the projects or many of the issues they were concerned
3 with were brought up to our attention. If I could, I'd like to
4 bring those back up and (inaudible) we had (inaudible) their
5 concerns, and that is my thinking at this point.

6 And I'd say give some time to other board members
7 if you have any questions or comments. There being none, Paul,
8 back to you.

9 MR. ROEHRICH: So, Mr. Chairman, that concludes
10 Item Number 3, and so the next item on the agenda is Item
11 Number 4, and that's the one that we had talked about and you
12 concurred with postponing, because that's the one Board Member
13 Daniels had asked for, postponing that until the October 21st
14 board meeting. So if you still concur with that, then we're
15 done with all the agenda items for today, and you'd go on to any
16 suggestions or final comments.

17 CHAIRMAN THOMPSON: Thank you on that. I did
18 have this discussion with Floyd, and I think that, you know, we
19 will now move on to Item 4. At this point I'm going to postpone
20 the discussion on the agenda item until the October 21st,
21 2022, board meeting.

22 So with that, we will move on to Item 5,
23 suggestions for information and discussion only. Board Members,
24 you will be given the opportunity to suggest items that you
25 would like to have placed on a future board meeting agenda. And

1 any topic for the next board meeting? Staff will remind
2 everyone the location for the next board meeting.

3 So Board Members, if you have any suggestions,
4 use that time now to bring that up.

5 MR. ROEHRICH: So Mr. Chairman, Board Members,
6 this is Floyd. Just a reminder that the next board meeting is
7 Friday, October 21st. It is at Lake Havasu City Hall. We've
8 already coordinated with them. I know Sherry has sent out some
9 hotel information for those who will be traveling in person. I
10 would recommend that you make your reservations early, please,
11 so you can get those rooms reserved. As always, we'll also have
12 the virtual option. We will conduct a simultaneous Webex event
13 at the same time. We will draft up the agenda, Mr. Chairman,
14 and get that off to you by next week, and then we'll get ready
15 to get it posted and prepared for the board meeting. So if you
16 have any items, let us know, or items for future meetings,
17 please let us know.

18 CHAIRMAN THOMPSON: Again, Board Members, I
19 believe that if you don't have any comments or any
20 recommendations --

21 MR. ROEHRICH: (Inaudible.)

22 CHAIRMAN THOMPSON: So I ask are there any other
23 comments to make?

24 MR. ROEHRICH: Yeah. So this is Floyd again. I
25 think Paul had one more final comment.

1 MR. PATANE: Yeah. I just want to -- later today
2 I'm going to make an announcement (inaudible) association
3 (inaudible) for the airport of the year is going to Cottonwood
4 airport.

5 CHAIRMAN THOMPSON: Thank you, Paul.

6 MR. ROEHRICH: Mr. Chairman, that's all we have.
7 So if you're ready to adjourn the meeting, we can go ahead and
8 do that.

9 CHAIRMAN THOMPSON: Okay. Board Members, we have
10 one action to take. Is there a motion to adjourn the meeting?

11 VICE CHAIR KNIGHT: So moved.

12 MR. SEARLE: Second.

13 CHAIRMAN THOMPSON: There's a motion and second
14 to adjourn the board meeting. All those in favor say Aye.

15 BOARD MEMBERS: Aye.

16 CHAIRMAN THOMPSON: The Board is now adjourned.

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

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

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 73 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 26th day of November 2021.

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 October 6, 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 11:11 a.m. PST.

Not Available for Signature _____

Jesse Thompson, Chairman
State Transportation Board

Not Available for Signature _____

John S. Halikowski, Director
Arizona Department of Transportation

**STATE TRANSPORTATION BOARD MEETING
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE
9:00am, October 21, 2022
City of Lake Havasu
2360 McCulloch Boulevard North
Lake Havasu, Arizona 86403**

Call to Order

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

Pledge

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

Roll Call by Floyd Roehrich, Jr.

A quorum of the State Transportation Board was present. **In attendance (in person):** Chairman Jesse Thompson, Vice Chairman Knight, Board Member Maxwell. **In attendance (via WebEx):** Board Member Searle, Board Member Stratton, Board Member Daniels. **Absent:** Board Member Meck. There were approximately 66 members of the public in the audience on-line and approximately 15 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

REPORTER'S TRANSCRIPT OF PROCEEDINGS

BOARD MEETING

VIA WEBEX AND IN PERSON AT:

City of Lake Havasu
2360 McCulloch Boulevard North
Lake Havasu, Arizona 86403

October 21, 2022
9:03 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 ELECTRONIC PROCEEDINGS, ADOT
2 STATE TRANSPORTATION BOARD MEETING, was reported from electronic
3 media by TERESA A. WATSON, Registered Merit Reporter and a
4 Certified 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 (via Webex)
12 Richard Searle, Board Member (via Webex)
13 Jackie Meck, Board Member (Absent)
14 Steve Stratton, Board Member (via Webex)
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1 (Beginning of excerpt.)

2 CHAIRMAN THOMPSON: Now moving on to call to the
3 audience. Again, of those that are participating maybe
4 telephonically or on Webex, everyone will be muted when they
5 call in to the meeting. When your name is called to provide
6 your comments, you will indicate your presence by virtually
7 raising your hand using your phone keypad or through the Webex
8 application. The Webex host will guide you through the unmuting
9 and muting process following the instructions included with the
10 meeting agenda.

11 For those in person, there is an opportunity for
12 members of the public to discuss items of interest with the
13 Board. Again, please fill out a Request for Public Input Form
14 and please give it to the board secretary if you wish to address
15 the Board. In the interest of time -- I know all of you have a
16 lot to say (inaudible), but call to the audience means a
17 three-minute time limit will be imposed. Again, a three-minute
18 time limit will be imposed.

19 For this part of the agenda, I'd like to turn
20 back to Floyd (inaudible). So call to the audience.

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

22 We have three requests to speak in person and
23 then a number online. We'll start with the in-person requests.
24 And our first speaker will be Mayor Sheehy, Mayor of Lake Havasu
25 City.

1 MAYOR SHEEHY: Good morning. Good morning,
2 Chairman Thompson, Vice Chair Knight and members of the Board.
3 Thank you for being here, and thank you for being in Lake Havasu
4 City. It's our pleasure to host you here in Lake Havasu City,
5 and it's always great to have members of the Board seeing the
6 roadways in which we all travel around every day.

7 I would also like to thank Vice Chair Knight. He
8 participates in our metropolitan planning organization,
9 (inaudible) regular meetings, but we appreciate the updates that
10 you provide to the Board and your leadership in our district.

11 I would also like to thank ADOT for the
12 partnerships that they have within our region. We have several
13 major projects that are onboard that we'll be moving forward.
14 Thank you to Representative Biasiucci. With the support of
15 Senator Borrelli and Representative Cobb, we've been able to get
16 some direct legislative appropriations for roadways. Highway 95
17 here in Lake Havasu City and Bullhead, and some TI improvements
18 in the Kingman area, so we're very grateful for those.

19 We also are working on a partnership with ADOT
20 and Lake Havasu City for the synchronization of our light
21 system. So the traffic lights (inaudible) 95, which is the only
22 way in and out of our community. It is going to synchronize
23 with Lake Havasu Avenue, which is a parallel roadway, allowing
24 motorists to be able to flow as expedient as possible off of the
25 highway system into our community without any backups, which is

1 a challenge for us. But again, we appreciate that partnership
2 that we have.

3 We also are working on a bridge feasibility
4 study, and our director (inaudible) the northwest region
5 (inaudible) is working on that with our team to be able to
6 identify what the feasibility is for a second bridge to get
7 across our channel area. For those not familiar, we have the
8 world famous London Bridge here in Lake Havasu City, and it's
9 the only way on and off of the island, and so we're looking for
10 alternative solutions for that.

11 As far as allocating things at the Board we do,
12 we would like consideration to have an office in this area. We
13 previously had one in Kingman, and we would love to have that
14 returned. Our Northwest District office is in Prescott, which
15 is quite a distance away from Lake Havasu City. So we would
16 like to have that in our area so we can have better connection
17 and relationships with ADOT and our regional director.

18 And then finally, I believe this is a challenge
19 across the state of Arizona, but certainly in our area, is the
20 right-of-way cleanups along the highway. We do have a good
21 partnership with our district, but it's not enough. We need our
22 roadways to be clean, and, you know, if we could have that, we'd
23 greatly appreciate it.

24 Again, to members of the Board, thank you for
25 being here in Lake Havasu City. Thank you for your time and

1 consideration for our transportation needs across the state of
2 Arizona. Enjoy your meeting. Thank you.

3 CHAIRMAN THOMPSON: Thank you. (Inaudible) thank
4 you for those beautiful comments.

5 MAYOR SHEEHY: Thank you.

6 MR. ROEHRICH: Our next speaker is Ms. Nancy
7 Campbell, Lake Havasu City Council. Ms. Campbell.

8 MS. CAMPBELL: Good morning, and thank you all
9 for being here, and thank you everyone that joined us last
10 night, and again, for the sponsor of last night's event was
11 Sundt. And the baskets were donated by (inaudible), so I just
12 want to give them a shoutout.

13 But again, I wanted to parlay on everything the
14 Mayor had mentioned. He obviously (inaudible) representing our
15 community, and you were all on the bridge with us and saw our
16 beautiful London Bridge, and I have witnessed accidents around
17 that bridge and how it's been backed up all the way around.

18 I've spoke to many of the -- my constituents at
19 the moment (inaudible), and they have a lot of concern in case
20 of emergency. As you saw, we have a lot of restaurants right
21 there at the (inaudible), not to mention we have a lot of
22 bottlenecks flowing up off of Highway 95, onto Mesquite, getting
23 up onto London Bridge Road with your boats, (inaudible) on Main
24 Street, which is substantially up the street, and on the big
25 events it's uncommon to see people backed up all the way up to

1 our main street to try to get onto the island. I'm very
2 worried. We've been successful the last 50 years without many
3 major problems, but I'm starting to feel it's not (inaudible)
4 when we do have a problem.

5 So thank you again for all coming, all of you
6 coming out, driving down, spending some time in our beautiful
7 city. Thank you.

8 CHAIRMAN THOMPSON: (Inaudible.) Thank you.

9 MS. CAMPBELL: Thank you.

10 MR. ROEHRICH: Our next speaker is Mr. Kee Allen
11 Begay, Junior. Mr. Begay.

12 MR. BEGAY: Good morning, Board Members, present,
13 Board Members and everyone else. I am -- my name is Kee Allen
14 Begay, Junior. I'm the council for the Navajo Nation from
15 the -- I'm from the northeast part of the state of Arizona.

16 The main thing that I continue to advocate and
17 request for the Board is please continue to consider a road
18 improvement between Many Farms and Chinle, Arizona, on the
19 Navajo Nation. There is construction going on. As you know,
20 that we've been advocating for an additional lane between the
21 two communities because of the growth, but the settlement
22 (inaudible) understand it is slowly widening (inaudible), but I
23 continue to ask if these -- the north part of the construction
24 could be extended for almost about two or three more miles,
25 because the current construction only stops just outside of Many

1 Farms, Arizona.

2 And we have been -- the local community, each of
3 the communities on the reservation has a local chapter. So
4 there is -- one chapter has been asking that there needs to be a
5 little bit of improvement in a lot of the crossroads, especially
6 the culverts on the -- on 191.

7 Just recently we had a good storm, which we're
8 thankful for, but because of it, really made a lot of these
9 road -- the waters back up and it flooded some homes in the
10 area. So these are the areas that -- these are some situations
11 that I continue to ask for the Board to look into, and we have
12 been making contact with Mr. Wilson for the northeastern part,
13 district manager.

14 And I'd like to also say that I know the Board is
15 scheduled to be meeting in Chinle, Arizona, in the month of
16 December. I'll make every effort to make sure that everything
17 goes well and hopefully that we could be able to ask if the
18 board members could make a visit to some of these areas that I
19 think you need to identify at these meetings so you can be able
20 to see the actual situation that we -- and I talk about and we
21 request for information. So I'd like to extend an invitation
22 back in December to view a lot of these areas.

23 And the last (inaudible) smart highway, 191, I
24 would -- we're requesting the Arizona Governor to include
25 Highway 191 as one of his smart highway initiatives as well.

1 So we appreciate the time, and thank you very
2 much. You have a wonderful day. (Inaudible.)

3 CHAIRMAN THOMPSON: (Inaudible.) Thank you
4 brother. Knowing you and many of (inaudible) you have your
5 deepest concern for your tribe that -- because it's main safety
6 for the people that you speak on behalf of. So again, thank you
7 (inaudible).

8 Floyd, any other?

9 MR. ROEHRICH: Our next speaker is Mr. Christian
10 Price.

11 MR. PRICE: Thank you, Chairman, Board Members.
12 Appreciate it. I just want to say thank you to Lake Havasu for
13 hosting us here today and to the Board Members and putting in
14 the travel and time. I also want to thank (inaudible) coming to
15 the city of Maricopa with the transportation conference that we
16 had, as well as at the board meeting.

17 So obviously, a lot of discussion of
18 transportation. I know talking to Board Member Knight earlier,
19 for some reason he thought I was going to talk about 347 today.
20 Can't quite figure out why, but (inaudible) 347. No. The idea
21 being that, you know, just as the councilmember from Lake Havasu
22 was talking about (inaudible), and you talk about choke points,
23 and the very fact of the matter is is that in the city of
24 Maricopa, you all had the opportunity to see first and foremost
25 for yourselves there a choke point for Maricopa, a fast growing

1 city of, you know, roughly 70-, 75,000 people now, anticipated
2 to add another 15,000 people here in the next couple of years,
3 and so we don't seem to stop growing, and with that comes the
4 choke point that is literally 16 miles of 347 between the city
5 of Maricopa and the Chandler area.

6 And so we hope that we'll continue to do our
7 part. We have a ballot proposition (inaudible) on the docket
8 right now. It's up for a vote. Hopefully it will pass, and if
9 that's the case, that will add \$60 million to that potential pot
10 for project improvement. You know, the scoping study has been
11 completed working with MAG and ADOT and others, and so just want
12 to continue to let you know that we continue to do our best to
13 help advocate and raise money for this important project to us,
14 and certainly for the state of Arizona.

15 And the last thing before I let you go, I wanted
16 to also talk to -- we have been re-engaging the I-11 coalition.
17 This is a (inaudible) organization that is dedicated to the
18 progress of the I-11. As you know, this is a major thoroughfare
19 or highway that would run north and south from Las Vegas all the
20 way down to the Arizona border with Mexico. So we have passed
21 through the tier one.

22 This Board allocated money many years ago for
23 that tier one study. It's not a cheap endeavor, and I know
24 (inaudible) how difficult that can be, but we have a -- through
25 a bill at the Legislature this past year received moneys for a

1 first tier two study, which is from Wickenburg to the I-10, and
2 so as you know, as the I-11 is broken up into different segments
3 of independent utility, it's important that we study all of them
4 so that we can move it from the 2,000-foot swath down to 500,
5 and then move towards gaining funds for the ultimate building
6 and construction of this highway that will change the face of
7 Arizona for the future decade.

8 So anyways, I just wanted to allocate to the
9 Board at this time, put in my two cents that, again, I know your
10 difficulty trying to find moneys for so many valid and worthy
11 projects, but as you get ready to put a budget together for this
12 coming year, I would hope that you would continue to anticipate
13 and start to direct staff or funding for at least another
14 segment of the tier two funding for I-11 so we can keep that
15 project moving. One of the worst things we could do is to put
16 this -- to spend this money, put on it on the docket and not
17 actually get it to.

18 So thank you very much. Appreciate it.

19 CHAIRMAN THOMPSON: (Inaudible.)

20 MR. ROEHRICH: Mr. Chairman, our next speaker
21 is -- we're moving to online speakers. Those are all the
22 in-person speakers.

23 So our next speaker is Mr. John Ornelas.

24 Mr. Ornelas, please raise your hand so you can be unmuted.

25 WEBEX HOST: Currently there are no hands raised.

1 MR. ROEHRICH: Okay. We'll move on and see if he
2 comes back in later.

3 Our next speaker is Mayor Nancy Smith. Mayor
4 Smith, please raise your hand.

5 WEBEX HOST: Mayor Smith, I sent you a request to
6 unmute, and you are unmuted.

7 MR. ROEHRICH: Mayor Smith, are you there?

8 MAYOR SMITH: Yes, I am. Thank you. I wasn't
9 quite sure to tell when I was unmuted, but I figured it out.
10 Thank you very much.

11 So I am Mayor Nancy Smith from the City of
12 Maricopa. We are so thankful that you were here to visit us
13 last month, and we had a great visit. I'm here tonight -- today
14 to talk about just our appreciation for the beginning transition
15 of State Route 238 and State Route 347 within the city limits,
16 and that agreement with ADOT, it's going to be so wonderful for
17 the city of Maricopa to be able to have that type of access, and
18 we appreciate the agreements that are in process.

19 Then I also want to talk about the talk of the
20 town. Just two nights ago I had my very first state of the city
21 address, and it was phenomenal to be able to talk about a piece
22 of State Route 347 that actually is being discussed in terms of
23 a timeline, and that is the Riggs Road overpass, which has its
24 funding that basically came from the State level. And the
25 timeline is currently -- the initial timeline is currently in

1 place, and it looks like all of the studies and environmental
2 studies and design are going to be worked on over the year, two
3 years coming, and that it will go out for bid for construction
4 sometime in 2025.

5 And in discussing that with my staff and reading
6 through the minutes of the meeting that was held a week or so
7 ago, it looks like there is even discussion on possibly trying
8 to figure out ways to move that bid for construction in so that
9 it might possibly happen even in 2024.

10 So really I just wanted to leave a word of
11 encouragement that even starting one piece of State Route 347
12 will make a big difference, and the sooner we can do that, the
13 better. I understand all of the logistics going into getting
14 into that point, but just words of encouragement that if we're
15 able to move that up into 2024, that would just be a huge
16 blessing to the city of Maricopa, as Christian Price referred to
17 the 16-mile stretch that can back up almost all the way during
18 an incident or even sometimes during really high levels of
19 traffic.

20 So thank you very much for all that you do and
21 the opportunity to speak today.

22 CHAIRMAN THOMPSON: Thank you, Mayor.

23 MR. ROEHRICH: Our next speaker is Mr. Ron
24 Angerame. Mr. Angerame, please raise your hand.

25 WEBEX HOST: You are now unmuted.

1 MR. ANGERAME: Yes. Hi, this is Ron. Can you
2 hear me?

3 MR. ROEHRICH: Yes, sir. We can. Please make
4 your comment.

5 MR. ANGERAME: Great. Thank you. I appreciate
6 the opportunity to address the Board today. Thank you very
7 much.

8 I just wanted to take a quick minute out and talk
9 about the severity on 347. So, you know, one of the great
10 barometers today that sort of help you figure out the pulse on
11 the population is reaction in social media. So just as an
12 interesting exercise, I went and I looked at all the Facebook
13 communities that relate to highway I-10, and there were five,
14 right? And they had names such as, you know, I-10, I-10
15 Phoenix, I-10 Downtown, I-10 Phoenix West, I-10 Westbound, and
16 there were a total of 316 followers across these various
17 communities. And again, to be a follower means that you want
18 to, you know, join this community, and you normally require
19 approval from an administrator, and then you're interested in
20 receiving this constant feedback about what the community does.

21 So it's interesting, though, if you benchmark
22 that against 347. Against 347, when you do the same kind of a
23 search, there were -- there were six different Facebook
24 communities, and they had much more colorful names. It was more
25 like Maricopa 347 Rants, Maricopa 347 Idiots, A Better 347,

1 State Route 347 Info and Traffic, Maricopa 347 24/7, 347 Traffic
2 News. And again, these sites, there were a total of 12,117
3 followers. So sort of gives you an idea of sort of the
4 difference.

5 And then it's like, okay, well, you know, how
6 does that compare to the number of drivers in Maricopa? So I
7 wasn't able to dial in to exactly that number, but I was able to
8 say that, hey, the total population of the state of Arizona is
9 7.1 million, and there's a total of -- state of Arizona drivers,
10 5.68 million drivers. So that's roughly 80 percent. So if we
11 apply this 80 percent to the Maricopa population of 62,000
12 people, that gives us roughly 50,000 drivers in Maricopa. And
13 if we said 12,000 of these people joined the community, that
14 means 25 percent of all the drivers are participating in a
15 social media site today that have a question about 347.

16 So I just want to take this minute out and let
17 you know that the community at large is very, very concerned
18 about this, and it looks like 25 percent of all the drivers in
19 Maricopa are participating in this. So anything that you could
20 do to help speed relief and build additional capacity in 347 is
21 deeply appreciated. Thank you.

22 CHAIRMAN THOMPSON: Thank you for your comments.

23 MR. ROEHRICH: Our next speaker is Mr. Michael
24 Hulse. Michael Hulse, please raise your hand.

25 WEBEX HOST: I sent you a request to unmute. And

1 you are unmuted.

2 MR. ROEHRICH: Go ahead, sir --

3 MR. HULSE: Good morning.

4 CHAIRMAN THOMPSON: -- make your comments.

5 MR. HULSE: Okay. Thank you.

6 Good morning, Chairman Thompson and members of
7 the Board. Michael Hulse here again representing
8 Freeport-McMoRan at Bagdad Operations.

9 I'm asking for continued support with the efforts
10 between Freeport and ADOT where we are undertaking to
11 collaboratively develop improvements for State Route 97. Work
12 is proceeding under the joint project agreement to prepare a
13 grant application to reconstruct State Route 97, and we
14 appreciate ADOT's support as we progress the work.

15 I want to remind the Board, Freeport-Bagdad has
16 been in business, large scale, since '76. We've been mining
17 since the late 1800s. 100 percent of our logistics for the
18 copper that leaves Bagdad uses State Route 97 and then
19 transitions onto 93. So 100 trucks a day shipping copper,
20 another 100 trucks a day with other supplies that come to
21 support our business. We have an 80-year mine life, and so we
22 will be around using the highways for a long time.

23 Also, the world's demand for copper, for
24 electrification, you know, it -- the domestic U.S. use -- uses
25 all of our North American-produced copper. It's really neat.

1 We have decarbonization goals that we're looking to achieve, you
2 know, the world and Freeport specific. And so we're in our
3 feasibility study to double our operations at Bagdad. We are in
4 the middle of that feasibility study. That will conclude about
5 halfway into next year, and then after our wave of construction,
6 which is a \$3 billion construction project, we'll kind of settle
7 into, you know, doubling our logistics that use State Route 97
8 to State Route 93.

9 The Arizona State Legislature, recognizing the
10 importance of the improvements to this corridor and Freeport's
11 own offering of \$10 million in matching contributions for the
12 grant, the State has also provided 10 million from the State
13 General Fund at ADOT for the purpose of pursuing the federal
14 grant.

15 In closing, I appreciate Director Halikowski and
16 the ADOT team, in particular, District Engineer Brozich and the
17 Northwest District office, their support. Mr. Brozich always
18 makes himself available to answer the phone and help guide
19 Freeport in regards to what our options are with development of
20 State Route 97 and beyond.

21 So thank you, Mr. Chairman and members of the
22 Board, for giving Freeport this opportunity this morning. Thank
23 you.

24 CHAIRMAN THOMPSON: Thank you, Mr. Hulse.
25 Thanks for those comments.

1 Floyd.

2 MR. ROEHRICH: Our next speaker is Mr. Bill
3 Robertson. Mr. Robertson, please raise your hand.

4 WEBEX HOST: I do not see any hands raised
5 currently.

6 MR. ROEHRICH: Thank you, Randy.

7 We'll go on then to our next speaker, who is
8 Ms. Fern Benally. Ms. Benally, please raise your hand.

9 WEBEX HOST: I have sent you a request to unmute.
10 Go ahead and unmute your line.

11 UNIDENTIFIED SPEAKER: So what you'll have to
12 do...

13 MR. ROEHRICH: So, Ms. Benally, you're very
14 faint. We can barely hear you.

15 WEBEX HOST: Her line is still muted.

16 MR. ROEHRICH: That's why we could barely hear
17 her.

18 CHAIRMAN THOMPSON: (Inaudible) Benally, can you
19 hear us?

20 MR. ROEHRICH: Randy, if we could tell her how to
21 unmute her line, maybe she just needs a little assistance.

22 WEBEX HOST: Okay. She is now unmuted.

23 MR. ROEHRICH: Go ahead, Ms. Benally. You're
24 unmuted. You may make your comments.

25 MS. BENALLY: It was locked in, so I couldn't

1 unmute myself, but however, good morning.

2 Thank you, Chairman Thompson and Vice Chair,
3 Mr. Knight, and the Board Members for giving me this opportunity
4 to speak to the Board.

5 My name is Fern Benally. I am the Navajo County
6 Board of Supervisor in the District 1, and my topic is the
7 mandating that ADOT pursue the acquisition for right-of-way of
8 Navajo 41, which is a 49-miles road in the Black Mesa region.
9 This is to include upgrade to asphalt pavement.

10 The Navajo 41 runs off of U.S. Highway 160. It
11 runs southwest towards Pinon's N4, and 13 miles of this road was
12 paved by Peabody Western Coal for its corporate employees. It
13 is followed by 11 to 12 miles of dirt road, and then 20 miles of
14 paved road completed by Navajo Nation.

15 This is a main arterial that runs through the
16 Black Mesa area, and the request is demanded because of
17 non-maintenance by the -- by any of the Navajo Nation entities
18 such as NDOT, BIA and Navajo County. None of these entities
19 claim rights to the Navajo 41 at this time, nor in the past.

20 So as a local leader, I'm not understanding why
21 Peabody even built it, built the 13 miles, are not maintaining
22 those roads, and they need to -- currently, 4.5 miles of N41 is
23 not -- mostly not maintained, because Forest Lake Chapter and
24 the IGA/BIA grader -- both graders are both in the shop awaiting
25 parts for more than four months.

1 And also, Peabody Coal Company is unwilling to
2 help, although Forest Lake and Navajo County have requested them
3 to (inaudible) 4.5 miles. Peabody is not making the revenue
4 anymore, therefore not responding to local requests for
5 assistance.

6 NDOT is not aware of this situation. However, I
7 believe BIA roads is aware, because their NDOT gravel trucks
8 drove these roads in the last year, for the full year. I
9 calculated approximately 24 to 25 miles is not on that NDOT or
10 BIA inventory. The other 25 miles are occasionally maintained.
11 Kayenta Unified School District have dropped ten miles to -- of
12 their bus route to Forest Lake, and I spoke with Pinion Unified
13 School District to evaluate their (inaudible) --

14 MR. ROEHRICH: Excuse me. Your three minutes are
15 up.

16 MS. BENALLY: (inaudible) determine if the school
17 (inaudible) --

18 MR. ROEHRICH: I apologize. (Inaudible) your
19 comments.

20 MS. BENALLY: Okay. I will send this letter --
21 thank you -- along with the resolutions. I appreciate this time
22 on the floor.

23 CHAIRMAN THOMPSON: (Inaudible.) Thank you,
24 Ms. Benally.

25 MR. ROEHRICH: Our next speaker is Mr. Darryl

1 Ahasteen. Mr. Ahasteen, please raise your hand.

2 WEBEX HOST: Go ahead and unmute your line. And
3 you are unmuted.

4 MR. AHASTEEN: Am I on now?

5 MR. ROEHRICH: Yes, Mr. Ahasteen, you are on.
6 Please make your comments.

7 MR. AHASTEEN: Okay. (Inaudible.) Chairman
8 Jesse Thompson, all your staff and the rest of the Board, I've
9 been AWOL for a few months now, so I'm back. I've been talking
10 to you guys about the port of entry here at Sanders being moved
11 out to Milepost 318 on I-40.

12 I'm coming to you guys on a different approach on
13 maybe replacing that old bridge with our development moving
14 forward and different capacities out at Pinta. The ideal thing
15 is to replace that old bridge. I did send in a letter and three
16 photos to the board members, and A -- the one that's labeled A
17 is the current bridge. The one that's labeled B is the bridge
18 out at the Sky City Casino, and the one that's labeled C is the
19 bridge out at the Route 66 Casino, just west of Albuquerque.

20 And we would like to see if we can get something
21 going on replacing the old two-lane bridge at the Pinta exit on
22 I-40 in Apache County.

23 And mainly, that's just the gist of everything.
24 I'm planning on being in attendance in the meeting in Chinle, so
25 I might bring some additional documentation at that time.

1 (Inaudible), Jesse. (Inaudible.)

2 CHAIRMAN THOMPSON: Thank you. (Inaudible.)

3 Floyd.

4 MR. ROEHRICH: Our next speaker is Mr. Bill
5 Regner. Mr. Regner, please raise your hand.

6 WEBEX HOST: Go ahead and unmute your line.
7 Mr. Regner, go ahead and hit the unmute button.

8 MR. ROEHRICH: Randy, it looks like he dropped
9 off.

10 WEBEX HOST: Yeah. We have to -- there, he's
11 back now.

12 Okay. Go ahead and unmute your line, sir.

13 MR. ROEHRICH: Randy, could you go over the
14 unmuting process to make sure he understands?

15 MR. EVERETT: You should be getting a message on
16 your screen that says you're being allowed to unmute, and then
17 just hit the unmute button. It should allow you to speak. Let
18 me try one thing here.

19 Okay. Mr. Regner, go ahead.

20 MR. REGNER: Hello. Can you hear me?

21 MR. ROEHRICH: Yes, sir. We can. Please make
22 your comments.

23 MR. REGNER: Okay. Thank you very much. This --
24 it was not -- the mute button was not responding.

25 So anyway, thank you very much. Chairman

1 Thompson, Vice Chairman Knight, Board Members and staff, my name
2 is Bill Regner. I'm a town council member in the town of
3 Clarkdale. I have sent these comments to you, but I'd like to
4 read this statement. Thank you for allowing me to do so.

5 Thank you for your efforts on behalf of the small
6 rural counties and municipalities in advocating for SMART Fund
7 dollars to assist those targeted communities with successfully
8 pursuing and receiving federal infrastructure investment and
9 Jobs Act funding. I hope that my comments from the perspective
10 of one of those communities will be helpful in guiding how the
11 process and instructions are developed and implemented.

12 My personal observation from participation in the
13 Town of Clarkdale's efforts to submit on the IIJA RAISE Grant
14 and Bridge Investment Program is that our biggest challenges
15 historically have been two-fold. The first challenge is to get
16 a desired program shovel ready. Prior to the IIJA, there had
17 been -- has been grant funding available for projects such as
18 our Verde Valley bridge to rail if the project is designed and
19 planned or shovel ready. The second biggest challenge is having
20 the financial resources to provide a match at a level that makes
21 the application competitive.

22 Clarkdale's approach to the IIJA process is in
23 the first few years to seek planning and design grants in each
24 of the opportunities that we have identified, for this grant
25 writing and matching fund assistance is most valuable. I

1 think -- I am speaking from only my only personal study of the
2 NOFOs -- that the engineering cost would be included in that
3 planning grant award.

4 Once Clarkdale is able to bring the project to
5 shovel-ready status, we will be seeking a grant for the actual
6 construction. For that we will again need grant writing
7 assistance and match -- matching funds assistance. The State
8 Transportation Board staff -- their proposal, and I understand
9 it is being re-evaluated -- to allocate 10 percent for grant
10 development and submission, 25 percent for match, and 65 percent
11 for design and other engineering services seems to be contrary
12 to our small town reality of how best to pursue the IIJA
13 opportunity.

14 To also hear that our application to the SMART
15 Fund will be evaluated in part by the amount of match that we
16 are providing also seems in contradiction to the intent of the
17 fund since matching is our biggest challenge.

18 Grant writing assistance is very valuable, but it
19 is also one area that a community such as what Clarkdale is
20 doing can recruit local citizen talent to assist the staff and
21 council on putting the grant application together.

22 In addition, local first -- Arizona's -- Arizona
23 Economic Recovery Center provides grant writing assistance to
24 rural communities. I believe that the grant writing assistance
25 is second to match assistance for our town. Engineering can be

1 obtained from a planning grid if you have the grant writing and
2 match assistance to have a successful application.

3 CHAIRMAN THOMPSON: Excuse me. Mr. Regner, your
4 time is up. Would you please complete your comments?

5 MR. REGNER: Yeah. Please consider the match
6 portion, by far the largest percentage, making that the largest
7 percentage, and the grant writing second, followed by
8 engineering. Encourage too that the small town communities
9 pursue planning grants first. Also, please consider removing
10 from the application for SMART Fund assistance any scoring
11 advantage for matching funds by the reasoning that the needs for
12 matching funds is why qualifying counties and municipalities --

13 MR. ROEHRICH: (Inaudible.)

14 MR. REGNER: -- may be applying for the funds.

15 Thank you very much for your consideration.

16 CHAIRMAN THOMPSON: Thank you for your comments,
17 Bill.

18 MR. ROEHRICH: So, Mr. Chairman, that's all the
19 requests. If you'll allow, I'll go back and see if the two that
20 requested but did not respond are back online, and that is
21 Mr. John Ornelas. Mr. Ornelas, please raise your hand.

22 WEBEX HOST: There are currently no raised hands.

23 MR. ROEHRICH: And the other one was Mr. Bill
24 Robertson. Mr. Robertson, please raise your hand.

25 WEBEX HOST: No hands are raised currently.

1 MR. ROEHRICH: Mr. Chairman, that's all the
2 requests to speak.

3 CHAIRMAN THOMPSON: Thank you, Floyd, and to all
4 those (inaudible) those in attendance. Thank you for all the
5 comments, and I can assure you that the comments you have made
6 makes a lot of difference when considering various issues or
7 concerns regarding the project (inaudible), and again, we will
8 remind (inaudible) constantly, but that those comments that are
9 made from you (inaudible). Again, thank you very much.

10 Now, I think Floyd -- I know that there are a lot
11 of -- there are various concerns that are expressed, but they go
12 directly to staff. Up here we can't (inaudible) the comments
13 that were being made to us. So can they go directly to you if
14 they need to get some guidance on these issues?

15 MR. ROEHRICH: Mr. Chairman, yes. We think --
16 obviously, we take meeting minutes, so we have the record of
17 what people are asking about, but in the past we've always asked
18 the district engineer, administrator or other staff, primary
19 staff, if they're -- follow up on that issue, to please follow
20 up, or if the public has a district contract as well, continue
21 to please coordinate through the district administrator, their
22 staff on their issues. These are ongoing issues that we'll
23 continue to coordinate with, but yes, sir, we do follow up.

24 CHAIRMAN THOMPSON: Thank you very much,
25 (inaudible). We appreciate your position on that.

1 We will now move on to Item 1, director's report.

2 MR. ROEHRICH: So Mr. Chairman, the Director does
3 apologize, but he is traveling, and he was unavailable for the
4 meeting. He did not have any last minute items.

5 I think the other part they normally report on is
6 Katy Proctor will give a legislative update, but once basically
7 Congress did pass the continuing resolution that kept the
8 government open prior to October 1st, which extended it into
9 December, we're basically in a lull period right now. So she
10 had nothing else to present.

11 So that will conclude the district -- or excuse
12 me -- the state -- the director's report. The Director does
13 remind the board members if you want issues for him to address,
14 please let him know or myself know. We'll make sure to get it
15 on the agenda, but for this month he was unavailable and had
16 nothing to report. Thank you.

17 CHAIRMAN THOMPSON: They will be back for the
18 agenda next month?

19 MR. ROEHRICH: Yes, sir. We're anticipating they
20 will be back next month.

21 CHAIRMAN THOMPSON: Now we will now move on to
22 the district engineer's report. Do we have somebody?

23 Good morning, Anthony.

24 MR. BROZICH: Good morning, Mr. Chairman, members
25 of the Board. Appreciate the opportunity this morning to

1 present the Northwest District's projects.

2 Anthony, is that mic on? I just want to make
3 sure that we (inaudible). You seem a little...

4 MR. BROZICH: Am I (inaudible)?

5 MR. ROEHRICH: Yeah. There you go.

6 MR. BROZICH: (Inaudible.)

7 MR. ROEHRICH: Next slide. Just say "next slide"
8 and they'll take care of it.

9 MR. BROZICH: Thank you.

10 So currently, we'll start in the top left corner
11 and work counterclockwise. We have the US-93 Kabba Wash
12 project. It is a bridge replacement. It's ongoing, at
13 \$2.6 million.

14 Moving down to SR-85, Needle Bridge, bridge deck
15 rehabilitation. That is started, but it has not started
16 (inaudible) construction due to (inaudible) being procured.

17 US-93, Moore Ranch Road, Milepost 190.56. AC
18 spot repair and replace (inaudible).

19 The I-17 Anthem Way to McGuireville rest area.
20 We have the ITS broadband project. That is mostly wrapped up
21 with some (inaudible).

22 (inaudible) 89A Glassford Hill to Coyote Springs
23 Road is a mill and replace AR-ACFC. That has been put on hold
24 due to the (inaudible). We'll put it back on in summertime.

25 The I-40, Pineveta Draw Bridge, scour retrofit.

1 It's pretty much wrapped up. Just doing some final (inaudible).

2 And the I-40, Seligman TI, bridge deck rehab,
3 that is about half (inaudible).

4 Next slide, please.

5 In the top left, the I-17, Sunset Point rest
6 area. We have (inaudible) temporary rest area in place and
7 (inaudible) the rest area (inaudible).

8 I-17, Anthem Way TI to Sunset Point. TI widening
9 and flex lane. That has started, is on the way.

10 The SR-69, Big Bug 4 to Poland Junction. It's an
11 AC spot repair and mill and fill. That has been put on hold due
12 to temperatures, so we'll pick back up in the spring/summer.

13 SR-89, SR-89A, Glassford Hill Road. Spot, mill
14 and fill. Again, put on hold due to weather. We'll pick back
15 up (inaudible) summer.

16 And at the end, anvil Rock Road TI, the bridge
17 overpass up there. (Inaudible) as well.

18 Here's some pictures of Pineveta Draw bridge
19 (inaudible) through completion (inaudible) operations.

20 For the I-40, Seligman TI, it is a (inaudible)
21 down there, and they've got one direction paved, and we'll start
22 (inaudible).

23 Anvil Rock Road TI, that, as you can see, at the
24 bottom right is pretty much wrapped up.

25 US-93, Kabba Wash, box culvert bridge. Lane

1 (inaudible) being done (inaudible).

2 Here's a picture of some of the equipment that
3 was used for the ITS project (inaudible) on I-17, (inaudible)
4 machine in the shoulder, and then on the top right, the trench
5 machine (inaudible) off the shoulder. Center bottom is the
6 (inaudible).

7 So upcoming projects. SR-85, Bullhead Parkway to
8 Courtwright. Everybody here is familiar with the US-95
9 projects. Those are (inaudible) advertising.

10 Sarah Park to I-40 is so to be advertised
11 (inaudible). The I-17/SR-169 TI is a deck replacement that is
12 advertised. We can see the results from that.

13 SR-69, Truwood to Stoneridge, advertising this
14 year (inaudible) second quarter, General Fund project.
15 Estimated cost, 6.3 million.

16 And at the top right, I-40 eastbound, the Willow
17 Creek Bridge Number three is advertised with an estimate of
18 (inaudible).

19 I-40, Walnut Creek, Holy Moses Wash, (inaudible)
20 '23, third quarter. It is (inaudible) \$35.8 million, but it's a
21 section that is certainly needed.

22 US-60, Centennial Wash Bridge, bridge
23 replacement. Fiscal year '24, first quarter. Project is coming
24 cup.

25 And the SR-69/169 roundabout with the fourth

1 quarter -- I'm sorry -- fiscal year '24 second quarter, but that
2 (inaudible).

3 Future expansion projects, the big one we're
4 looking forward to is US-93, West Kingman TI, I-40. Fiscal year
5 '24, second quarter. Currently (inaudible) advertisement. We
6 have currently have a program 145, and recently the estimate has
7 crept up to 160.

8 US-93, Tegner Street, Wickenburg Ranch, Project
9 B, is advertised. The project A, if you remember, is over the
10 estimate, and it has been shelved until we see how the project B
11 (inaudible) submitted. Project A was (inaudible).

12 SR-69, Prescott Lakes Parkway, Frontier Village,
13 widening and median. Advertised in December. The program
14 amount of 10.3.

15 The I-40 and Kingman TI crossing is a locally
16 funded project that will be funded. Current (inaudible)
17 estimate is at 31.5. Advertisement is to be determined still.

18 And Rancho Santa Fe TI, advertisement is to be
19 determined. This is (inaudible) general funds (inaudible).

20 Wanted to show you a guys a quick picture of the
21 West Kingman TI. As you can see, coming from the top of the
22 page, which is the westbound direction on I-40, it will go
23 through the (inaudible) just north of that (inaudible) area,
24 connect to 93 once you get past that. The current phase, first
25 phase, is to connect westbound 40 to northbound 93, and the

1 second phase, not currently planned, will connected southbound
2 93 to westbound 40.

3 I appreciate it. Have a good day. I'm open for
4 any questions or comments.

5 CHAIRMAN THOMPSON: Thank you, Paul, for all the
6 projects that you're building for the local communities
7 (inaudible) happening in the area. So thank you very much.

8 Any board members have questions?

9 MR. MAXWELL: Mr. Chair.

10 Anthony, thank you for the briefing today. One
11 of the comments that was talked about a lot last night was where
12 the funds are available (inaudible). So I was asking
13 (inaudible) to recognize (inaudible) approximately (inaudible)
14 \$20 million to general funds. When you're talking general funds
15 there, are those (inaudible)?

16 MR. BROZICH: Yeah.

17 MR. MAXWELL: And that was -- that was the case
18 in talking with (inaudible) last night about the challenge of
19 quite often that (inaudible) \$20 million for -- given towards
20 the project as the \$35 million (inaudible) submitting that. My
21 question's really even more broad, and I did see that
22 (inaudible). What percentage of your projects now are you
23 starting to see coming from legislative approved funds.

24 MR. BROZICH: (Inaudible) --

25 MR. ROEHRICH: (Inaudible) Member Maxwell.

1 Mr. Chairman, Mr. Maxwell, that's a good question (inaudible)
2 that. I don't know that we've ever looked at that, because
3 obviously it varies year to year.

4 The Legislature did put in funds for specific
5 projects. If you look at the dollar amount, and it's large, you
6 know, (inaudible) just went into the I-10 project there in
7 (inaudible). The number of projects that they added either
8 money to existing or put new projects in probably had an impact
9 to maybe 10 to 50 percent of the program, if you will, when you
10 look at the numbers, but again, it's not varied depending
11 upon -- because it's specific to the projects, not so much the
12 dollar amount, but to the projects, as you were asking.

13 MR. MAXWELL: And that's kind of (inaudible) I'm
14 trying to get at is, you know, whatever funding now is coming
15 (inaudible) IIJA bill (inaudible) infusion of money, but it's
16 getting where it's only a five-year plan. You see historically,
17 when I first came on this board just 18 months ago, we had zero
18 money in the (inaudible) for expansion, and I think the reality
19 is, you know, people say, well, we need to order ADOT to do
20 more.

21 The funding, you know, formula's just not
22 creating the funds for us to do a lot of expansion, but the
23 Legislature (inaudible) here is the legislate place if you want
24 to go see if you can get some funds to go to either of your
25 projects, it's a good place to start, because at that point, if

1 there's 20 million, you (inaudible) 30-plus-million-dollar
2 project. We're going to try -- ADOT's going to work to try to
3 figure out how to get that project done.

4 So it's -- I think it's just important that to
5 the folks out there who are advocating for investment in
6 infrastructure projects really understand where the funds are
7 available, where they're coming from. And right now, whether we
8 like it or not, it's -- it really is a one-time money coming
9 from the State Legislature or one-time money funding from the
10 federal government as well, is probably the highest probability,
11 because we're truly becoming almost to the point where ADOT's
12 priority -- (inaudible) priority number one is pavement
13 preservation. You know, we hear people saying we need to do
14 that. (Inaudible) as well, but that's where a lot of funds
15 (inaudible).

16 Thank you. I appreciate it. Again, I appreciate
17 all the work you're doing up here.

18 CHAIRMAN THOMPSON: Anybody virtually calling in
19 have any questions?

20 MR. SEARLE: Jesse, this is Richard.

21 CHAIRMAN THOMPSON: Go ahead, Richard.

22 MR. SEARLE: Yeah. I have a question on the
23 construction report. What's the estimated completion date for
24 the work on I-17, the flex lane and stuff between Anthem Way and
25 Sunset Point?

1 MR. ROEHRICH: So, Mr. Chairman, Board Member
2 Searle, the anticipated completion date for that is the fall of
3 2024.

4 MR. SEARLE: Okay. Thank you.

5 CHAIRMAN THOMPSON: Anyone else?

6 There being none, Anthony, thank you, Anthony
7 (inaudible).

8 MR. BROZICH: Thank you.

9 CHAIRMAN THOMPSON: We will now move on to
10 Item 3, consent agenda. Staff has requested to remove Item 8G.
11 And Floyd, (inaudible) does any board member want any item
12 removed from the consent than -- other than 3G?

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

15 VICE CHAIR KNIGHT: Mr. Chair, I would move to
16 approve with the exception of Item 3G.

17 MR. MAXWELL: Second.

18 CHAIRMAN THOMPSON: Motion by Gary.

19 MR. MAXWELL: Second.

20 CHAIRMAN THOMPSON: And second by Board Member
21 Ted Maxwell. Any discussion, Board Members?

22 All in favor say aye.

23 BOARD MEMBERS: Aye.

24 CHAIRMAN THOMPSON: Any opposed?

25 Floyd, conduct roll call vote for board members

1 attending remotely.

2 MR. ROEHRICH: Board Member Searle.

3 MR. SEARLE: Aye.

4 MR. ROEHRICH: Board Member Daniels.

5 MS. DANIELS: Aye.

6 MR. ROEHRICH: And Board Member Stratton.

7 MR. STRATTON: Aye.

8 MR. ROEHRICH: The motion carries.

9 CHAIRMAN THOMPSON: Motion carries.

10 Now we'll go to Item 3G.

11 MR. ROEHRICH: So, Mr. Chairman, I'd like to
12 discuss Item 3G. Item 3G is a City of Kingman project that when
13 we opened bids, it was over the engineer's estimate but was
14 within the dollar amount (inaudible) consent agenda items. So
15 City of Kingman contacted us here just recently and said
16 evaluating the additional funds necessary for this project, they
17 do not have any funds. If you look at the project, which was
18 100 percent federal, and that's all the money they have
19 available. They do not have any additional funds to add in to
20 this project.

21 So at this time, they don't want to lose those
22 federal dollars, but what they're asking is to reject all bids
23 for this the project, let them go back and modify the scope and
24 look at bringing the cost of that project down under the federal
25 dollars so they can still utilize the federal dollars but keep

1 it within the limits of the funding they had. So at this time
2 we're asking the Board for Item 3G to reject all bids.

3 CHAIRMAN THOMPSON: Do I -- let's establish a
4 motion and a second first before we go into discussion. Do I
5 have a motion to reject all bids from Item 3G as presented?

6 VICE CHAIR KNIGHT: So moved.

7 MR. MAXWELL: Second.

8 CHAIRMAN THOMPSON: Motion by Gary, second by
9 Ted.

10 Any discussion?

11 MR. MAXWELL: Mr. Chair.

12 CHAIRMAN THOMPSON: Board Member Maxwell.

13 MR. MAXWELL: So Floyd, I just want to firm that
14 this was the City of Kingman that's making the request for us to
15 reject all these bids?

16 MR. ROEHRICH: Mr. Chairman, Mr. Maxwell, yes, it
17 is. This is a city project. ADOT has no funds in it, but we
18 have a responsibility for the federal dollars administrated, but
19 it is the City's responsibility to fund, and they do not have
20 any funds to add to this project. But it is their request to
21 reject all bids and let them rescope it so they can get it
22 within the dollar amount that they have.

23 MR. MAXWELL: Floyd, from my (inaudible)
24 knowledge now, when they rescope it, what's -- what kind of
25 delay or time frame will that result for when they will be able

1 to bring it back to the Board, assuming they are expeditious on
2 getting that -- what I guess I'm really trying to get at, what
3 part of the process they have to go through, to start all over,
4 other than the bidding process?

5 MR. ROEHRICH: So, Mr. Chairman, Mr. Maxwell, as
6 long as they stay within the footprint that was cleared through
7 the NEPA process, the environmental process, and they stay
8 within the scope, they really -- by rescoping it, they really
9 need to shrink it down. They can't all of a sudden say we got
10 approved for this type of project, but now we want to do a
11 computer enchantment project, IT -- it has to stay within that.

12 So it should come fairly quickly, because they
13 have to basically -- you just reduce a little bit of the amount
14 of work they were trying to do, but it would stay basically the
15 same scope, same location, just bring it down to where the
16 dollar amount fits within the funds that they have.

17 MR. MAXWELL: Okay. Thank you, Mr. Chairman.

18 CHAIRMAN THOMPSON: Board members --

19 MR. SEARLE: Mr. Chairman.

20 CHAIRMAN THOMPSON: -- any more questions?

21 (Inaudible.) Steve. Go ahead, Steve.

22 MR. STRATTON: Floyd, would it be legal for the
23 City to do a value engineering with the contractor to get it
24 within the boundaries of their financial means?

25 MR. ROEHRICH: So, Mr. Chairman, Mr. Stratton,

1 that would be illegal. That would give that contractor a second
2 bite at the apple, if you will, and not the opportunity for
3 other contractors to have done the same thing, so...

4 MR. STRATTON: Okay.

5 MR. ROEHRICH: Now, the City might go back and do
6 a little V -- value engineering itself to bring the scope and
7 cost down, but they could not renegotiate with any of the
8 bidders without being illegal.

9 MR. STRATTON: Okay. Thank you.

10 CHAIRMAN THOMPSON: Any other comments or
11 questions?

12 There being none, all in favor say aye.

13 BOARD MEMBERS: Aye.

14 CHAIRMAN THOMPSON: Anyone opposing?

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 Daniels.

20 MS. DANIELS: Aye.

21 MR. ROEHRICH: Board Member Stratton.

22 MR. STRATTON: Aye.

23 MR. ROEHRICH: Board Member Meck -- excuse me --
24 is absent, so the motion passes.

25 CHAIRMAN THOMPSON: Motion carries.

1 We will now move on to the financial report with
2 Kristine Ward, Agenda Item 4, for information and discussion
3 only.

4 Kristine.

5 MS. WARD: Good morning, Mr. Chairman. Good
6 morning, Board Members. The financial report this morning will
7 be pretty brief, and that's a good thing.

8 If -- Rhett, if you would go to slide -- the
9 first slide. Thank you very much.

10 You'll see that we're running about 1.7 percent
11 below forecast. Year to date, that's -- we're very -- mostly
12 within target range, so I'm -- I'm not too concerned there.
13 Impact of that is about 2.6 million on less State Highway Fund
14 revenues available. Again, not a concern.

15 If you'll go to the next -- the next slide.

16 I will say that, you know, since the last board
17 meeting, OPEC, of course, took its actions with cutting
18 production, so we are -- we are watching to see just what kind
19 of impact that's going to have in our fuel prices and so forth,
20 but this slide will show you the individual -- depicts the
21 individual categories flowing into HURF for the month of
22 September, and overall actuals were 2.5 percent above last
23 September, and 1.2 percent above forecast.

24 If you could go to the next slide, please.

25 We are almost spot on forecast here for the

1 Regional Area Road Fund. And I have nothing to report here.

2 If you could go to the individual categories on
3 the next slide.

4 Again, the individual revenue categories flowing
5 into the Regional Area Road Fund, this chart depicts the
6 activity for the month of August, and we are looking at revenues
7 that were about 10 percent over last year, and just a little
8 below forecast.

9 Next slide, please.

10 I don't have much to report here. As Floyd
11 mentioned, we are operating on a continuing resolution, and that
12 funding is effective through December 16th.

13 And that concludes my report, and I'd be happy to
14 take any questions.

15 CHAIRMAN THOMPSON: Thank you, Kristine.

16 Does any member have any questions for Kristine?

17 VICE CHAIR KNIGHT: Mr. Chair.

18 CHAIRMAN THOMPSON: Board Member -- Vice Chairman
19 Knight.

20 VICE CHAIR KNIGHT: Thank you, Mr. Chair.

21 Kristine, (inaudible) the road show for the NEVI
22 projects that (inaudible) going to be in Yuma (inaudible), but
23 where are -- where's the funding coming from for doing all
24 the -- all these (inaudible) to the public? And I think it's a
25 good idea, I think that the public needs to be informed, but

1 where are we pulling the funds from for doing all of these
2 presentations to the public?

3 MS. WARD: Mr. Chairman, Mr. Knight, typically,
4 the funds come through our public outreach. We have -- we have
5 funding for public outreach, and so that is where the funding
6 would be coming from.

7 VICE CHAIR KNIGHT: Okay. So it's not coming
8 from any rural funds?

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

10 MR. ROEHRICH: Mr. Knight, that is correct. It's
11 coming out of operating funds. These are operating funds that
12 come to the department. They are not out of the program funds
13 or any of the funds that would have been the purview of the
14 Transportation Board.

15 VICE CHAIR KNIGHT: Okay. Are these part of the
16 funds that will be reimbursed from the feds for the money that
17 they are putting forward for the electric vehicles?

18 MS. WARD: Floyd, are you -- did you just address
19 that?

20 MR. ROEHRICH: No. I was starting to, but then
21 you spoke, so the -- I stopped talking so we didn't talk over
22 each other.

23 MS. WARD: So, Mr. Chairman, Mr. Knight, the
24 operating funds are not federal funding. So they do not get
25 reimbursed. No, sir.

1 VICE CHAIR KNIGHT: Okay.

2 MR. ROEHRICH: But, Mr. Chairman and
3 Mr. Stratton, I did want to talk about this. When we get to
4 implementing that plan, we start soliciting for applications
5 from private individuals to use those federal dollars.
6 Remember, the State's not providing match. It's up to the --
7 whoever the entity is that applies for it, they have to apply
8 the match.

9 But the -- it does allow us to charge staff time
10 when we get into that implementation phase. We are looking at
11 carving off a small amount out of that, establishing our
12 counting processes for that. At some point we will be able to
13 charge off some of those implementation costs from the State.
14 Everything, though, pre that process is ADOT's operating budget.

15 VICE CHAIR KNIGHT: Okay. Thank you.

16 MR. MAXWELL: Mr. Chair.

17 CHAIRMAN THOMPSON: Ted.

18 MR. MAXWELL: A follow-up to Gary's question and
19 idea. Question first. For Kristine as well. One of the
20 questions that I've been getting a lot on and (inaudible) plan
21 is about the execution, and obviously, the federal government's
22 supplying the funds to (inaudible) those charging stations, but
23 then what? Because I don't think the federal government's going
24 to run them. Have they established a process or a procedure?
25 Do we know what the next step with those charging stations will

1 be on (inaudible) has the opportunity for controlling them?

2 MR. ROEHRICH: So --

3 MS. WARD: Mr. Chairman, Mr. Maxwell, I would
4 defer that either to Paul or Floyd. I don't know the ongoing
5 program well enough to speak to that effectively.

6 MR. ROEHRICH: Yeah. Mr. Chairman, Mr. Knight, I
7 could address that.

8 We're still waiting for final rule making. We
9 just the provided comments. The commentary closed from the
10 joint office at the USDOT. We're waiting for final rule making,
11 because we have issues as well, and it's -- this funding is only
12 for five years. What happens at the end of that five years?

13 And part of the reason why, you know, we are not
14 rushing to put out solicitations yet and look for that, we
15 wanted to get those answers defined so we have it in the
16 contractual requirements, the RFP, the request for proposals we
17 put out, and in the contract requirements for that. Because
18 there is going to be some measure of, at some point, what does
19 happen to these facilities.

20 Now, to your point of who's going to oversee
21 that, the federal government is not. The State is. That's our
22 responsibility. So when we do enter into those contracts with
23 those private entities to install, operate, maintain those
24 charging stations, we still have undefined yet what the
25 conditions are at closeout, handoff or, you know, when this

1 program ends. We still are waiting for guidance on that.

2 MR. MAXWELL: Thank you, Floyd, for that
3 clarification. And one thing I'd encourage during these road
4 shows that we're going to go out throughout the state is to
5 really emphasize and make clear (inaudible) for interstate and
6 key corridor (inaudible) we've heard quite a few folks who have
7 said, well, why don't we take those -- instead of putting them
8 on the highways, put them in some of the little towns
9 (inaudible), because they don't have anything or limited
10 capacity. The mayor of Bullhead City yesterday said, you know,
11 they've got one charging station for the folks to use when they
12 (inaudible), so why couldn't we take some of those and transfer
13 them there. But that's -- as we discussed more and we explained
14 it more, he understood that. Federal dollars on this NEVI
15 program are focused on the highways and (inaudible).

16 MR. ROEHRICH: It does (inaudible) fuel
17 corridors, and which it -- Arizona is our interstate system.
18 That is the first (inaudible). Now, if Congress would expand
19 and provide funding past the five years, we got additional
20 funding, we could look to expand into other systems, but the
21 first priority as by the law that was passed was those
22 alternative fuel corridors, basically interstates.

23 MR. MAXWELL: Absolutely. Thank you, Floyd.

24 And Kristine, I did have a question for you on --
25 under the continuing resolution, is that impacting any of the

1 grants for the other dollars that are flowing to the states from
2 the IIJA or the BIL?

3 MS. WARD: Mr. Chairman, Mr. Maxwell, it is
4 not -- it's not impacting our formula funds. In terms of the
5 discretionary funds, I am not clear on that.

6 Paul, do you know if that is impacting
7 discretionary grants?

8 MR. PATANE: Board Member Thompson, Mr. Maxwell,
9 yeah, I was in a presentation earlier this morning given by the
10 FHWA, and it does impact on how they will issue the NOFOs, okay,
11 in the future. And so, you know, they're hoping to get the
12 continuing resolution taken care of, but yeah, it will have an
13 impact on the grants.

14 MR. MAXWELL: Mr. Chair, Kristine and Paul, thank
15 you very much.

16 MR. PATANE: Thank you, sir.

17 MS. WARD: Thank you.

18 CHAIRMAN THOMPSON: (Inaudible) comments
19 (inaudible) definitely needs some guidance and some help in
20 developing proposals and hiring personnel, you know, to get
21 these grant moneys (inaudible) that are available from federal
22 grants (inaudible). (Inaudible) I think we all (inaudible) able
23 to give some (inaudible).

24 MR. ROEHRICH: Mr. Chairman, Rhett can do that
25 right now. It's like you've set us up. You gave us a nice,

1 soft, little curve ball so we could hit one out of the park,
2 because Paul is now going to move on to Item Number 5, at your
3 discretion, and he is going to talk about the SMART fund, which
4 provides --

5 CHAIRMAN THOMPSON: Okay.

6 MR. ROEHRICH: -- the funds for those local
7 governments to assist them in going after federal grants.

8 CHAIRMAN THOMPSON: Very good.

9 Are there any further questions for Kristine?

10 VICE CHAIR KNIGHT: Mr. Chair.

11 CHAIRMAN THOMPSON: Gary.

12 VICE CHAIR KNIGHT: Just one last -- for
13 clarification. If an interstate highway goes through or near a
14 town, and the charging stations then get placed in that
15 municipality just because they are on the freeway?

16 MR. ROEHRICH: So, Mr. Chair, Mr. Knight, yes, it
17 is possible. We are obviously finalizing our plan. The draft
18 plan was approved. With final rule making, we will go in and
19 make final adjustments to our plan, but there are limitations on
20 how far apart these are -- need to be spaced. Anything that's
21 close enough to a town within those limitations has amenities
22 that make it more desirable to put it there. So it's quite
23 possible that (inaudible), but we are finalizing those
24 locations, but it still has to meet a criteria that's
25 established by the use of these NEVI funds.

1 VICE CHAIR KNIGHT: Thank you. Thank you,
2 Mr. Chair.

3 CHAIRMAN THOMPSON: Then (inaudible) be put on a
4 future agenda?

5 MR. ROEHRICH: Mr. Chairman, yes, sir, we will
6 bring that back once we have the program better defined, which I
7 expect will be early next calendar year.

8 CHAIRMAN THOMPSON: Thank you.

9 Any other questions for Kristine?

10 There being none, we will move on to Item 5.
11 Paul Patane, for discussion and possible action. Paul, Arizona
12 State Match Advantage For Rural Transportation Fund Program.
13 You have the floor.

14 MR. PATANE: Thank you, and good morning,
15 Chairman Thompson, Board Members. Today I'd like to give you an
16 update on the SMART Fund Program and do some Board -- and
17 request Board action toward the end.

18 Next slide, please.

19 And so just some -- go over some just refreshers
20 on a few of the items as far as the applicants who are eligible.
21 We have 85 cities and towns, 13 counties, and this is currently
22 based on the 2010 consensus -- Census for the urbanized areas.
23 And so when we get updated information expected later this year,
24 these eligible applicants may change, depending on where the new
25 urbanized areas are established.

1 So ineligible, we have the two counties, Maricopa
2 and Pima Counties, and we have six cities and towns who are
3 ineligible. That's Guadalupe, Paradise Valley, Tempe, Tolleson,
4 Youngtown and South Tucson. Then the unincorporated areas are
5 covered in the county applications.

6 Next slide, please.

7 And so, you know, House Bill 2872 broke up the
8 \$50 million and the \$10 million increments. As you can see
9 there, ADOT gets 10 million in counties with a population of a
10 100 or more, 10 million, then as -- it goes down to
11 municipalities with a population of less than \$10 million.

12 Next slide, please.

13 And so the eligible uses were for design and
14 other engineering services. The intent there is to create
15 shovel ready-type products and completing the development
16 process. Also, eligible uses are for match for the -- for
17 the -- depending on the grant. Then also for grant development
18 and grant submission.

19 Next slide, please.

20 And so there is a board policy that we will --
21 that we send it out to provide guidance. I'd like to emphasize
22 the word "guidance," not a recommendation. And so the -- what's
23 proposed -- what's in the proposed policy or provides awards
24 during the term of IIJA to all developed applications to help
25 maximize successful... Then allocate funds in each category

1 while allowing Board flexibility, and what we did there
2 previously at our study session, you know, we had it broken out
3 by percentage-wise, and our new guidance that we will -- we're
4 going to modify the Board policy with is that we're going to
5 give full discretion to the Board and how to allocate the
6 funding. So we will not specify in the Board policy any type of
7 percentages toward the different types of categories within the
8 SMART Fund, and so it will be all up to discretion of the Board
9 how to distribute those funds.

10 The Board policy approves applications and
11 guidelines. The Board policy may give preference to
12 applications as follows, and this is right out of the statute:
13 Based on the percentage of matching funds, cash funds, provided
14 by the applicant; partnership with other entities to deliver the
15 project. Then the other requirements within the Board policy
16 are applicant to respond within five business days to inquiries.
17 Then we need to execute the IGAs for these -- for the funding
18 within 120 days, and requires all projects to be subject to
19 federal, state ADOT laws and policies.

20 Next slide, please.

21 And so just -- I've shown this in the past where
22 it's the fund application. Okay. Everything will be done
23 online, the Google form online submissions. We have checklists
24 to help the applicants submit the required documents. The first
25 submission will require an IGA to be executed. It includes

1 standard questions regarding project scope, schedule and budget.
2 Includes notes to remind the applicants of key points, such as
3 success for good estimates. The application also requires
4 identification of the federal grant to be pursued. It also --
5 any administrative changes that may be required and any changes
6 that will be brought to the Board.

7 Any questions on the application?

8 The guidelines -- next slide, please. The
9 guidelines will provide background information on the creation,
10 amount --

11 MR. ROEHRICH: Hold on, Paul. The Chairman
12 started to speak. Hold on, Paul. (Inaudible.)

13 CHAIRMAN THOMPSON: You -- you did ask for
14 questions, so (inaudible) board members have questions?

15 MR. MAXWELL: Yeah, Paul. The next slide, maybe
16 you were going to address it, but one of the issues early on
17 when -- after it was approved, the SMART money was approved by
18 the Legislature, prior to becoming additional (inaudible) for
19 the transition time after the passing of the bill (inaudible),
20 we were and (inaudible) a lot of requests coming in to that
21 meeting regarding grants, and we talked about -- or asked --
22 regarding funding, we talked about the opportunity with grants,
23 and at that time we told folks to start pursuing those grants.
24 And the SMART Funding will still be available to them.

25 I've heard that, and this is what I'm getting --

1 asking clarification on, is that there's a concern that some of
2 the grants that have already been filed are no longer eligible
3 for AZ SMART funds. That was not the initial (inaudible). So
4 some grants -- and we -- (inaudible) get ahead of these grants
5 be prepared, be ready to go as soon as you can, because they're
6 going to be -- they're (inaudible). They're going to go to
7 those who are ready and those who are ready to go now.

8 So can you clarify -- and (inaudible) in this
9 slide -- who is eligible to apply for this? Is it the rural
10 communities that have -- already have grant applications in and
11 those who have grant applications that want to pursue, or what
12 is the guidelines that would restrict somebody if they are
13 interested in -- from applying if they've already put their
14 grant application and yet they know they need the funds to get
15 the grant done -- or get the project done.

16 MR. PATANE: Chairman Thompson, Board Member
17 Maxwell, you know, the intent of the statute was to -- or is to,
18 you know, help rural communities with, you know, the grants
19 associated with the IIJA. And so that is still our intent as we
20 move forward with the -- this new -- with the SMART fund
21 application guidelines. Okay? We are still working with our
22 Attorney General's office on some of -- interpretation of what's
23 in the House Bill 2872. So we've got some still unresolved
24 matters related to who's eligible as far as if they submitted
25 previous applications.

1 MR. MAXWELL: Thank you, Paul. I'd ask you to
2 keep the Board informed on that, because I do think that was a
3 point of important clarification, because they may have held off
4 on submitting the grant application if they knew by submitting
5 it early, which was what all the guidance coming from both
6 federal and the state was, to make them ineligible. So I would
7 like to be involved in that conversation if it gets to the point
8 of where we're not going to allow (inaudible) that already
9 submitted, (inaudible).

10 MR. ROEHRICH: So, Mr. Chair, Mr. Maxwell, I want
11 to make sure we're clarified here, because some of what you said
12 was being confusing a little bit.

13 All these entities are eligible. They can apply
14 for grants, and then they can apply for the SMART Fund. Your
15 questioning is any of these eligible communities by law that
16 started the process before these funds were legally available,
17 can expenditures or costs prior to this law be reimbursed?
18 Could they ask for reimbursement of those costs?

19 MR. MAXWELL: My understanding -- again, this is
20 where we've got to get this message out, is what can this
21 10 million go for? Is it just for the cost of submitting the
22 grant or can it also be used for the cost -- for some of the
23 matching required for the projects? And if that is the case, if
24 they can use it for some of the match for the projects, we're
25 talking about the ones that are (inaudible) time of Legislature

1 (inaudible) the Governor signed the bill into law and the date
2 that the money becomes available.

3 MR. ROEHRICH: So to go back -- I think it was
4 called the slides, Paul -- you had the slide that --

5 MR. PATANE: Right.

6 MR. ROEHRICH: -- show what the eligible
7 expenditures are, and they are. They are development costs,
8 pre-construction costs, construction, administration and the
9 matching. All those are eligible activities, if you will.

10 The question really is -- go back to what you
11 said is if they submitted the application before these funds
12 were available and it required a match, could -- or funds or
13 whatever, could they use -- now use these funds to help pay for
14 them? And that's what we're trying to make sure to clarify,
15 because the law is written, we do not see a retroactive clause.
16 So the first interpretation we got is, no, anything prior to
17 when the law was effective, it's not reimbursable because you
18 don't -- the law says the money's only available on this date.
19 Anything before that, you can't expend it on. But we're trying
20 to see if there's any way in Greater Arizona that we could be
21 able to maybe further clarify (inaudible) that would help us
22 what the (inaudible) people say, hey, as Mr. Regner, who had
23 before said, hey, we submitted and we're still -- haven't been
24 selected yet, but if we're selected, can we now use these funds?
25 We don't know.

1 MR. MAXWELL: And Mr. Chair, Floyd, to that
2 point, that's the -- that's the basis of the (inaudible) what
3 can I do? So I don't know -- I do not personally know if they
4 already have to demonstrate the matching funds they've got when
5 they submit the grant or if they just have to commit the
6 matching funds, and then they can figure out how they're going
7 to do it.

8 UNIDENTIFIED SPEAKER: Yeah.

9 MR. MAXWELL: Because (inaudible) opportunities
10 be more eligible for these grants by knowing they've got the
11 matching funds available. (Inaudible) pretty successful so far
12 with many of the grants from the IG- -- the IIJA (inaudible)
13 that (inaudible), particularly the ones dealing with the
14 bridges. We've seen Secretary Buttigieg coming in to the state,
15 you know, to do the tours, you know, showing him the different
16 communities that already receive it.

17 So I appreciate it. It sounds like you're on top
18 of it. (Inaudible) get that clarification, because we don't
19 want -- we really don't want folks waiting around and then when
20 we finally get to the solution of what it is, now they go and
21 there's already applicants that are already being considered or
22 they've already been awarded, because some of these grants
23 (inaudible). So appreciate the support on that.

24 MR. ROEHRICH: So, Mr. Chairman, Mr. Maxwell, one
25 point I do want to make sure is whatever we do, moving forward

1 with however it gets (inaudible), it's not coming to the Board.
2 ADOT could not approve this. So whether we allow retroactive or
3 whether we clarify some things and now if it's whatever it is,
4 before we could approve those, we bring it to the Board and you
5 all have to approve it.

6 MR. MAXWELL: Thank you, Floyd. I understand.
7 Mr. Chair, thank you.

8 CHAIRMAN THOMPSON: Thank you.

9 Any board member, maybe Floyd -- Floyd, can you
10 kind of take a step back (inaudible) give us that slide again
11 regarding (inaudible)?

12 MR. PATANE: I think keep going back. One more.

13 UNIDENTIFIED SPEAKER: Okay.

14 CHAIRMAN THOMPSON: There. That's it.

15 MR. PATANE: Right there.

16 MR. ROEHRICH: Right there.

17 MR. PATANE: Right there. And so --

18 CHAIRMAN THOMPSON: (Inaudible) need to do a
19 little bit more spending, maybe Paul (inaudible) answer some of
20 the things we're concerned about. Paul?

21 MR. PATANE: So here are the eligible uses of the
22 funding. Okay? So design and other engineering services. So
23 that can get you, you know, scoping documents, preliminary
24 engineering documents or -- and/or final design. So that's one
25 of the eligible uses, is to get all the design that's -- you

1 know, environmental clearances, anything associated with project
2 delivery, associated with applying for a grant is eligible
3 for -- is -- you know, would be defined as other engineering
4 services.

5 Then we have the match. Okay. The match
6 requirement. Typically, on the federal grants, when they give
7 out the notice of funding opportunity as part of the
8 requirements, in there will be a section on funding, and it
9 talks about that -- the match associated with that particular
10 grant. And it varies, you know. It can be 80/20. It could be
11 90/10. It all depends on how the NOFO was issued by the USDOT.

12 Then the final item that's eligible for
13 reimbursement -- all these are reimbursement grants or
14 reimbursement funds -- is for development of a grant. And so
15 because these -- you know, once they -- they put out a notice of
16 funding opportunity, these grants take a lot of work to be
17 competitive. I think the success rate is approximately around
18 10 percent, and so -- and these grants are nationwide. They're
19 not state specific. They're nationwide. So they're very
20 competitive.

21 And so there's a lot of effort and time, you
22 know, should be put in into developing these grants to, you
23 know, hopefully increase your opportunity to be successful and
24 get an award of one of these grants. So these are what we
25 figure the three main areas, you know, that are part of the

1 grant development process, and that's what has been determined
2 as the eligible uses of the funding.

3 CHAIRMAN THOMPSON: Thank you, Paul.

4 On that, is there any board members that wish to
5 comment on or questions on that?

6 MR. MAXWELL: Mr. Chair, I paused there because I
7 wanted to see if somebody else wanted (inaudible).

8 Paul, thank you for that explanation, and when I
9 look at this slide and hear your explanation, and when I read
10 match support of the project in the current federal grant
11 application -- current federal grant application, that would
12 make the communities who have current federal grant applications
13 in under IIJA eligible.

14 So I just want to make sure that we go through
15 clarification with staff, then come back to the Board for the
16 final -- final recommendation, that we do kind of explore and
17 make sure we're not going to limit those who have already
18 taken -- already going down the road of applying for IIJAs,
19 because right -- this is a great spot.

20 I think it's really more informational and
21 provides to me a lot better understanding of (inaudible) and the
22 key word to me there for those communities that were concerned
23 that they've already got a grant in, they basically leaned
24 forward on it post-approval of the Legislature but prior to the
25 funds being available, their basically SMART Fund application

1 isn't in, but under that, based on this definition, they got a
2 current federal grant request.

3 So those matching -- it could be used for the
4 matching funds is what I'm trying to get at. I know we're going
5 to clarify that (inaudible), but that's how I understood the law
6 from the beginning, and I believe that's how we are currently
7 interpreting it. So I'll look forward to seeing (inaudible).

8 Thank you, Mr. Chair.

9 CHAIRMAN THOMPSON: Thank you, Ted.

10 Any further questions? Nothing on this
11 particular slide, so I think you can move on, Paul.

12 MR. PATANE: Okay. Can we go -- keep going --
13 right there's the guidelines, you know, the guidelines, the
14 intent there is just to help the applicants, you know, navigate
15 through the process, and so I won't spend too much time there.

16 Then our launch time -- next slide, please. Our
17 expected launch timeline, and so we're -- you know, we're
18 seeking to hopefully get approval today from the Board. Then
19 November 1st is when our website would go live. Then November
20 7th, applications go live and we can begin to be accepted. On
21 the 17th, we could have -- the plan is to have an informational
22 webinar for the applicants to help them navigate through the
23 process, and there are currently at least four active eligible
24 NOFOs. The first application review by PPAC and the Board may
25 occur December. Then we anticipate periodic agenda items

1 thereafter based on how NOFOs come in.

2 Okay. Next slide, please.

3 Any further questions?

4 CHAIRMAN THOMPSON: Thank you, Paul.

5 I know that the discussion here is how we
6 understand that there might be concerns of (inaudible), and it's
7 a good thing that this (inaudible).

8 Are there any other questions? Ted?

9 MR. MAXWELL: Thank you, Mr. Chair, but I do not.

10 CHAIRMAN THOMPSON: Gary?

11 VICE CHAIR KNIGHT: No. That's it. That's all
12 (inaudible) asking. (Inaudible.)

13 CHAIRMAN THOMPSON: Very good. Any board
14 members?

15 MR. MAXWELL: Mr. Chair, I'd move that we
16 (inaudible) the SMART Fund Board policy, excluding Item 4
17 (inaudible).

18 VICE CHAIR KNIGHT: Second.

19 CHAIRMAN THOMPSON: Motion to approve the SMART
20 Fund guidelines (inaudible) transportation board policy as
21 presented. Motion by Ted and second by Gary.

22 Any further discussion?

23 MR. ROEHRICH: So, Mr. Chairman and Board
24 Members, thank you for actioning it, but I want to read the
25 exact action item and motion so it's in the record, because if

1 we do need to modify it and come back, I want to have a basis
2 for why we're bringing it back (inaudible) modify (inaudible).
3 So may I read it (inaudible)?

4 CHAIRMAN THOMPSON: Yeah. Paul.

5 MR. MAXWELL: (Inaudible) front of us?

6 MR. ROEHRICH: Yes, sir.

7 MR. MAXWELL: Mr. Chair, I'll modify my motion,
8 my motion approving the AZ SMART Fund Board policy, excluding
9 Item 4, the program application, the application guidelines and
10 for ADOT's (inaudible) percent of the agency's share (inaudible)
11 program.

12 VICE CHAIR KNIGHT: Second.

13 MR. ROEHRICH: Thank you.

14 CHAIRMAN THOMPSON: Very good. Motion by Board
15 Member Maxwell, second by Board Member Knight. Any further
16 discussion?

17 All in favor say aye.

18 BOARD MEMBERS: Aye.

19 CHAIRMAN THOMPSON: Any opposed?

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

22 MR. ROEHRICH: Board Member Searle.

23 MR. SEARLE: Aye.

24 MR. ROEHRICH: Board Member Daniels?

25 MS. DANIELS: Aye.

1 MR. ROEHRICH: Board Member Stratton?

2 MR. STRATTON: Aye.

3 MR. ROEHRICH: Chairman, the motion passes. You
4 have one board member absent.

5 Mr. Chair, we're hearing from the people that are
6 out there, they're having a hard time hearing you. So if you
7 could just get closer -- I know you're wearing your mask for
8 safety, and that -- please do that, but you need to get close to
9 the microphone then and speak louder, because we're having a
10 hard time catching you.

11 CHAIRMAN THOMPSON: Okay. That's -- we will now
12 move on to Item 6, Paul Patane, for discussion and possible
13 action regarding State Freight Plan. Paul.

14 MR. PATANE: Thank you, Chairman Thompson, Board
15 Members. Just want to provide another update on the State
16 Freight Plan.

17 Next slide, please.

18 So the items I'll cover today in the presentation
19 outline would be the recent actions and key steps, review of the
20 process and proposed freight investment plan, and kind of a
21 follow-up from our October 6th study session, and answer any
22 questions or comments that the Board may have.

23 Next slide, please.

24 And so just bringing you an update of where we're
25 at. You know, we went to -- surprised we went to -- last week

1 or a couple weeks ago at the October study session, we presented
2 the freight plan to the Board. So currently, the freight plan
3 is up for -- is up for public comment, which runs until
4 November 4th. Then also, our FHWA partners are currently
5 reviewing our draft freight plan, and we're anticipating
6 comments in mid November.

7 Next slide, please.

8 So just wanted to make sure everybody's on board
9 and clarify that, you know, the freight -- the funding
10 associated with the freight program is not new money or new
11 apportionments. It comes out of what's appropriated to the
12 State of Arizona, and so it's just one of our programs similar
13 to carbon reduction, transportation alternative program, et
14 cetera. So -- but -- and this is the national highway freight
15 program.

16 Next slide, please.

17 And so some of the funding and eligible projects,
18 you know, we have approximately 125 million over five years,
19 subject to the obligation limitation. No new added spending
20 authority. The freight funding can be only used for projects in
21 the approved freight plan. Funding is available for all the
22 phases, planning through construction, and types of eligible
23 projects are highways and bridge projects, railway-highway grade
24 separations, geometric improvements to interchanges and ramps.
25 Additional road capacity to address highway freight bottlenecks,

1 and also truck parking, truck-only lanes, climbing and runaway
2 truck lanes and shoulders.

3 Next slide, please.

4 As mentioned earlier, the truck parking is
5 eligible. You know, the importance of providing truck parking
6 is really a nationwide issue. I was in a meeting earlier this
7 morning, our Freight Advisory Committee at AASHTO, and truck
8 parking is a big concern for all the states.

9 And so part of the -- when we develop our freight
10 program, it's -- some of the questions we have is, you know, how
11 much funding to set aside for truck parking versus
12 infrastructure-type projects. And so there's a lot of
13 information coming out on truck parking improvements, and, you
14 know, we're going to -- our intent is to look at all this
15 information and incorporate it into our -- we're going to
16 provide an update to our truck parking study or an action or a
17 truck parking plan and get all this information and see if we
18 can develop, you know, truck parking within our state that meets
19 the needs of the -- of our customers.

20 Next slide, please.

21 And so, you know, we did -- as mentioned, we did
22 a truck parking study in 2019, and since, to date, you know, out
23 of that study, we have constructed, you know, and provided
24 over -- close to 120 spaces that we've added to our rest areas,
25 and so some are currently still in design, but, you know, we

1 anticipate to have 120 new spaces as a result of the truck
2 parking study.

3 Next slide, please.

4 So there is steps, you know, where we prioritize
5 projects within the freight plan. You know, the freight plan
6 is -- consists of the Freight Advisory Committee, which consists
7 of public and private stakeholders. And so we use a -- we
8 developed a prioritization process in 2017, and we're using that
9 same process in our updating our study, and when we evaluate
10 projects, it has to take in account -- take into account some of
11 the strategies, and it has to be in line with the national
12 policy performance goals. So it's a scoring process that we use
13 to determine which projects are the ones that we -- our ranking
14 will tell us which projects are the preferred projects to
15 incorporate, and so we came up with that. The Freight Advisory
16 Committee came up with 19 projects.

17 Next slide, please.

18 And these are the 19 projects, the next two
19 slides. This one, the next slide, show the 19 projects that had
20 the highest rated freight projects. As you can see, some of
21 these projects are, you know, well over the amount of funding
22 that's available, and so we look at, you know, what's some of
23 the biggest benefit, you know, to freight.

24 And so -- the next slide, please. And this is a
25 continuation of the 19 projects. And the next slide, please.

1 And so this is what we presented at the
2 October 6th board study session where we felt these were the top
3 projects to be included in this freight plan. Again, it shows
4 the dollar amount, you know, fiscal year, the program amount,
5 and based on the recommendations from the Freight Advisory
6 Committee, you know, they wanted to allocate 50 million toward
7 truck parking. And so the question came up, you know, how is
8 this 50 million going to be spent? And so we -- next slide,
9 please.

10 We broke it down -- we didn't break all the
11 50 million down, but we did break it down until -- to improving
12 adding additional parking to some of the rest areas, and so we
13 also put money aside to update our truck parking plan. We
14 looked at putting money towards the Parks and Christensen Rest
15 Areas, to open those rest areas up.

16 Then based on our current rest area study that
17 looked at -- that we included truck parking on, we came up with
18 the -- the four rest areas that we felt that could be --
19 additional parking could be added, and so that's where we have
20 Sacaton, Texas Canyon, you know, San Simon and Bouse Wash Rest
21 Areas. And we -- we put design and construction funding, you
22 know, throughout the fiscal years, and we came up with the
23 17.7 million, because in order to spend 50 million, you know, we
24 need to update our truck parking study, and we're going to call
25 it a truck parking plan and look at what other options we have

1 outside the rest areas.

2 We also looked at -- there was a comment made on
3 the climbing lanes, and so -- and so these are the top five
4 climbing lanes that are outside the current program. And so,
5 again, we -- our climbing lane and passing lane study was in
6 2015. These were the top five -- or not the top five. These
7 were the five remaining that haven't been constructed yet and
8 are not in the current program. And so, you know, they should
9 be reprioritized and considered in our P2P,
10 planning-to-programming process to be included, but also, we
11 looked at and -- as staff, okay, is it time to update this study
12 as well? Even though the update, you know, might take a little
13 bit of time, I think it's over seven years old. So it would be
14 to our benefit as to update this study as well as part of the
15 freight plan projects.

16 So for further action, these are kind of the road
17 ahead. Going to update the 2019 truck parking study or truck
18 parking plan. And we want to also examine new bottlenecks from
19 the 2022 freight plan to inform future planning, including
20 development of our 2026 freight plan. Pursue strategy
21 recommendations from the 2022 freight plan as prudent to fulfill
22 federal and state, local priorities. Consider and update to the
23 2015 planning and passing lane study to identify potential
24 freight benefit projects.

25 And also interact more with our Freight Advisory

1 Committee. We want to look at our freight plan a little more
2 frequently than every -- every five years, that way we can
3 update the project list as appropriate and pursue any additional
4 study recommendations from the State Transportation Board.

5 Next slide, please.

6 Any questions?

7 CHAIRMAN THOMPSON: Thank you, Paul.

8 This is actually not on the agenda for action
9 today. (Inaudible) information that need to be obtained to come
10 (inaudible). So any of the board members, do you have any
11 questions at this time?

12 MR. STRATTON: Mr. Chairman. This is Steve.

13 CHAIRMAN THOMPSON: Yes, Steve. Go ahead.

14 MR. STRATTON: Actually, I have a comment, not a
15 question. I'd just like to thank Paul and the staff for taking
16 into account the public input that we had, considering the
17 parking for trucks and just I'll note that the Board and the
18 staff does take into consideration the public comments. So I
19 appreciate the updating of the study and looking at it
20 individually. I think it shows that we do respond to public
21 comment. Thank you.

22 MR. PATANE: Thank you.

23 MS. DANIELS: Chair, this is Jenn Daniels. I
24 have a couple questions.

25 CHAIRMAN THOMPSON: Please proceed, Ms. Daniels.

1 MS. DANIELS: Thank you.

2 A couple of questions. One, I noticed on a
3 slide, I don't know, five or six back, Paul, you mentioned that
4 the truck parking is actually being considered completely
5 separately from the rest of the priorities. Why is that? Why
6 are we not sort of prioritizing specific truck parking in
7 conjunction with some of the other priorities? Why are we
8 separating the two as two completely different items?

9 MR. PATANE: And so when we had the meetings in
10 the freight advisory committees, there was -- you know, there
11 was discussions on putting all the money toward truck parking.
12 Okay? And, you know, through the open discussions with the
13 stakeholders, you know, not all of them were in favor of
14 putting, you know, 100 percent of the funding toward truck
15 parking. And so they went through the analysis and evaluated
16 projects, but there was consensus to take X amount, I think it
17 was over 40 percent, of the available funding and dedicate it to
18 truck parking.

19 And so at this time, Board Member Daniels, I'll
20 let Clem Ligocki, if you have any comments, because Clem was
21 instrumental in the development of the freight plan.

22 Anything you want to add to that question number
23 one, Clem?

24 MR. LIGOCKI: Thank you, Mr. Chairman.

25 As the Freight Advisory Committee considered

1 this, they found it difficult to kind of rate truck parking
2 projects against other types of highway projects. As so, Board
3 Member Daniels, you know, they felt it would be better to just
4 take and look at them separately, how much money should go to
5 truck parking versus the other types of projects, rather than
6 look at some technical formula that was difficult to construct.

7 MS. DANIELS: And how was the 40 percent
8 determined? I'm just curious what the thought process was. So
9 was it, you know -- did it feel like a sound number or was there
10 a methodology behind that?

11 MR. LIGOCKI: Mr. Chairman, Ms. Daniels, there
12 was -- within the fact there was an interactive exercise where
13 there was discussion and a polling process, and the numbers, you
14 know, kind of gathered from all the different commenters in the
15 FAC (phonetic) meeting and sort of generated into that 40-ish
16 percent range.

17 MS. DANIELS: Okay. So there was -- what you're
18 saying is there was a methodology and a -- sort of a ranking, if
19 you will, behind the scenes?

20 MR. LIGOCKI: Yes. Mr. Chairman, Ms. Daniels,
21 yeah, there was a consultant course involved, our consultant
22 team helped, and they facilitated this interactive process.

23 MS. DANIELS: Okay. And then I noted that the
24 identified truck parking improvement locations are not in any of
25 the urbanized areas. Is there a different plan that I'm missing

1 that will address truck parking within the urbanized areas of
2 our state?

3 MR. LIGOCKI: I'd go ahead and --

4 MR. ROEHRICH: That's okay.

5 MR. LIGOCKI: I was waiting for Paul, if he
6 wanted to jump in.

7 MR. PATANE: Yeah. I'll speak first and we'll
8 let everybody else speak.

9 The intent on -- this is why you wanted to --
10 we're first showing update the parking, the parking plan, where
11 we would look at, you know, across the state, both urban and
12 rural areas, but we wanted to focus some of the early dollars on
13 our current rest areas that we could -- what we would call, I
14 would say, low hanging fruit, because they have the facilities
15 where we -- you know, once -- because when you provide truck
16 parking, you have to provide the facilities, and our current
17 rest areas, they have the lighting, you know, they're secured.
18 They have the facilities for the truck drivers to use, and so
19 that's where -- you know, we had our current ongoing rest area
20 study. So we incorporated this just to find out where we could
21 maximize our rest area truck parking as well. And, you know,
22 this is an ongoing process, you know. You know, this could --
23 this is not -- the freight plan projects can be updated.

24 MS. DANIELS: Yeah.

25 MR. PATANE: So it's not -- you know, it's an

1 iterative process. And so Clem?

2 MR. LIGOCKI: Yeah. Thank you.

3 So, Mr. Chairman and Board Members, in addition
4 to that, I would say that our Freight Advisory Committee was
5 also comprised of metropolitan planning organizations, and so in
6 particular, with MAG and PAG -- and MAG has done a pretty
7 extensive truck parking study of their own, and finishing that
8 up, and so, you know, Tim Strow from MAG is on with us, and they
9 concurred with this process, and they have other strategies that
10 they're looking at that are a little different.

11 MS. DANIELS: Okay. So we should look for
12 updates from MAG that may be separated from the ADOT plan?

13 MR. LIGOCKI: Yes. Mr. Chairman, that would --
14 that would be what we would expect. Yes.

15 MS. DANIELS: Okay. And then there's a
16 perception that if ADOT wants to delay something or if there is
17 a hesitation or if maybe a different -- a different direction to
18 go, that we're going to study it to death before we make a
19 decision, and I sort of say that tongue in cheek. I don't think
20 that that's the typical, but there is a perception out there
21 that that's ADOT's path.

22 And a study that was done in 2019 -- yes, traffic
23 patterns have changed slightly because of COVID, but I would say
24 the need has increased, not decreased, and so I hesitate as --
25 essentially, a 2019 study is really only two years old, because

1 by the time you actually get it published and ready for prime
2 time, I would hate to think that we would need to revisit that
3 before we made good, solid decisions as far as where the
4 investment should go.

5 So two things on this. One is let's not study it
6 to death. Let's make some solid decisions about where to invest
7 those dollars, and the easy spots may not be where we need the
8 most investment. So I just sort of hesitate to say, well, it's
9 easy for us to do it, and so we're going to do it so that we can
10 check the box. Let's make sure we're actually meeting the need.

11 And then my second comment to that is we really
12 need to get on -- I do not like the concept of MAG having a
13 different direction or a different study than ADOT if ADOT is
14 going to need to implement and sort of bring all of those plans
15 together, and I know that the MPOs across the state, you know,
16 it's a necessary exercise for them to -- as the -- with that
17 fiduciary responsibility to coordinate that, but I certainly
18 want the right hand and the left hand of our transportation
19 system to know what each other is doing.

20 So if we could bring all these plans together and
21 make some efficient decisions and start solving the problem
22 rather than continuing to study it -- study will always need
23 to -- need to be occurring, but I would love to see us move
24 forward with making those investments in a way that's going to
25 make a difference.

1 MR. PATANE: So, Mr. Chairman -- go ahead.

2 MR. ROEHRICH: (Inaudible) I do just want to
3 speak a little bit to that. It does look like maybe we do study
4 things quite a bit, but I think it's important to remember that
5 priorities do change, and if we make those changes, it's
6 important for us to be able to justify it and back those up and
7 explain exactly why --

8 MS. DANIELS: Floyd, Floyd, forgive me for
9 interrupting. I don't need you to explain to me why we do
10 studies at ADOT. Of course I understand the need and the
11 necessity for that. Maybe you and I can talk offline about any
12 additional discussion that needs to occur on that point. I
13 don't need to be explained to why studies are important.

14 MR. ROEHRICH: Yes, ma'am, and I was trying not
15 to just explain to you. I was trying to explain to the public
16 as well, because like you said, you -- we get requests for
17 comments a lot from the public why we do this. So I was just
18 trying to make the general statement as well why we do that.

19 So -- and, Paul, you're making your comments
20 (inaudible).

21 MR. PATANE: Yeah. I'm just -- Chairman
22 Thompson, Board Members, and -- you know, I mean, we are showing
23 design money in for prescoping in fiscal year '23. Okay? Even,
24 you know, we -- once we start design, before we break ground, I
25 just want to point out it would be approximately two years, just

1 because we have to go through all the development process and
2 all the NEPA requirements, and so -- you know, and I know it's
3 not a fast-moving process, but we are using federal dollars, and
4 we have to abide by the requirements associated with those
5 dollars.

6 CHAIRMAN THOMPSON: (Inaudible) process there are
7 already regulations in place, because of those regulations, you
8 have to look at them very carefully, and they want you to do
9 certain things (inaudible) studies, you know, any kind of
10 studies that's required by regulations and that has to be done.
11 That's (inaudible) the implementation process, and that's
12 very -- very helpful, that those (inaudible).

13 And again, there's a couple things that I'd like
14 to say, that I think -- I do believe trucking parking has been a
15 huge concern (inaudible), and also, the other comment I have,
16 where -- this maybe was different, because (inaudible) area, but
17 (inaudible) considered for that project (inaudible) for trucking
18 parking concern?

19 MR. ROEHRICH: So I guess, Mr. Chairman, Paul, I
20 think you showed that -- one of your graphics showed where we
21 installed parking, and I do not (inaudible) on there. I do not
22 know if there's room there (inaudible) with truck parking, but
23 if there is, that's -- we want to address that.

24 Paul, do you know?

25 MR. PATANE: Let me see that slide.

1 VICE CHAIR KNIGHT: Mr. Chair, Floyd, can we go
2 back to that slide?

3 MR. ROEHRICH: (Inaudible.) Keep going.
4 (inaudible) truck parking. There -- go forward one. There.

5 MR. PATANE: So these are the -- where we've
6 added truck parking since the 2019, and these are the rest
7 areas.

8 And so I didn't quite hear the question, Floyd.

9 MR. ROEHRICH: So the question was Sanders, it's
10 not on this list. So can we study Sanders, or do we know the
11 availability of adding truck parking to Sanders (inaudible)?

12 MR. PATANE: I'd have to follow up, Floyd. I
13 don't have that information available -- currently available.

14 VICE CHAIR KNIGHT: Mr. Chair, Floyd, there is a
15 slide that showed (inaudible) current recommended truck parking
16 increase of 49 parking spots. So that's the one that
17 (inaudible) show us that there -- Sanders (inaudible) --

18 UNIDENTIFIED BARD MEMBER: There, that's the one.

19 VICE CHAIR KNIGHT: That one. (Inaudible.)

20 MR. ROEHRICH: So this is the funding out of the
21 50 million, Paul, that you sent (inaudible) prioritize to put 49
22 additional spots on at those locations for that cost of
23 17.7 million, with the rest of the funds to come in based upon
24 other needs that were identified as we update the parking study.
25 Is that how you characterized it?

1 MR. PATANE: No. That's correct. You know, we
2 just didn't have, you know -- I need to find out where we want
3 to spend the 50 million, and, you know, the first place I wanted
4 to look at was the rest areas. And so these -- we have that
5 current ongoing rest area study that's looking at all our rest
6 areas, at their facilities, et cetera. So we included the
7 consultant to review the truck parking. And so they prioritize
8 the locations where we needed the truck parking, and these were
9 the top five -- or top four, and that's where we wanted to
10 begin -- again, begin --

11 MR. ROEHRICH: The question specifically to
12 Sanders, you would need to research where Sanders fits and
13 what's available, and would that be in a future project. So I
14 guess the question would be is just the Sanders port of entry,
15 if we could research what is a possibility of adding truck
16 parking then.

17 MR. PATANE: To the Sanders port of entry?

18 MR. ROEHRICH: Yes. Yes, sir.

19 MR. PATANE: Again, you know, it has to do with
20 the facilities that are currently available. This truck parking
21 plan will look at all these other areas and give
22 recommendations, because even in the -- the meeting was at -- I
23 was at today, the truck parking guys, they're worried about
24 security, facilities and, you know -- and ease of access back
25 onto the interstate. And so, yeah, the port of entries, you

1 know, could be a viable option, but, you know, there's protocol
2 to follow to, you know -- you know, I just -- we just can't say
3 today that we're going to allow truck parking in our port of
4 entries.

5 MR. ROEHRICH: And I don't think that's the
6 question. Just are we looking at it. That's all the question
7 is, so...

8 MR. PATANE: The rest area study that we're going
9 to update, we'll -- or the truck parking plan that we'll update,
10 we'll look at all options and including the port --

11 MR. ROEHRICH: But the possibility of putting it
12 in the port of entries have to be studied, because they have
13 separate operations from the rest area?

14 MR. PATANE: Yes, sir.

15 CHAIRMAN THOMPSON: Apparently, that is what I'm
16 thinking about. We have not taken a real close look at it. We
17 need (inaudible) someplace to do a study (inaudible).

18 MR. ROEHRICH: Noted. Paul, (inaudible) as you
19 update the truck parking study to look at port of entries.

20 MR. PATANE: Yes. Noted.

21 CHAIRMAN THOMPSON: Ted. (Inaudible.)

22 MR. MAXWELL: I'd just like to echo Steve's
23 comments and compliment staff and everybody that's involved. I
24 think this shows that ADOT, the Board, we've all been responsive
25 to the comments that have been made, and we see progress. I

1 think it's extremely important for the stakeholders and the
2 people that have made comments to see that we're (inaudible) --
3 I mean, we're doing -- we're making progress and moving forward
4 with considering the comments that they've made. (Inaudible.)

5 CHAIRMAN THOMPSON: (Inaudible.)

6 MR. SEARLE: This is Richard.

7 CHAIRMAN THOMPSON: Please proceed.

8 MR. SEARLE: Yes. I would like to make -- you
9 know, kind of follow up on Steve's and Gary's comments. I do
10 appreciate the additional information in this update with the
11 passing lanes and the parking areas that we discussed in the
12 October 6th. So I do appreciate that reflection in this updated
13 plan.

14 And a comment for -- I guess on Jenn, you were
15 commenting on the difference between urban and rural parking,
16 and I think it is addressed in the plan to a certain extent.
17 There's a lot more private parking at the truck stops in the
18 urban areas that you don't have in the rural areas, and I think
19 that's why you see more concentration on the -- on the rural
20 parking than the urban parking, because there is a lot more
21 parking available in the urban areas.

22 MS. DANIELS: I just don't know that the data
23 supports that, Board Member Searle, so that's what I'm -- that's
24 the analysis that I think we really need to see.

25 MR. SEARLE: Okay. Fair enough.

1 CHAIRMAN THOMPSON: (Inaudible.) For discussion
2 (inaudible) the presentation. Anything need to be added?

3 MR. LIGOCKI: Mr. Chairman, if I might just add
4 one more thing. A really good point Ms. Daniels made about the
5 cooperation, so I probably didn't do a real good job of
6 explaining that, because, you know, the MPOs are on our Freight
7 Advisory Committee. We're working with them to -- you know, we
8 were well involved in the MAG study, and, you know, they're
9 looking at a lot of things that are urban land use that affect
10 the cities and, you know -- you know, revision of parking and
11 certain types of developments, things like that.

12 Some of those things are a little more uniquely
13 urban, and, you know, so we're respecting each other and
14 learning from each other. There's a whole lot of new
15 information coming out on this topic now that we just want to
16 take full advantage of it. That's what we want to do. So
17 appreciate all of that and for that guidance. Thank you.

18 CHAIRMAN THOMPSON: I do appreciate all the
19 discussions that have been made with regard to the (inaudible),
20 and I think (inaudible) concerns that (inaudible) been
21 expressing are being forwarded. (Inaudible) public (inaudible)
22 comments (inaudible). So again, that was a pretty good
23 discussion.

24 Anything else? Floyd? (Inaudible)? Paul?

25 MR. ROEHRICH: Paul, anything else on this agenda

1 item? Are you ready to --

2 MR. PATANE: I have nothing else.

3 MR. ROEHRICH: Okay. We're ready to move on if
4 you are, Mr. Chair.

5 CHAIRMAN THOMPSON: Okay. Very good.

6 Next -- we will now move on to the Agenda Item 7.
7 (Inaudible)? Paul?

8 MR. PATANE: Okay. Thank you, Chairman Thompson,
9 Board Members. Just want to give you the monthly Multimodal
10 Planning Division report.

11 Next slide, please.

12 So a couple items I'll cover today are the -- the
13 tribal transportation update along with our -- give you an
14 update on the Long Range Transportation Plan.

15 And so the first item under the tribal
16 transportation update is the outreach associated with our Long
17 Range Transportation Plan, and so during August we did our
18 initial outreach with all 22 tribes in Arizona to the
19 interest -- to seek their interest in participating in the
20 development of our long range plan. A second outreach was
21 conducted in September to the tribes that did not respond.

22 The following are the result of this outreach:
23 Twelve tribes did respond with requests to consult on the
24 Arizona Long Range Transportation Plan update. During October,
25 thus far, consultation sessions have been held with the White

1 Mountain Apache Tribe, San Carlos Apache Tribe, Colorado River
2 Indian Tribe, Pascua Yaqui Tribe, Fort Yuma Quechan Tribe and
3 the Fort Mojave Tribe and the Pueblo of Zuni.

4 An upcoming meeting is tentatively scheduled with
5 the Hopi Tribe for November 15th. Meetings with the San Juan
6 Southern Paiute Tribe, Tohono O'odham Nation, the Tonto Apache
7 Tribe and the Yavapai Apache Nation are pending responses on
8 selected meeting dates.

9 Next slide, please.

10 So there's an ongoing national cooperative
11 research program, equity in transportation case study being
12 conducted, and so during August the tribal liaisons were
13 provided following responses in response to the case study
14 questions regarding tribal considerations on transportation
15 equity in relation to ADOT's programs and processes.

16 We participated and established tribal, state and
17 federal transportation partnerships as a means of addressing
18 transportation issues and the needs voiced by the tribal
19 governments. ADOT has contacted -- contracted with the
20 Intertribal Council of Arizona to conduct outreach with tribal
21 governments and receive input on state and federal
22 transportation programs and processes. Additionally, ADOT's
23 Tribal Consultation Online Training Course is a means of
24 ensuring that the tribal transportation equity components are
25 considered when administering ADOT programs and processes.

1 Next slide, please.

2 We -- as related to the I-10 corridor study, the
3 Loop 202 to SR-387 Environmental Assessment and Design Concept
4 Report. Outreach associated with the Gila River Indian
5 Community. The project management team continues to work to
6 complete the fine phases of the project. In September, we had
7 three in-person public hearings and one virtual public hearing.
8 The September 15th in-person public hearing was held at the Gila
9 River Indian Community, District 4. It was attended by
10 approximately 50 participants. And comments from tribal
11 community members, tribal personnel and the general public were
12 captured in the development of the project reports. We
13 anticipate the EA and the DCR processes to be completed in the
14 next year, early next year.

15 Next slide, please.

16 This is some of our outreach specifically with
17 the Navajo Nation, the local chapters. A lot of these issues
18 are operational issues, but there was meetings in September 20th
19 with the Northcentral District staff, and the tribal liaison met
20 on issues associated with roadway markings, damaged signs,
21 request for lighting and -- at two intersections.

22 Also, they did a site visit at the -- with the
23 LeChee Chapter officials regarding concerns to high volume of
24 traffic due to tourism attractions, speeding, as far as
25 additional signage and school bus safety.

1 Also, ADOT leadership met with the Navajo Nation
2 officials to discuss right-of-way term limits, US-191 shoulder
3 widening project extension request, adjacent to Many Farms
4 chapters where they were requesting also intersection
5 improvements with sidewalk and street lighting.

6 Then there were some issues related to flooding
7 in the US-191 area in the community of Many Farms, and so those
8 issues are being addressed.

9 Next slide, please. Next slide, please.

10 Also our -- earlier or last month, we turned in
11 our annual Governor's Office and Tribal Relations. We have an
12 annual report that we send, and that was presented and given at
13 the October 6th Board study session, and so the submittal
14 ensures ADOT's compliance with A.R.S. 41-2051, Responsibilities
15 of State Agencies. The statute is in relation to state tribal
16 consultation actions. And the report covers ADOT's major tribal
17 consultation actions during the fiscal year 2022, and it is
18 posted online if you care to look at that.

19 Next slide, please.

20 So this is an update on -- from our Long Range
21 Transportation Plan that we're going through. Completed two of
22 the tasks associated with the deliverables, and so we're working
23 on our guiding vision document, also the multimodal needs
24 analysis. We do anticipate a public survey website to go live
25 by the end of this month, October. We have planned

1 presentations to the Greater Arizona NPO, COGs, TAC meetings.
2 We have the -- as mentioned earlier, the 12 tribal consultation
3 sessions, but we also will have three in-person meetings for the
4 Tucson -- in Tucson, Phoenix and Flagstaff, along with country
5 virtual meeting.

6 Next slide, please.

7 So this is our current schedule. We anticipate
8 the final long range plan to be completed by May of next year,
9 so just ongoing and running through our process.

10 Next slide, please.

11 Any questions?

12 CHAIRMAN THOMPSON: Board members, do you have
13 any questions?

14 MS. DANIELS: Paul, can you go back three slides?

15 CHAIRMAN THOMPSON: Go ahead, Ms. Daniels.

16 MS. DANIELS: Sorry. One more maybe. One more.
17 Thank you. Sorry. I didn't realize how many you had.

18 MR. PATANE: That's all right.

19 MS. DANIELS: Keep going. Before -- it was
20 before the tribal transportation updates. Oh, okay. Sorry.

21 My question really is as it relates to -- go
22 back, that one more, that one that you just had with the list.
23 Yeah. Sorry. There might be a little delay as I'm looking at
24 this.

25 MR. PATANE: Okay.

1 MS. DANIELS: With the public survey website
2 that's going live, how do -- how do you guys incorporated that
3 feedback into the plan? What's the -- what's the steps that
4 take place between public comment and then incorporation into
5 the plan?

6 MR. PATANE: Well, you know, all comments, they
7 do get addressed. Okay? And not necessarily all of them, you
8 know, go into the part of the plan, but, you know, we review
9 them and discuss them and see if they have merit, and they're
10 evaluated.

11 MS. DANIELS: So what's the formal process for
12 that? How are we -- how are we determining whether a comment
13 has merit? What's -- is there -- is it subjective or is there
14 an objective process involved in that? And as you get sort of
15 the groups together, are you cataloguing those so that someone
16 could go back and say, okay, my comment was discarded as being
17 not, you know, useful to the -- to the formation of the plan?

18 I know we might get some stuff that's, like, out
19 of scope or whatever, but I'm curious as to what our process is
20 and how we are ensuring that the public comment is captured in a
21 way that we can go back to the public and say, we heard you, and
22 this is what we've determined to do with your comment.

23 MR. PATANE: I'm going have to ask for Floyd.
24 Can you help me out on this one?

25 MR. ROEHRICH: Well, Clem's coming up.

1 MR. PATANE: Or Clem. Okay. Yeah. Go ahead,
2 Clem.

3 MR. LIGOCKI: Thanks. Mr. Chair and Ms. Daniels,
4 so the way we're doing this, we -- we've had some specific
5 questions, and we'll aggregate the data on those, on some themes
6 about, you know, what are the priority areas where we should
7 invest our funds.

8 So the last time we did this, you know, we looked
9 at things like, you know, preservation, maintenance of the
10 system, expansion, modernization, all those major categories
11 that we have. And we took the aggregate responses from this and
12 saw where they all fell, and it was from that that reinforced
13 our recommendations the last time. It was very clearly -- the
14 highest priority was to take care of what we've got. Safety was
15 right up there next to it, you know. So that's one way that we
16 take the information, it gets aggregated and looked at that way,
17 and then, you know, we bring that back to the Board to consider
18 for those major investment decisions at a high level.

19 And then remembering that this plan is not
20 project specific, so it's got even more policy-oriented things.
21 So we're looking for other open-ended comments as well from
22 people. What are you interested in? What do you think our
23 emphasis area should be? How should we spend our money? You
24 know, that's the primary thrust of it, but we will look at every
25 individual comment. I would expect us to bring to the Board an

1 itemized list of all the comments and how we're dealing with
2 those and, you know, have those available for discussion.

3 MS. DANIELS: That's helpful. I think I'm
4 process and system focused on that, how we are -- the system
5 that we're using, it sounds like it's replicable and that this
6 is something that we would to be doing on a very regular basis
7 with all of the public comment that comes forward.

8 That's really what I'm looking for is a
9 systematic approach to ensure that every single contributor is
10 heard. If they're taking the time to fill it out and rank these
11 things, assuming that they have clear definitions about what
12 modernization of a system or expansion or preservation is, you
13 know, assuming that they have those clear definitions, as far as
14 ADOT's concerned, I want to understand the process by which we
15 are evaluating not necessarily, you know, the outcome of a
16 particular comment, but rather the system that we're utilizing
17 to ensure that there's a -- not just a fairness about the
18 contribution, but also that we can, you know, look back to the
19 public who contributed and say, you know, your feedback
20 sincerely was valuable. Here's what we did with it.

21 MR. LIGOCKI: Mr. Chairman, Ms. Daniels, yeah.
22 We do evaluate those comments. We will ensure we address those.
23 And I think it's worth noting, too, that we're doing this early.
24 You know, one of the comments that you sometimes get is, well,
25 you know, you go through and you do the plan and then you ask

1 for comments, and there's a perception that the agency has
2 already made up its mind.

3 So we wanted to be sure that we're up front here
4 on getting things clean and fresh so that we can consider them
5 before, you know, we go ahead and put everything together, but
6 then note that we're coming back with the public meetings, you
7 know, where we have more information and we can show what we did
8 with the information and the data we have, the input that we
9 have and what our recommendations will be and then, you know,
10 come -- catch it later on in that manner.

11 MS. DANIELS: Great. I love the feedback early.
12 Appreciate it.

13 MR. LIGOCKI: Thank you.

14 CHAIRMAN THOMPSON: I would like to say that I
15 appreciate the amount of requests ADOT staff to get some
16 information together regarding some projects that were expressed
17 as a priority for Native American communities, particularly with
18 the Navajo Nation and the Hopi Tribe. We (inaudible) meeting
19 (inaudible) on the Board, and there's many projects that were
20 (inaudible). So I do want to request (inaudible) the project
21 and have it completed by December.

22 MR. ROEHRICH: So, Mr. Chairman, I want to make
23 sure I understand. So you would like to know the number of --
24 or the listing of the projects on tribal communities that were
25 requested, and requested by, I'm assuming, the tribal

1 (inaudible) themselves or the locals, and which ones ADOT ended
2 up completing or constructing or doing on those (inaudible).

3 CHAIRMAN THOMPSON: Yes, sir.

4 MR. ROEHRICH: Okay.

5 CHAIRMAN THOMPSON: You know, that (inaudible)
6 again, I'd like to mention that people do recognize projects
7 that are completed (inaudible) safety (inaudible) and publicly
8 it was announced (inaudible) projects that were completed.
9 (Inaudible) talking about. These are some projects that
10 (inaudible).

11 MR. ROEHRICH: Since you came on the Board, we'll
12 provide a list of projects that were completed on tribal
13 communities. Okay.

14 CHAIRMAN THOMPSON: Thank you very much. Steve?

15 Any questions, Board Members (inaudible), thank
16 you for those comments, Board Members.

17 We will now move on to Item 8, PPAC items, for
18 (inaudible) again (inaudible).

19 MR. PATANE: Thank you, Chairman Thompson, Board
20 Members. You know, for your consideration of changes to the
21 FY 2023-2027 Statewide Transportation Facilities Construction
22 Program. Project modifications Items A -- 8A through 8D.

23 CHAIRMAN THOMPSON: Is there a motion to approve
24 PPAC project modifications, Items 8A through 8D, as presented?

25 MR. SEARLE: So moved. Richard.

1 MR. STRATTON: Second. Steve.

2 CHAIRMAN THOMPSON: There was a motion by Richard
3 and second by Steve.

4 Any discussion? 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: Yes, Mr. Chairman.

10 Board Member Searle.

11 MR. SEARLE: Aye.

12 CHAIRMAN THOMPSON: Board Member Searle?

13 MR. SEARLE: That was supposed to be an aye.

14 MR. ROEHRICH: Okay. Sorry. Did not hear you.

15 Board Member Daniels?

16 MS. DANIELS: Aye.

17 MR. ROEHRICH: Board Member Stratton.

18 MR. STRATTON: Aye.

19 MR. ROEHRICH: Chairman, the motion carries.

20 CHAIRMAN THOMPSON: Motion carries. Proceed,
21 Paul.

22 MR. PATANE: Thank you, Chairman Thompson, Board
23 Members, you know, for your consideration are changes to the
24 FY 2023-2027 Statewide Transportation Construction and
25 Facilities Program. Project -- new projects, Items 8E through

1 8H.

2 CHAIRMAN THOMPSON: Is there a motion to approve
3 PPAC new projects, Items 8E through 8H, as presented?

4 VICE CHAIR KNIGHT: So moved.

5 MR. MAXWELL: Second.

6 CHAIRMAN THOMPSON: Motion by Gary, second by
7 Ted. Any discussion?

8 All in favor say aye.

9 BOARD MEMBERS: Aye.

10 CHAIRMAN THOMPSON: Any opposed?

11 Floyd, conduct roll call.

12 MR. ROEHRICH: Yes, Mr. Chair.

13 Board Member Searle.

14 MR. SEARLE: Aye.

15 MR. ROEHRICH: Board Member Daniels.

16 MS. DANIELS: Aye.

17 MR. ROEHRICH: And Board Member Stratton.

18 MR. STRATTON: Aye.

19 MR. ROEHRICH: Chairman, the motion carries.

20 CHAIRMAN THOMPSON: Motion carries.

21 We will now move on to item -- Agenda Item 9.

22 State engineer's report, for information and discussion only.
23 Boschen?

24 MR. BOSCHEN: Chairman Thompson and Board
25 Members, yes, that's correct. I'm Steve Boschen. I'm the

1 replacement player for the state engineer, Greg Byres. Floyd
2 (inaudible).

3 MR. ROEHRICH: Temporary replacement.

4 MR. BOSCHEN: Temporary replacement. All right.

5 MR. ROEHRICH: Because he's traveling, so
6 you're --

7 MR. BOSCHEN: He's out at AASHTO in Orlando,
8 Florida. So he's actually at a conference, so just temporarily.
9 So I'm going to give the state engineer's report first.

10 We have 115 projects under construction at
11 2.2 billion -- 2.2 billion. We've not seen that before, so
12 that's a big number.

13 We did finalize three projects in September,
14 56.5, and our fiscal year to date, we've finalized ten projects.

15 What I added here that's not in your panel is our
16 backlog. We do have a backlog of projects that are close,
17 substantially complete but not yet closed. So that's partially
18 adding to the 2.2 billion. The other part is what Board Member
19 Maxwell was talking about. We have been fortunate to have a lot
20 of legislative appropriations over the last three years,
21 actually, a boatload this year that you're going to continue to
22 see. And as Anthony presented earlier, two of the projects were
23 rehab project -- pavement rehab projects on 95. Those are both
24 Legislature appropriations in this community, Lake Havasu City
25 and also Bullhead. So he actually had two or three. I think

1 Floyd estimate five to ten.

2 MR. ROEHRICH: I said 10 to 15.

3 MR. BOSCHEN: I'm going to hedge his a little bit
4 more. Next year that's going to be close to about 30 percent,
5 because you have 400 million that was put on I-10, and a lot of
6 pavement rehab, which is what we need has been put in that.

7 That concludes my state engineer's report.

8 CHAIRMAN THOMPSON: Thank you, Steve.

9 Any questions for Steve?

10 MR. MAXWELL: Mr. Chair.

11 CHAIRMAN THOMPSON: Ted.

12 MR. MAXWELL: Mr. Chair, Steve, (inaudible)
13 400 million that was appropriated for I-10 (inaudible) grant.
14 Have we got any update on the (inaudible) -- I know there's been
15 a lot of outreach of the community to get a lot of (inaudible)
16 as well as a lot (inaudible) mayors, counties to weigh in
17 (inaudible) any indication (inaudible) moving forward?

18 MR. BOSCHEN: Chairman Thompson, Board Member
19 Maxwell, we have had questions from back east. That's what I
20 can tell you. We don't expect an answer until after the
21 midterms. That's what I can tell you.

22 Floyd, do you have anything else to add?

23 MR. ROEHRICH: Mr. Chairman, Mr. Maxwell, that's
24 what I heard as well. It's -- you know, they're studying,
25 they're still being evaluated, but decisions are probably going

1 to wait for the election.

2 MR. MAXWELL: Thank you, Steve, Floyd. Thank
3 you, Mr. Chair.

4 CHAIRMAN THOMPSON: Thank you.

5 Any board members have any other questions for
6 Steve?

7 There being none, let's move on to Item 10,
8 construction contracts, for discussion and possible action.

9 Steve.

10 MR. BOSCHEN: Chairman Thompson, Board, thank you
11 for the consent agenda items, approval of 3E and 3F. However,
12 we do have a couple to talk about. So the first one I'll talk
13 about is 10A.

14 10A -- next slide, please.

15 10A is a project down in the Tucson area that is
16 very welcome by the -- Pima County. It's a joint project
17 between ADOT and Pima County. Pretty big project. It -- you
18 know, it's Ina Road reconstruction, adding an additional lane to
19 I-10 from Ina to Ruthrauff, and then the Sunset Road addition,
20 which is what we did with Pima County. So it was a joint
21 project co-advertised.

22 We did see some variances. We're a little bit
23 over. Just slightly overboard, and that's why we need to go
24 through this. So structural concrete, MSE walls, asphaltic
25 concrete, aggregate base, all items that we -- I don't want to

1 say we underestimated, but we saw asphaltic concrete at 115
2 tons. That's a lot of money. So what I've seen in the past for
3 me is 80 or 90 bucks. We're in this market now. This is our
4 market. That was one item.

5 Aggregate base, when I used to be a resident
6 engineer, I saw aggregate base around 35 bucks. This is our
7 market. Now it's 85. And these are the things that, you know,
8 contributed to this. However, we do feel that this is a
9 responsive and responsible bid and recommend award to Granite
10 Construction Company.

11 CHAIRMAN THOMPSON: Is there a motion to award
12 Item 10A to Granite Construction Company as presented?

13 MR. MAXWELL: So moved.

14 VICE CHAIR KNIGHT: Second.

15 CHAIRMAN THOMPSON: Motion by Ted and second by
16 Gary. Any discussion?

17 MR. MAXWELL: Mr. Chair.

18 MR. STRATTON: Mr. Chair.

19 MR. MAXWELL: Go ahead, Steve. I'll defer to you
20 first, or Chair, I will gladly defer to Steve.

21 CHAIRMAN THOMPSON: Steve. Steve.

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

23 Steve, it's a question. I notice our match is
24 extremely low on this. What's the reason for that? I'm happy
25 for it, but what's the reason?

1 MR. BOSCHEN: Chairman Thompson, Board Member
2 Stratton, the match for, I guess, what? What portion are you
3 referring to?

4 MR. STRATTON: To the overall price. It's saying
5 that 99.34 percent of the contract is being paid by the feds,
6 and our match is .66 percent, which is extremely low.

7 MR. ROEHRICH: So, Mr. Chairman, Mr. Stratton, I
8 can talk to that real quick. Kristine and the whole program
9 will have to balance how -- the match to use the funds, and our
10 normal match is 5.7 percent, but she's allowed to adjust
11 projects. So if you look through the whole program, as we
12 (inaudible), we probably (inaudible) projects that have been
13 over the 5.7 percent, because we had put additional money there,
14 and she needed to spend out out of accounts, and another area
15 she puts it less. Oh, (inaudible) Kristine still on there. I
16 thought she had left the meeting.

17 So, Kristine, did you want to further clarify on
18 exactly why the match is that way?

19 MS. WARD: No, Floyd. You actually nailed it.
20 We are at 5.7 percent is our -- is our normal match for federal
21 funds. This is our standard match, particularly for NHPP,
22 National Highway Performance Program. So I don't have anything
23 to add, Floyd.

24 MR. ROEHRICH: Okay. This project, it's not 5.7,
25 because that's on a programmatic basis for the whole program.

1 Some projects have more, some projects have less. It's how
2 Kristine balances the funds available at the time we award the
3 project. (Inaudible) --

4 MR. MAXWELL: Thank you --

5 MR. ROEHRICH: -- portion of that, federal funds.

6 MR. MAXWELL: Thank you.

7 MR. BOSCHEN: Chairman Thompson, Board Member
8 Stratton, I let Kristine do all the money stuff.

9 CHAIRMAN THOMPSON: Ted.

10 MR. MAXWELL: I just want to tell, this is really
11 a big project (inaudible), and particularly that Sunset Road and
12 connectivity, I know that changes federal funds, because the
13 County may have also put some of their federal funding to this
14 project as well, which makes either (inaudible) original 5.7
15 that would be the normal state match, but this is one that -- in
16 Pima County, the connectivity at Sunset Road will actually be
17 (inaudible) right now if you get off at Sunset Canyon
18 (inaudible) either going north or south on the access roads,
19 just to get to the main roads going all across town. So it's
20 going to reduce travel times to -- for a community that does not
21 have a cross-bound freeway (inaudible).

22 CHAIRMAN THOMPSON: Any other questions?

23 There is a motion by Ted and second by Bored
24 Member Gary to award the contract to Granite Construction
25 Company. All in favor say aye.

1 BOARD MEMBERS: Aye.

2 CHAIRMAN THOMPSON: Any opposed?

3 Floyd, conduct roll call.

4 MR. ROEHRICH: Board Member Searle.

5 MR. SEARLE: Aye.

6 MR. ROEHRICH: Board Member Daniels.

7 MS. DANIELS: Aye.

8 MR. ROEHRICH: Board Member Stratton.

9 MR. STRATTON: Aye.

10 MR. ROEHRICH: Chairman, the motion carries.

11 CHAIRMAN THOMPSON: Our next item, Steve.

12 MR. BOSCHEN: The item is 10B, and it's a bridge
13 deck rehabilitation on I-10 (sic), called Black Rock TI, an
14 underpass. This is a deck rehab, and one of the items that we
15 noticed was what we're putting on -- we used to put methacrylate
16 on bridges to protect them from ice and salt. We're now using
17 polymer concrete bridge deck overlays, and it's a little bit
18 more expensive, but it is a lot more life cycle friendly. We
19 get a lot more time out of it. So that was the major item that
20 caused it to be a little bit over the engineer's estimate at 400
21 bucks a square yard. However, we do feel this is a responsive
22 and responsible bid and recommend award to Vastco, Inc.

23 CHAIRMAN THOMPSON: Is there a motion to award
24 Item 10B to Vastco, Inc., as presented?

25 VICE CHAIR KNIGHT: Mr. Chair, I'm -- I move to

1 award.

2 MR. MAXWELL: Second.

3 CHAIRMAN THOMPSON: There's a motion by Board
4 Member Knight and a second by Board Member Maxwell. Any
5 discussion?

6 All in favor say aye.

7 BOARD MEMBERS: Aye.

8 CHAIRMAN THOMPSON: Any opposed?

9 Floyd, conduct roll call.

10 MR. ROEHRICH: Board Member Searle.

11 MR. SEARLE: Aye.

12 MR. ROEHRICH: Board Member Daniels.

13 MS. DANIELS: Aye.

14 MR. ROEHRICH: And Board Member Stratton.

15 MR. STRATTON: Aye.

16 MR. ROEHRICH: Chairman, the motion carries.

17 CHAIRMAN THOMPSON: Motion carries.

18 Item 10C. Steve.

19 MR. BOSCHEN: 10C, similar, bridge deck rehab
20 with scour retrofit. This is a project on US-60. Sand Tanks
21 Wash Bridge, just outside of Florence Junction. A couple things
22 that led to the bids being a little bit higher than we
23 anticipated. (Inaudible) for pavement. Very small area, a lot
24 of phasing. We had multiple phases on this, which also
25 generated more surveying and layout. We do feel this is a

1 responsive and responsible bid and recommend award to Combs
2 Construction Company, Inc.

3 MR. STRATTON: Move to approve.

4 CHAIRMAN THOMPSON: -- award Item 10C to Combs
5 Construction Company, Inc., as presented? (Inaudible) --

6 MR. STRATTON: Move to approve, Mr. Chairman.

7 CHAIRMAN THOMPSON: Is that Steve?

8 MR. ROEHRICH: Mr. Chair, yes.

9 MR. STRATTON: Yes.

10 CHAIRMAN THOMPSON: Go ahead, Steve.

11 MR. ROEHRICH: He made a motion to approve.

12 CHAIRMAN THOMPSON: Okay.

13 VICE CHAIR KNIGHT: Second.

14 CHAIRMAN THOMPSON: There's a motion by Board
15 Member Stratton and second by Board Member Knight. Any
16 discussion?

17 All in favor say aye.

18 BOARD MEMBERS: Aye.

19 CHAIRMAN THOMPSON: Any opposed?

20 Floyd, conduct roll call.

21 MR. ROEHRICH: Board Member Searle.

22 MR. SEARLE: Aye.

23 MR. ROEHRICH: Board Member Daniels.

24 MS. DANIELS: Aye.

25 MR. ROEHRICH: Board Member Stratton.

1 MR. STRATTON: Aye.

2 MR. ROEHRICH: Chairman, the motion carries.

3 CHAIRMAN THOMPSON: The motion carries.

4 Item 10D, Steve.

5 MR. BOSCHEN: So 10D, this is where the fun
6 begins. So this is a roundabout project that we had in the town
7 of Florence. You can see that we were quite surprised by the
8 bids, \$7.5 million for a roundabout project. In my terms, that
9 dog doesn't hunt. We're -- a lot of things went over. We only
10 had one bid. It could have been the bidding environment that we
11 put this in at at the time. Our recommendation right now is to
12 reject all bids, bid it another time, maybe look at some
13 phasing, but we just feel that the bidding environment wasn't
14 conducive. It is kind of outside of the town. So our
15 recommendation is to reject all bids on this project.

16 CHAIRMAN THOMPSON: Is there a motion to reject
17 all bids on Item 10D?

18 MR. STRATTON: Move to reject all bids. This is
19 Steve.

20 VICE CHAIR KNIGHT: Second.

21 CHAIRMAN THOMPSON: Moved by Board Member
22 Stratton, second by Gary Knight. Any discussion?

23 MR. MAXWELL: Mr. Chair.

24 CHAIRMAN THOMPSON: Ted.

25 MR. MAXWELL: (Inaudible.) Steve, could you just

1 give a little more explanation to -- you said you thought the
2 environment was (inaudible) when you went out for bid and maybe
3 that's the reason you only got a lot of single bids in the last
4 (inaudible). So if you can just explain that, what maybe we
5 could do in the future to prevent this situation.

6 MR. BOSCHEN: Chairman Thompson and Board Member
7 Maxwell, you know, one of the challenges is the 2.2 billion
8 that's out on the street, and that's just for what ADOT's
9 administering. There's a lot of other work out there, also. So
10 we tend to advertise more projects in this time frame, which is
11 not necessarily great. We're trying to get into the fiscal --
12 you know, end of the fiscal year. That's why we try to balance
13 all our projects and try to get as many out. So we will look at
14 balancing better and not having so much out on the street at the
15 same time.

16 MR. MAXWELL: Thank you for that. Thank you for
17 that response. Thank you, Mr. Chair.

18 CHAIRMAN THOMPSON: Any other discussion?

19 All in favor say aye.

20 BOARD MEMBERS: Aye.

21 CHAIRMAN THOMPSON: Any opposed?

22 Floyd, conduct roll call.

23 MR. ROEHRICH: Board Member Searle.

24 MR. SEARLE: Aye.

25 CHAIRMAN THOMPSON: Board Member Daniels.

1 MS. DANIELS: Aye.

2 MR. ROEHRICH: Beard Member Stratton.

3 MR. STRATTON: Aye.

4 MR. ROEHRICH: Chairman, the motion carries.

5 CHAIRMAN THOMPSON: Motion carries.

6 Item 10E, Steve.

7 MR. BOSCHEN: Item 10E is a project, a local
8 project in the Safford area where we were going to install
9 shoulders and rumble strips. We do have some good bids on this.
10 We are currently working with some DBE and NAICS codes issues.
11 As you probably remember, we ask contractors once they submit
12 their bid and they're aware of their bid to submit their DBE
13 affidavits. We've got some challenges. We're looking to
14 postpone this and either make an award or -- we're hoping to
15 make an award in November. So right now the recommendation from
16 staff is to postpone while we work through the DBE and NAICS
17 codes issues.

18 CHAIRMAN THOMPSON: Is there a motion to postpone
19 Item 10E? Board members?

20 VICE CHAIR KNIGHT: (Inaudible.) Mr. Chair, I've
21 got a comment or a question.

22 MR. STRATTON: Second. Steve.

23 VICE CHAIR KNIGHT: Steve, by postponing this, I
24 noticed there was one other bidder that was also below the
25 State's estimate. By postponing this, will those bids -- and

1 let's say this bidder was not eligible. Are we still going to
2 have -- are the bids from the other bidders still going to be
3 good for that length of time?

4 MR. BOSCHEN: Chairman Thompson, Board Member
5 Knight, yes, they -- we still have to have a conversation with
6 them, and they could -- once we make a decision on our NAICS
7 code/DBE, they could protest. So that letter should be going
8 out today, meaning they might not agree with, you know, our
9 determination. If we feel that it's a non-material issue, which
10 is where we're leaning right now, they could honor their --
11 number two could still honor their bid. We still have enough
12 time to do that. So the good thing is, on this one, we did have
13 multiple bidders.

14 VICE CHAIR KNIGHT: I'll make the motion.

15 CHAIRMAN THOMPSON: Okay. You do. There's a
16 motion -- by Board Member -- Visa Chairman Knight to postpone
17 10E, second by Board Member Stratton. Any further discussion?

18 All in favor say aye.

19 BOARD MEMBERS: Aye.

20 CHAIRMAN THOMPSON: Any opposed?

21 Floyd, conduct roll call.

22 MR. ROEHRICH: Board Member Searle.

23 MR. SEARLE: Aye.

24 MR. ROEHRICH: Board Member Daniels.

25 MS. DANIELS: Aye.

1 MR. ROEHRICH: Board Member Stratton.

2 MR. STRATTON: Aye.

3 MR. ROEHRICH: Mr. Chairman, the motion carries.

4 CHAIRMAN THOMPSON: Thank you, Board Members.

5 We will now move on to Agenda Item 11, board
6 member email communications and public records requests, only --
7 for information and discussion only. This was on our agenda
8 last month, but we couldn't think about it at that time, so we
9 moved it up to today. So Floyd.

10 MR. BOSCHEN: Chairman Thompson and Board
11 Members, if I could just go through one more item.

12 MR. ROEHRICH: Well, Steve, they already approved
13 proved 3G.

14 MR. BOSCHEN: So I just want to provide a
15 clarification. Floyd already went through 3G. So the only
16 thing I wanted to let you know is that we've already talked to
17 Kingman about how we're going to rescope it. They were going to
18 do 12 speed feedback signs. We're looking at doing eight. That
19 will bring it down. That was a question from Board Member
20 Maxwell earlier. So thank you.

21 CHAIRMAN THOMPSON: Thank you, Steve. Go ahead.
22 (Inaudible.)

23 MR. MAXWELL: Thank you for that clarification.
24 I mean, we're talking a relatively 2 percent difference
25 (inaudible) signs (inaudible) scope.

1 MR. BOSCHEN: Chairman Thompson, Board Member
2 Maxwell, this is a little bit misconceiving, because what that's
3 comparing is the State's estimate versus the low bid, and as
4 Floyd kind of talked about before, the program amount is a
5 different number, and that doesn't mean that we -- we adjusted
6 the State's estimate very late in the game -- probably not our
7 best practice when Town of Kingman is counting on all federal
8 funds. So we have some lessons learned on that.

9 MR. MAXWELL: Thank you for that clarification,
10 Steve. Thank you, Mr. Chair.

11 CHAIRMAN THOMPSON: Thank you very much, and
12 going back to Agenda Item 11. Floyd.

13 MR. ROEHRICH: Mr. Chairman, Board Members, just
14 want to follow back from a couple months ago when we got a
15 request to provide more members' email addresses, and because we
16 are a public body, actually, those email addresses are public
17 knowledge, and so we provided them.

18 And then a question came up, well, what should we
19 do in regard to email communications and establishing that to
20 ensure that, one, to keep your personal life private from what
21 your involvement is on the State Transportation Board, and
22 members have done different things in the past, but the one
23 question came up, well, could we get ADOT email addresses? And
24 yes, we will provide the ADOT email addresses, understanding
25 that in order to do that, there are certain things that you'd

1 have to follow, but same as any other, if you will, state
2 employee. We (inaudible) email addresses.

3 So I just didn't know if you had questions or
4 comments. My only question is if you want a state email
5 address, we can provide them to you, but if you've done
6 something like other people in the past have done, set up a
7 separate Google mail or separate, you know, different email
8 address specifically for this, so all the communication goes
9 there, your emails are then isolated from all of your other
10 accounts or private funds or whatever, or if you want some
11 other -- actually, we will support whatever you need in order to
12 make sure we communicate with you.

13 So I'm here to either say if you want a State
14 email address, let me know. We'll start the process. You've
15 got questions about it. I can answer those. And then I do see
16 that Michelle Kunzman's on the line. If you want clarification
17 on any open records request laws or processes, I would have to
18 defer that to her.

19 CHAIRMAN THOMPSON: Thank you, Floyd. I, for
20 one, feel comfortable with the way the system is set up, you
21 know (inaudible) board members who have (inaudible) ADOT email.

22 Ted, (inaudible) any questions?

23 MR. MAXWELL: Mr. Chair, Floyd, thank you for
24 that offer of setting up an ADOT account. I do think that makes
25 it more clean, especially in response to some of the concerns

1 that were expressed from folks who were trying to get ahold of
2 us. I've personally set up (inaudible) a Google account, you
3 know, with Mr. -- (inaudible) District 2 (inaudible).

4 It's been pretty smooth so far in the first
5 month. The challenges, like all Google accounts, I get plenty
6 of spam emails. So if you -- the one thing I'd ask you to do is
7 if you could just send -- have somebody send out to the board
8 members on what is going to be the requirement to get the ADOT
9 email address, and then from there what restrictions -- I mean,
10 if there's any -- if there's any restrictions or --

11 MR. ROEHRICH: Sure.

12 MR. MAXWELL: -- certain uses or what (inaudible)
13 if we can or can't use that (inaudible). But it's -- I do think
14 it's important for us to have separate email accounts. For
15 example, I've used my --the work email is the one I get most
16 often. So as soon as that came up, I made that change. I'd
17 appreciate the help that you and the staff have put forward in
18 trying to make this an option for us.

19 MR. ROEHRICH: Yes, sir. Mr. Chairman,
20 Mr. Maxwell, I had asked our IT people to put together that
21 information. They did not have it ready today, but it's similar
22 to what we would give to any employee, new employee, (inaudible)
23 outlay the process. It's fairly quick and easy to do it. It's
24 just a form. It's called a Computer Access Request Form
25 (inaudible) form, and I will filled those out based upon

1 information that's necessary. You will probably have to sign
2 something, but we can go through DocuSign to get that set up,
3 but as far as then the use of it and how to access in to the
4 server, stuff like that, I can provide that information.

5 MR. MAXWELL: Thank you.

6 CHAIRMAN THOMPSON: Any discussion on it? Is
7 that satisfactory to the Board Members?

8 MR. BOSCHEN: Chairman Thompson, I have a
9 clarification of an earlier question.

10 CHAIRMAN THOMPSON: Okay. Steve, go ahead. Make
11 your clarification.

12 MR. BOSCHEN: So the clarification is on the I-10
13 project, my FHWA partners reminded me why the match was
14 different, which was great. We had a lot of -- a lot of federal
15 match. We're going to do something called E-ticketing, and what
16 that means is all the trucks on the project, we will not have
17 paper tickets. So we get a bonus of that of 5 percent. So that
18 is why that match was a little bit different. So I wanted that
19 to be clear to Board Member Stratton. So that's a good thing.
20 Usually, like Kristine said, it's 94.3/5.7. That's what usually
21 our match is, 5.7, but on this one, we got an additional 5
22 percent from the feds, so that's why.

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

25 MR. STRATTON: Mr. Chairman.

1 MR. MAXWELL: Mr. Chairman.

2 CHAIRMAN THOMPSON: (Inaudible.) I guess we'll
3 go with board Member Stratton. Your question or your comment.

4 MR. STRATTON: Thank you, Mr. Chairman. I just
5 had a comment. I would like to thank the clarification. That
6 really explains it, and that's a significant amount of money,
7 and well done. Thank you.

8 CHAIRMAN THOMPSON: Ted.

9 MR. MAXWELL: Thank you, Mr. Chair. Steve, the
10 follow-up is (inaudible) use that on the majority of the
11 projects, or what are the departments that allow us to use
12 (inaudible)? Because I don't think any project (inaudible)
13 requirement (inaudible).

14 MR. ROEHRICH: (Inaudible) my first thoughts.

15 MR. BOSCHEN: Chairman Thompson, Board Member
16 Maxwell, we're going to try to do that, but this is one of our
17 pilot projects. It's been used successfully in Florida. We
18 have to get industry behind it too. There is a lot of mom and
19 pop trucking firms that aren't going to be ready to do that, so
20 we're looking -- we looked at a big project like this knowing
21 that they're going to need to move a lot a material. So this is
22 kind of our pilot project.

23 MR. MAXWELL: Thank you, Steve. I appreciate
24 that pilot project (inaudible) back to the Board, because as
25 we've always (inaudible) funding is what drives what we can and

1 can't do here in the state, so (inaudible) the opportunity to
2 leverage the federal (inaudible). Thank you, Mr. Chair.

3 CHAIRMAN THOMPSON: Now, do you have any other
4 information we need to --

5 MR. ROEHRICH: I would just say any board -- and
6 I'll follow up with the guidelines, as Board Member Maxwell
7 said. Just the board members, if you want to start the process
8 to get a State email address, just let me know and we'll start
9 the process.

10 CHAIRMAN THOMPSON: Thank you. Is there any
11 further discussion (inaudible) any board member?

12 There being none, let's move on to Agenda Item
13 12. Floyd.

14 MR. ROEHRICH: Just a reminder that next month's
15 meeting is in the town of Wickenburg, and I just received notice
16 from them on some activities that they're scheduling. I will
17 send those out to all the board members when I get back to the
18 office to get those set up, but -- and we'll be in the town of
19 Wickenburg next month.

20 CHAIRMAN THOMPSON: We'd like to (inaudible)
21 board members, if you could, join the meeting there at
22 Wickenburg next month, we'd really appreciate that. There's
23 going to be a lot of preparations apparently that is already in
24 place being made for meeting them. So (inaudible) thank you to
25 (inaudible) city (inaudible).

1 With that, anybody want to make a final comment
2 or any discussions (inaudible) any topics you want placed on the
3 agenda?

4 I think we had a really good discussion, and we
5 appreciate all of you. And again, I can't emphasize enough
6 every comment that is presented to us is being considered very
7 seriously, and that's why I think it's appropriate (inaudible)
8 those comments if you want to follow up on it (inaudible).

9 So with that, is there a motion to adjourn the
10 board meeting?

11 MR. MAXWELL: So moved.

12 VICE CHAIR KNIGHT: Second.

13 CHAIRMAN THOMPSON: Motion by Board Member
14 Maxwell, second by Board Member Knight. Adjourned.

15 (Meeting concluded at 11:58 a.m.)

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

4 BE IT KNOWN that the foregoing proceedings were reported by
5 me, TERESA A. WATSON, Registered Merit Reporter, Certified
6 Reporter, Certificate No. 50876, State of Arizona, from an
7 electronic recording and were reduced to written form under my
8 direction; that the foregoing 115 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 5th day of December 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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Adjournment

A motion to adjourn the October 21, 2022, State Transportation Board Meeting was made by Board Member Maxwell and seconded by Vice Chairman Knight. In a voice vote, the motion carried.

Meeting adjourned at 11:58 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

December 16, 2022

RES. NO. 2022-12-A-048
PROJECTS: T-980(16); and 017 MA 207 H2402 04R / NH-17-1(318)
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: Dunlap Avenue T. I.
ROUTE NO.: Interstate Route 17
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 116

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 Phoenix-Cordes Junction Highway, Interstate Route 17, within the above referenced project.

Originally a County Road known as the Black Canyon Road, this segment was established as a state route and state highway by the Arizona State Highway Commission Resolution of May 19, 1936, entered on Page 587 of its Official Minutes; and was designated as State Route 69, on Page 624 thereof. The Resolution dated September 05, 1946, shown on Page 17 of the Official Minutes, established additional right of way for the relocation and alteration of the Phoenix-Rock Springs Highway. The width for this segment was established at 366 feet by Resolutions of March 30, 1955, shown on Page 204; and May 23, 1955, on Page 259 of the Official Minutes, and was named the Phoenix Controlled Access Highway. Right of way for the Dunlap Avenue Traffic Interchange was established as a state highway by Resolution 71-53 of June 04, 1971; and Resolution 72-123 of December 15, 1972 for the above referenced Project T-980(16). Thereafter, additional right of way for widening along Dunlap Avenue under Project 017 MA 207 H2402 04R / NH-17-1(318), also referenced above, was established as a controlled access state route and state highway by Arizona State Transportation Board Resolution 96-02-A-011, dated February 16, 1996. On January 24th of this year, an adjacent portion of right of way was abandoned to the City of Phoenix for use in the Valley Metro Light Rail System by Resolution 2022-01-A-008.

December 16, 2022

RES. NO. 2022-12-A-048
PROJECTS: T-980(16); and 017 MA 207 H2402 04R / NH-17-1(318)
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: Dunlap Avenue T. I.
ROUTE NO.: Interstate Route 17
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 116

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Phoenix has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated October 19, 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 Plan of the TOPICS (PHOENIX), Dunlap Avenue T.I. Section, Project T-980(16)"; and on those entitled: "Right of Way Plan of the PHOENIX-CORDES JUNCTION HIGHWAY, Northern Ave. & Dunlap Ave. T.I.s, Project 017 MA 207 H2402 04R / NH-17-1(318)", and is shown in Appendix "A" attached hereto.

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.

December 16, 2022

RES. NO. 2022-12-A-048
PROJECTS: T-980(16); and 017 MA 207 H2402 04R / NH-17-1(318)
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: Dunlap Avenue T. I.
ROUTE NO.: Interstate Route 17
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 116

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 Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated December 21, 2021, 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.

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, Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

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

December 16, 2022

RES. NO. 2022-12-A-048
PROJECTS: T-980(16); and 017 MA 207 H2402 04R / NH-17-1(318)
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: Dunlap Avenue T. I.
ROUTE NO.: Interstate Route 17
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 116

RESOLUTION OF ABANDONMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on December 16, 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 has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated October 19, 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 Plan of the TOPICS (PHOENIX), Dunlap Avenue T.I. Section, Project T-980(16)"; and on those entitled: "Right of Way Plan of the PHOENIX-CORDES JUNCTION HIGHWAY, Northern Ave. & Dunlap Ave. T.I.s, Project 017 MA 207 H2402 04R / NH-17-1(318)", and is shown in Appendix "A" attached hereto.

December 16, 2022

RES. NO. 2022-12-A-048
PROJECTS: T-980(16); and 017 MA 207 H2402 04R / NH-17-1(318)
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: Dunlap Avenue T. I.
ROUTE NO.: Interstate Route 17
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 116

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

WHEREAS the City of Phoenix has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated December 21, 2021, 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

December 16, 2022

RES. NO. 2022-12-A-048
PROJECTS: T-980(16); and 017 MA 207 H2402 04R / NH-17-1(318)
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: Dunlap Avenue T. I.
ROUTE NO.: Interstate Route 17
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 116

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

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 Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated December 21, 2021, 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.

December 16, 2022

RES. NO. 2022-12-A-048
PROJECTS: T-980(16); and 017 MA 207 H2402 04R / NH-17-1(318)
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: Dunlap Avenue T. I.
ROUTE NO.: Interstate Route 17
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 116

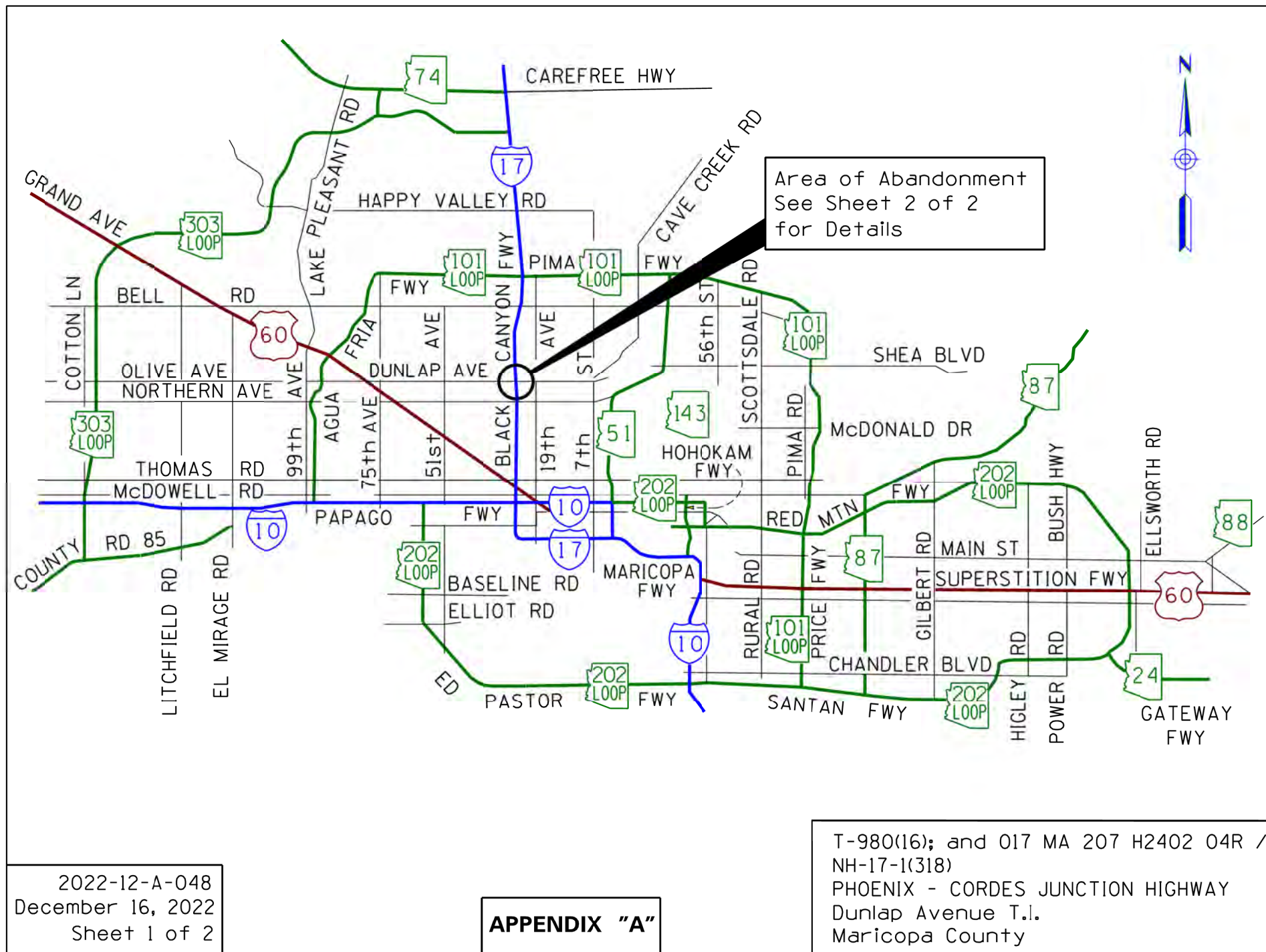
CERTIFICATION

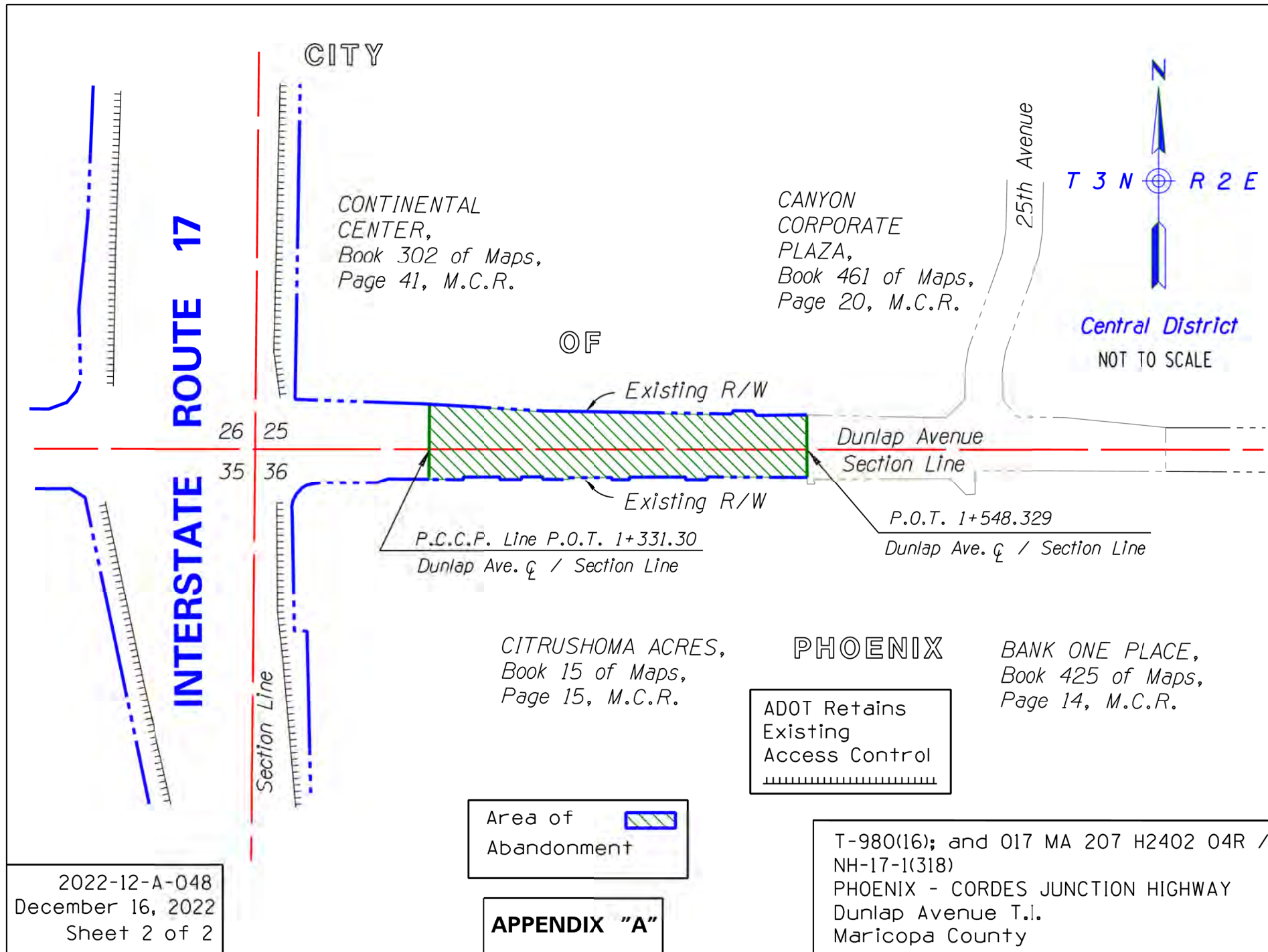
I, GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on December 16, 2022.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on December 16, 2022.

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

Seal





December 16, 2022

RES. NO. 2022-12-A-049
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTION: 27th Avenue - S. R. 202L South Mountain
ROUTE NO.: State Route 30
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7-12697

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment, approval and adoption of portions of the State Route Plan for the Tres Rios Freeway, State Route 30, and the early and advance acquisition of parcels within the above referenced project.

Improvements are planned and this project is included in the Department's Five Year Construction Program.

An investigation has determined that the land does lie within the area of the proposed corridor limits of the project.

The area of establishment, the location of the State Route Plan and the land to be acquired by early or advance acquisition is shown in Appendix "A", depicting Parcel 7-12697, in accordance with that certain Location/Design Concept Report, dated April 2020, on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona.

The Department has determined that early and advance acquisition of corridor rights of way should commence in order to alleviate hardship situations, and provide for an orderly acquisition and relocation program; and

December 16, 2022

RES. NO. 2022-12-A-049
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTION: 27th Avenue - S. R. 202L South Mountain
ROUTE NO.: State Route 30
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7-12697

Pursuant to Arizona Revised Statutes § 28-7094, it has also been determined that a reasonable need exists for the land depicted in Appendix "A", and that early and advance acquisition will forestall development, resulting in a substantial savings to the State, and will ensure critical construction bid dates are met.

Accordingly, I recommend that the parcel of land referenced above and depicted in Appendix "A" be established as a state route, designated the Tres Rios Freeway, State Route 30.

I further recommend that the parcel of land be approved and adopted as a portion of the State Route Plan for the Tres Rios Freeway and that early or advance acquisition of Parcel 7-12697 be authorized.

Therefore, in the interest of public safety, necessity, and convenience, and 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

December 16, 2022

RES. NO. 2022-12-A-049
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTION: 27th Avenue - S. R. 202L South Mountain
ROUTE NO.: State Route 30
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7-12697

RESOLUTION OF ESTABLISHMENT AND EARLY AND ADVANCE ACQUISITION

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on December 16, 2022, presented and filed with the Arizona State Transportation Board his written report recommending the establishment and the approval and adoption of a portion of the State Route Plan for the Tres Rios Freeway, State Route 30, and the early and advance acquisition of parcels within the above referenced project.

Improvements are planned and this project is included in the Department's Five Year Construction Program.

The area of establishment, the location of the State Route Plan, and the portion of land to be acquired by early or advance acquisition is shown in Appendix "A", depicting Parcel 7-12697, in accordance with that certain Location/Design Concept Report, dated April 2020, on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona.

The Department has determined that early and advance acquisition of corridor rights of way should commence in order to alleviate hardship situations, and provide for an orderly acquisition and relocation program; and

Pursuant to Arizona Revised Statutes § 28-7094, it has also been determined that a reasonable need exists for the land depicted in Appendix "A", and that early and advance acquisition will forestall development, resulting in a substantial savings to the State, and will ensure critical construction bid dates are met.

December 16, 2022

RES. NO. 2022-12-A-049
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTION: 27th Avenue - S. R. 202L South Mountain
ROUTE NO.: State Route 30
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7-12697

Accordingly, it is recommended that the parcel of land referenced above and depicted in Appendix "A" be established as a state route, and approved and adopted as the State Route Plan for the Tres Rios Freeway, and that early and advance acquisition of the property be authorized.

WHEREAS design and construction are planned for the alignment, and the above referenced project is included in the Five Year Construction Program; and

WHEREAS early or advance acquisitions will alleviate hardship situations, and provide for an orderly acquisition and relocation program; and

WHEREAS pursuant to Arizona Revised Statutes § 28-7094, the Deputy Director has determined that a reasonable need exists for the above referenced parcel of land, and that early and advance acquisition would forestall development, resulting in a substantial savings to the State, and would ensure critical construction bid dates are met; and

WHEREAS the area depicted in Appendix "A" should be established as a state route and adopted and approved as a portion of the State Route Plan for the Tres Rios Freeway, State Route 30; and

WHEREAS because of these premises, this Board finds public safety, necessity, and convenience require the recommended establishment and the approval and adoption of this portion of the State Route Plan, and early or advance acquisition of the parcel as recommended by the Deputy Director; therefore, be it

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

December 16, 2022

RES. NO. 2022-12-A-049
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTION: 27th Avenue - S. R. 202L South Mountain
ROUTE NO.: State Route 30
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7-12697

RESOLVED that the portion of land as shown in Appendix "A", depicting Parcel 7-12697, in accordance with that certain Location/Design Concept Report, dated April 2020, is hereby established as a state route and designated the Tres Rios Freeway, State Route 30; be it further

RESOLVED that the State Route Plan for the location of that portion of Parcel 7-12697, as depicted in Appendix "A", is hereby approved and adopted; be it further

RESOLVED that the Deputy Director is authorized to proceed with early and advance acquisitions, including exchanges, to acquire an estate in fee and/or easement and the appropriate rights of access needed for the corridor depicted in Appendix "A", 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, in accordance with Arizona Revised Statutes § 28-7094; be it further

RESOLVED that the Deputy Director secure an appraisal of the property to be acquired, and that necessary parties be compensated. Upon failure to acquire said land by other lawful means, the Deputy Director is authorized to initiate condemnation proceedings.

December 16, 2022

RES. NO. 2022-12-A-049
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTION: 27th Avenue - S. R. 202L South Mountain
ROUTE NO.: State Route 30
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7-12697

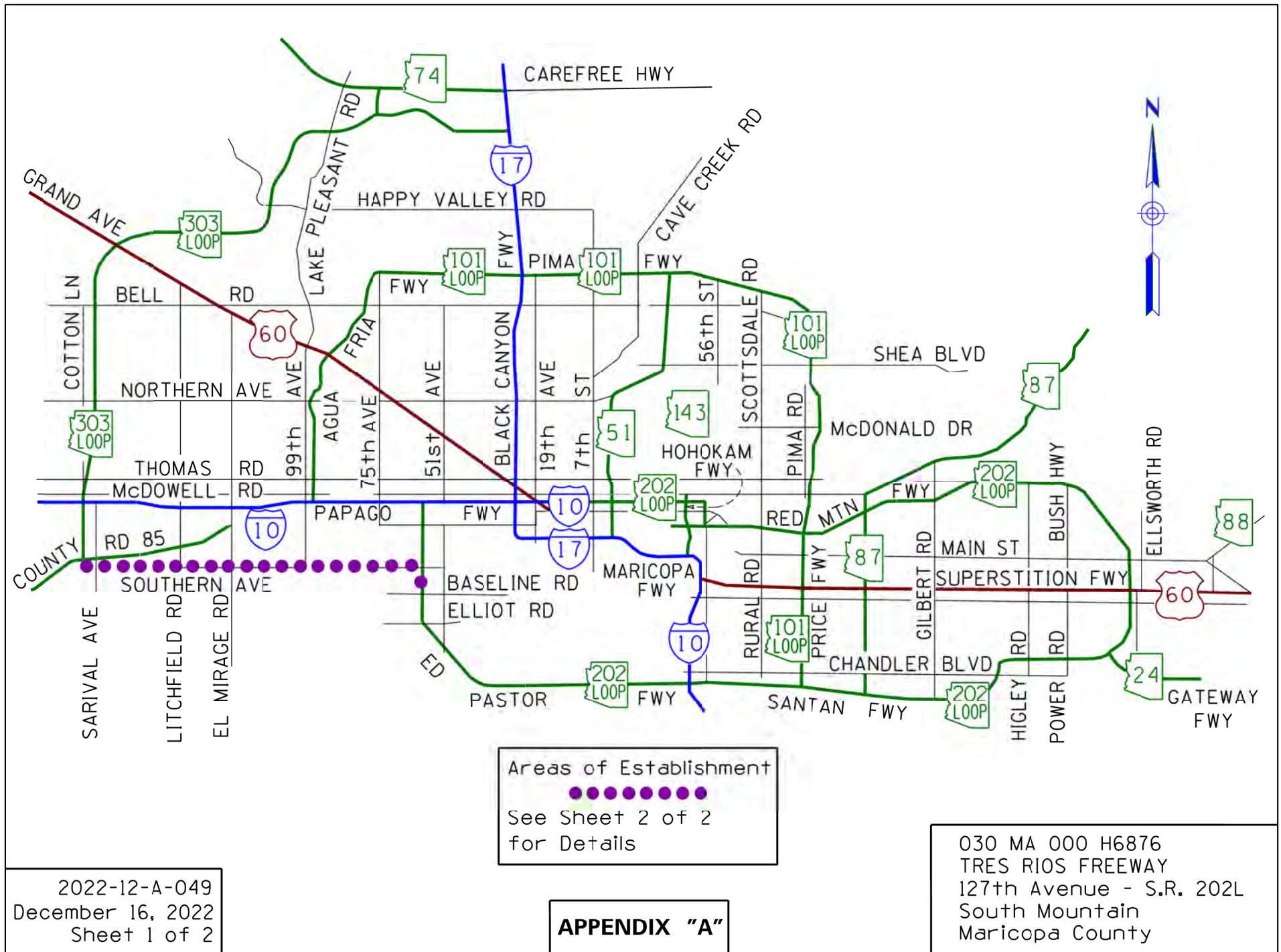
CERTIFICATION

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 December 16, 2022.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on December 16, 2022.

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

Seal

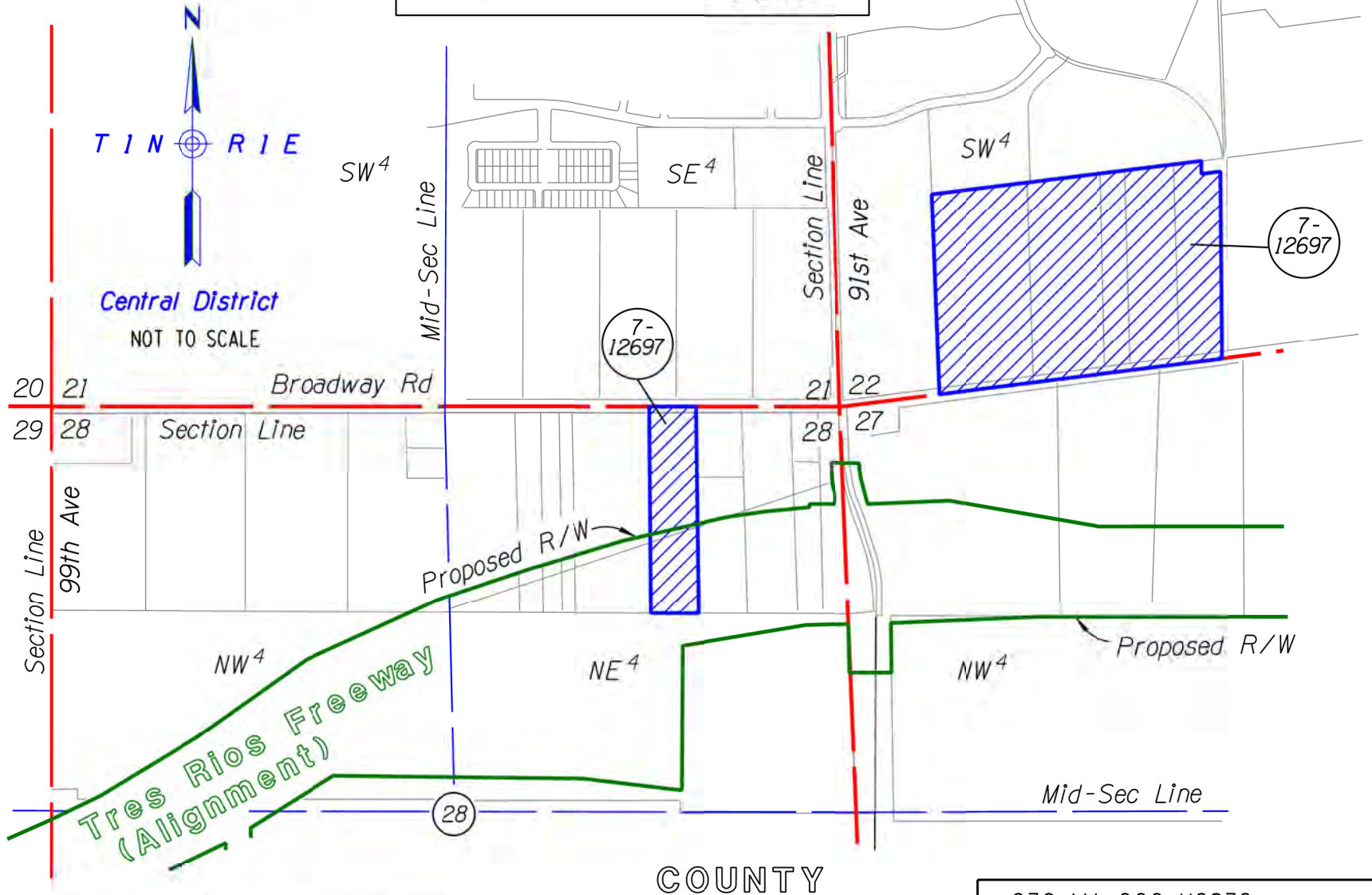


2022-12-A-049
 December 16, 2022
 Sheet 1 of 2

APPENDIX "A"

MARICOPA

EARLY / ADVANCE ACQUISITION PLAT



2022-12-A-049
December 16, 2022
Sheet 2 of 2

Areas of
Establishment
to Include
Access Control

APPENDIX "A"

030 MA 000 H6876
TRES RIOS FREEWAY
127th Avenue - S.R. 202L
South Mountain
Maricopa County

December 16, 2022

RES. NO. 2022-12-A-050
PROJECT: 101L MA 012 F0316 / 101-A(214)T
HIGHWAY: AGUA FRIA FREEWAY
SECTION: 75th Avenue - I-17
ROUTE NO.: State Route 101 Loop
DISTRICT: Central
COUNTY: Maricopa

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 the Agua Fria Freeway, State Route 101 Loop, within the above referenced project.

Lying within the Preliminary Transportation Corridor recommended by the Regional Council of the Maricopa Association of Governments, the existing alignment was previously adopted and approved as the State Route Plan for the Outer Loop Highway by Arizona State Transportation Board Resolution 83-03-A-10, dated February 18, 1983, and was therein designated State Route 417. In Resolution 83-15-A-70 of November 21, 1983; and Resolution 84-12-A-78 of December 17, 1984, the Board authorized advance acquisition of rights of way, and established corridor rights and controlled access as integral parts of State Route 417. Resolution 87-11-A-105 of December 18, 1987, renumbered and redesignated State Routes 117, 218, 417, and part of State Route 220 as the State Route 101 Loop. A Temporary State Route 101 Loop, utilizing Phoenix City streets, was established in Resolution 88-05-A-40, dated May 20, 1988. Thereafter, to accommodate construction phases, Resolution 88-10-A-93 of October 21, 1988; and Resolution 89-09-A-74 of September 15, 1989, established segments of the State Route 101 Loop Preliminary Transportation Corridor as portions of the access controlled state highway.

December 16, 2022

RES. NO. 2022-12-A-050
PROJECT: 101L MA 012 F0316 / 101-A(214)T
HIGHWAY: AGUA FRIA FREEWAY
SECTION: 75th Avenue - I-17
ROUTE NO.: State Route 101 Loop
DISTRICT: Central
COUNTY: Maricopa

New right of way is now needed to be utilized for traffic interchange improvements along this segment of the Agua Fria Freeway necessary to accommodate future increased traffic capacity and enhance convenience and safety for the traveling public.

Accordingly, it is necessary to acquire and establish the new right of way as a state route, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and acquired for this improvement, including access control as necessary, 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: "Stage III Design Plans, dated January of 2022, AGUA FRIA FREEWAY, 75th Avenue - I-17, Project 101L MA 012 F0316 / 101-A(214)T".

In the interest of public safety, necessity and convenience, I recommend that the new right of way depicted in Appendix "A" be established and improved as a state route, that access be controlled, and that the new right of way shall be established as a state highway prior to construction.

I further recommend the acquisition of the new right of way pursuant to Arizona Revised Statutes §§ 28-7092 and 28-7094, an estate in fee, or such other interest as required, including advance, future and early acquisition, access rights, exchanges, donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans.

December 16, 2022

RES. NO. 2022-12-A-050
PROJECT: 101L MA 012 F0316 / 101-A(214)T
HIGHWAY: AGUA FRIA FREEWAY
SECTION: 75th Avenue - I-17
ROUTE NO.: State Route 101 Loop
DISTRICT: Central
COUNTY: Maricopa

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 Titles Section, MD 612E
Phoenix, Arizona 85007-3212

December 16, 2022

RES. NO. 2022-12-A-050
PROJECT: 101L MA 012 F0316 / 101-A(214)T
HIGHWAY: AGUA FRIA FREEWAY
SECTION: 75th Avenue - I-17
ROUTE NO.: State Route 101 Loop
DISTRICT: Central
COUNTY: Maricopa

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on December 16, 2022, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the acquisition and establishment of new right of way for the improvement of the Agua Fria Freeway, State Route 101 Loop, as set forth in the above referenced project.

New right of way is now needed to be utilized for traffic interchange improvements along this segment of the Agua Fria Freeway necessary to accommodate future increased traffic capacity and enhance convenience and safety for the traveling public.

Accordingly, it is necessary to acquire and establish the new right of way as a state route, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and acquired for this improvement, to include access control as necessary, 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: "Stage III Design Plans, dated January of 2022, AGUA FRIA FREEWAY, 75th Avenue - I-17, Project 101L MA 012 F0316 / 101-A(214)T".

December 16, 2022

RES. NO. 2022-12-A-050
PROJECT: 101L MA 012 F0316 / 101-A(214)T
HIGHWAY: AGUA FRIA FREEWAY
SECTION: 75th Avenue - I-17
ROUTE NO.: State Route 101 Loop
DISTRICT: Central
COUNTY: Maricopa

WHEREAS establishment as a state route, and acquisition of the new right of way as an estate in fee, or such other interest as required, is necessary for this improvement, with authorization pursuant to Arizona Revised Statutes §§28-7092 and 28-7094 to include advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended acquisition and establishment of the new right of way needed for this improvement, and that access to the highway be controlled as delineated on the maps and plans; therefore, be it

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

RESOLVED that the new right of way as depicted in Appendix "A" is hereby designated a controlled access state route, that the new right of way shall be established as a state highway prior to construction, and that ingress and egress to and from the highway and to and from abutting, adjacent, or other lands be denied, controlled or regulated as indicated by the maps and plans. Where no access is shown, none will be allowed to exist; be it further

December 16, 2022

RES. NO. 2022-12-A-050
PROJECT: 101L MA 012 F0316 / 101-A(214)T
HIGHWAY: AGUA FRIA FREEWAY
SECTION: 75th Avenue - I-17
ROUTE NO.: State Route 101 Loop
DISTRICT: Central
COUNTY: Maricopa

RESOLVED that the Deputy Director is hereby authorized to acquire by lawful means pursuant to Arizona Revised Statutes §§ 28-7092 and 28-7094, an estate in fee, or such other interest as required, to include advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, 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 secure an appraisal of the property to be acquired and that necessary parties be compensated. Upon failure to acquire said lands by other lawful means, the Deputy Director is authorized to initiate condemnation proceedings.

December 16, 2022

RES. NO. 2022-12-A-050
PROJECT: 101L MA 012 F0316 / 101-A(214)T
HIGHWAY: AGUA FRIA FREEWAY
SECTION: 75th Avenue - I-17
ROUTE NO.: State Route 101 Loop
DISTRICT: Central
COUNTY: Maricopa

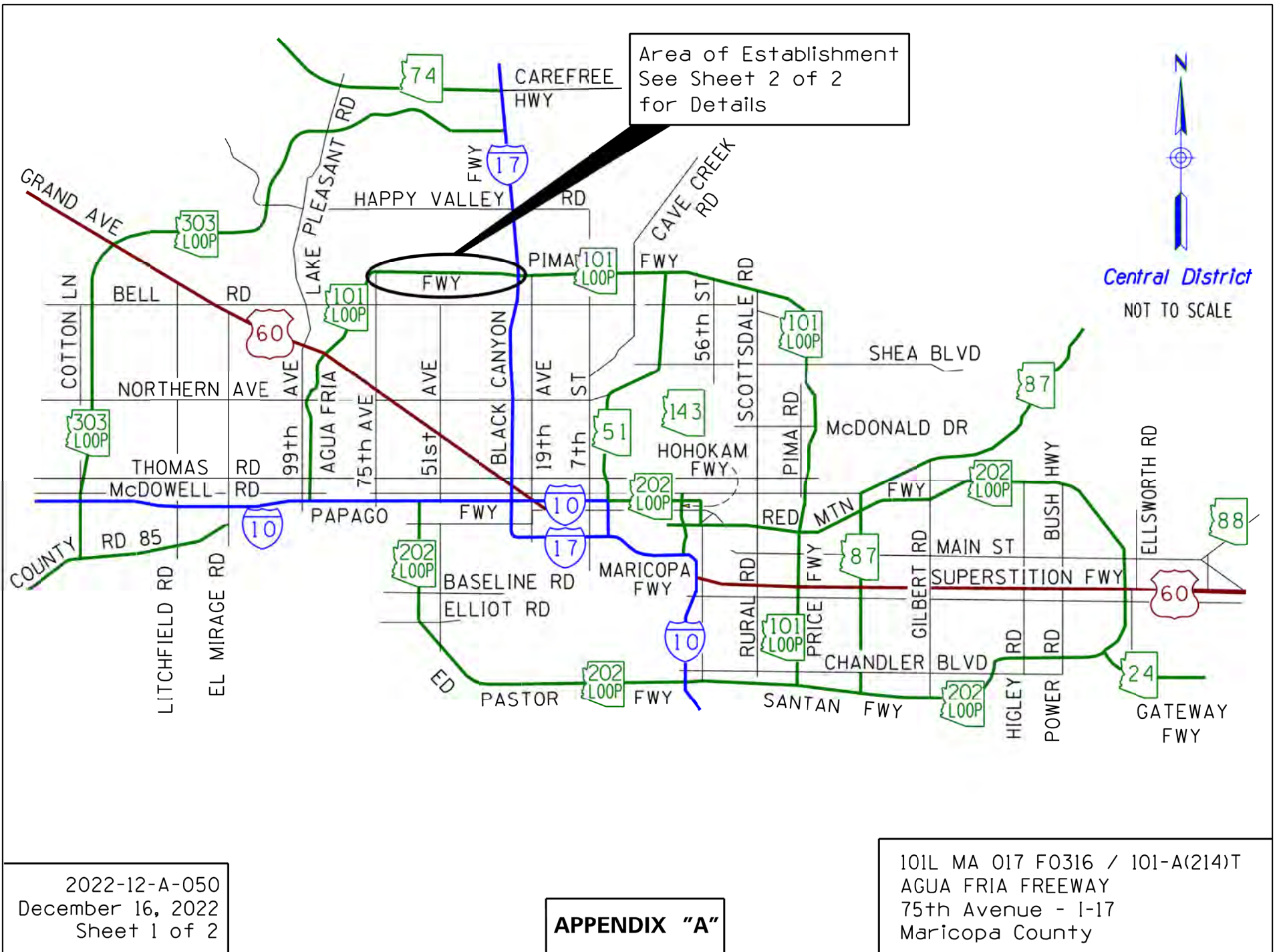
CERTIFICATION

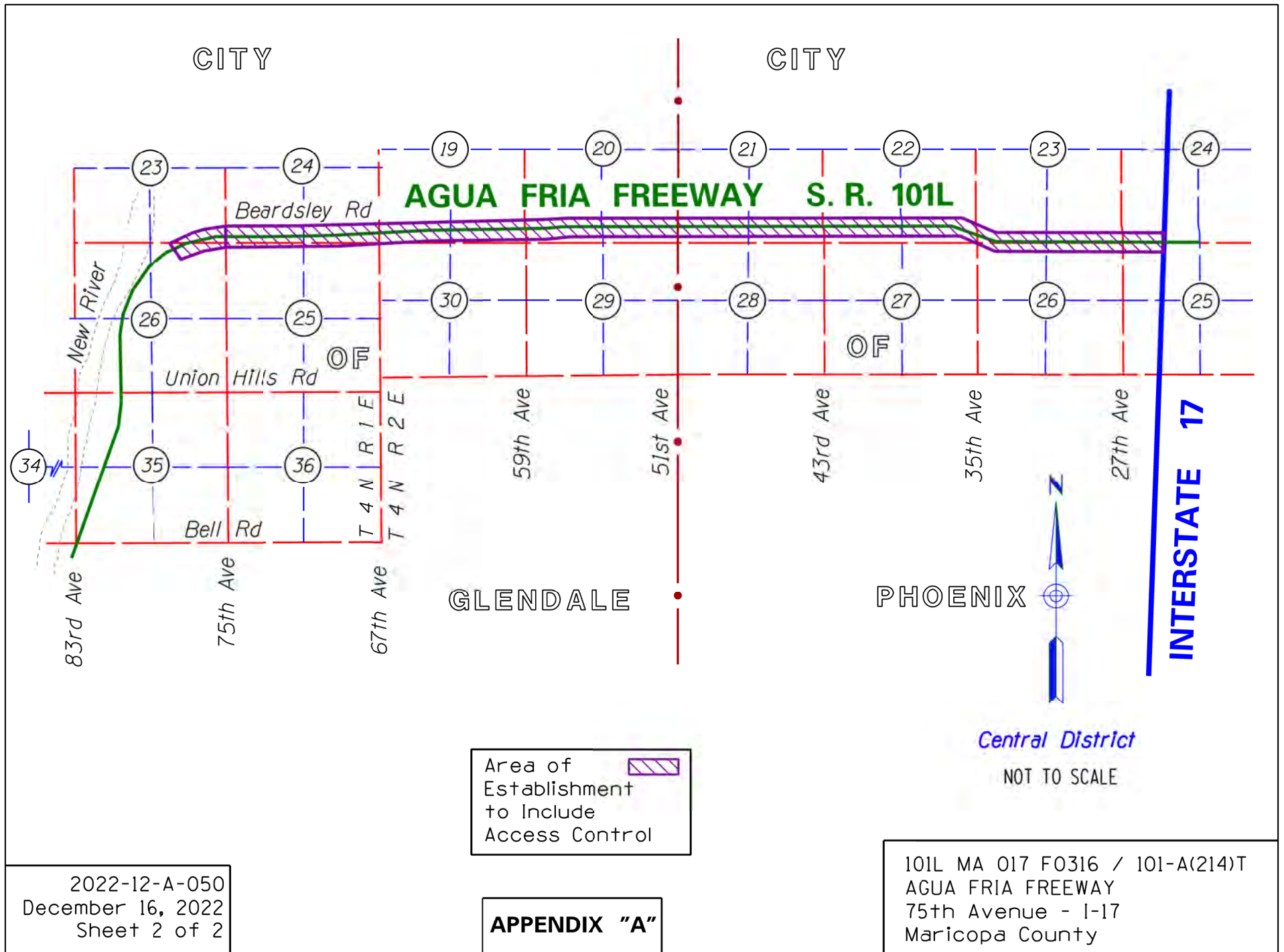
I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on December 16, 2022.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on December 16, 2022.

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

Seal





December 16, 2022

RES. NO. 2022-12-A-051
PROJECTS: 051 MA 005 H2431 01R / RBA-600-2-606; and
051 MA 007 H2431 02R / RBA-600-2-607
HIGHWAY: PIESTEWA FREEWAY
SECTIONS: Glendale Ave. - 26th Street; and 26th Street - Shea Blvd.
(City of Phoenix Waterline Extension)
ROUTE NO.: State Route 51
DISTRICT: Central
DISPOSAL: D - C - 087

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 Piestewa Freeway, State Route 51, within the above referenced project.

The right of way to be abandoned was previously established as a State Route Corridor and State Highway, designated State Route 510 by Arizona State Highway Commission Resolution 68-69, dated September 30, 1968. Thereafter, State Transportation Board Resolution 85-08-A-62, dated August 16, 1985, adopted and approved the State Route Plan for the location of a future controlled access state highway from Glendale Avenue, running northerly to its junction with the State Route 101 Loop. Resolution 87-05-A-42, dated May 22, 1987, adopted and approved a refined portion of the State Route Plan Freeway Corridor, and authorized further advance acquisition. Resolution 87-11-A-105, dated December 18, 1987, renumbered and redesignated State Route 510 as State Route 51. Resolution 88-06-A-58, dated June 17, 1988, originally under Project RBA-600-2-701; and subsequently along with Resolution 89-09-A-71, dated September 15, 1989, established new right of way as a state route and state highway to accommodate design change and facilitate the construction phase of the freeway at this location under the above referenced projects.

December 16, 2022

RES. NO. 2022-12-A-051
PROJECTS: 051 MA 005 H2431 01R / RBA-600-2-606; and
051 MA 007 H2431 02R / RBA-600-2-607
HIGHWAY: PIESTEWA FREEWAY
SECTIONS: Glendale Ave. - 26th Street; and 26th Street - Shea Blvd.
(City of Phoenix Waterline Extension)
ROUTE NO.: State Route 51
DISTRICT: Central
DISPOSAL: D - C - 087

The right of way to be abandoned is no longer needed for state transportation purposes, and will better serve the public as part of the City of Phoenix Waterline Extension Project. The City of Phoenix has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with Intergovernmental Agreement No. 20-0007857, dated November 22, 2022, and all Amendments thereto, 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.

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 Intergovernmental Agreement No. 20-0007857, dated November 22, 2022, 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.

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

December 16, 2022

RES. NO. 2022-12-A-051
PROJECTS: 051 MA 005 H2431 01R / RBA-600-2-606; and
051 MA 007 H2431 02R / RBA-600-2-607
HIGHWAY: PIESTEWA FREEWAY
SECTIONS: Glendale Ave. - 26th Street; and 26th Street - Shea Blvd.
(City of Phoenix Waterline Extension)
ROUTE NO.: State Route 51
DISTRICT: Central
DISPOSAL: D - C - 087

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 PIESTEWA FREEWAY, Glendale Ave. - 26th Street; and 26th Street - Shea Blvd. Sections, Projects 051 MA 005 H2431 01R / RBA-600-2-606; and 051 MA 007 H2431 02R / RBA-600-2-607", and is shown in Appendix "A" attached hereto.

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".

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

December 16, 2022

RES. NO. 2022-12-A-051
PROJECTS: 051 MA 005 H2431 01R / RBA-600-2-606; and
051 MA 007 H2431 02R / RBA-600-2-607
HIGHWAY: PIESTEWA FREEWAY
SECTIONS: Glendale Ave. - 26th Street; and 26th Street - Shea Blvd.
(City of Phoenix Waterline Extension)
ROUTE NO.: State Route 51
DISTRICT: Central
DISPOSAL: D - C - 087

RESOLUTION OF ABANDONMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on December 16, 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, and will better serve the public as part of the City of Phoenix Waterline Extension Project. The City of Phoenix has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with Intergovernmental Agreement No. 20-0007857, dated November 22, 2022, 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 PIESTEWA FREEWAY, Glendale Ave. - 26th Street; and 26th Street - Shea Blvd. Sections, Projects 051 MA 005 H2431 01R / RBA-600-2-606; and 051 MA 007 H2431 02R / RBA-600-2-607", and is shown in Appendix "A" attached hereto.

December 16, 2022

RES. NO. 2022-12-A-051
PROJECTS: 051 MA 005 H2431 01R / RBA-600-2-606; and
051 MA 007 H2431 02R / RBA-600-2-607
HIGHWAY: PIESTEWA FREEWAY
SECTIONS: Glendale Ave. - 26th Street; and 26th Street - Shea Blvd.
(City of Phoenix Waterline Extension)
ROUTE NO.: State Route 51
DISTRICT: Central
DISPOSAL: D - C - 087

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

WHEREAS the City of Phoenix has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with Intergovernmental Agreement No. 20-0007857, dated November 22, 2022, 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

December 16, 2022

RES. NO. 2022-12-A-051
PROJECTS: 051 MA 005 H2431 01R / RBA-600-2-606; and
051 MA 007 H2431 02R / RBA-600-2-607
HIGHWAY: PIESTEWA FREEWAY
SECTIONS: Glendale Ave. - 26th Street; and 26th Street - Shea Blvd.
(City of Phoenix Waterline Extension)
ROUTE NO.: State Route 51
DISTRICT: Central
DISPOSAL: D - C - 087

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 Intergovernmental Agreement No. 20-0007857, dated November 22, 2022, 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 City of Phoenix, evidencing the abandonment of the State's interest.

December 16, 2022

RES. NO. 2022-12-A-051
PROJECTS: 051 MA 005 H2431 01R / RBA-600-2-606; and
051 MA 007 H2431 02R / RBA-600-2-607
HIGHWAY: PIESTEWA FREEWAY
SECTIONS: Glendale Ave. - 26th Street; and 26th Street - Shea Blvd.
(City of Phoenix Waterline Extension)
ROUTE NO.: State Route 51
DISTRICT: Central
DISPOSAL: D - C - 087

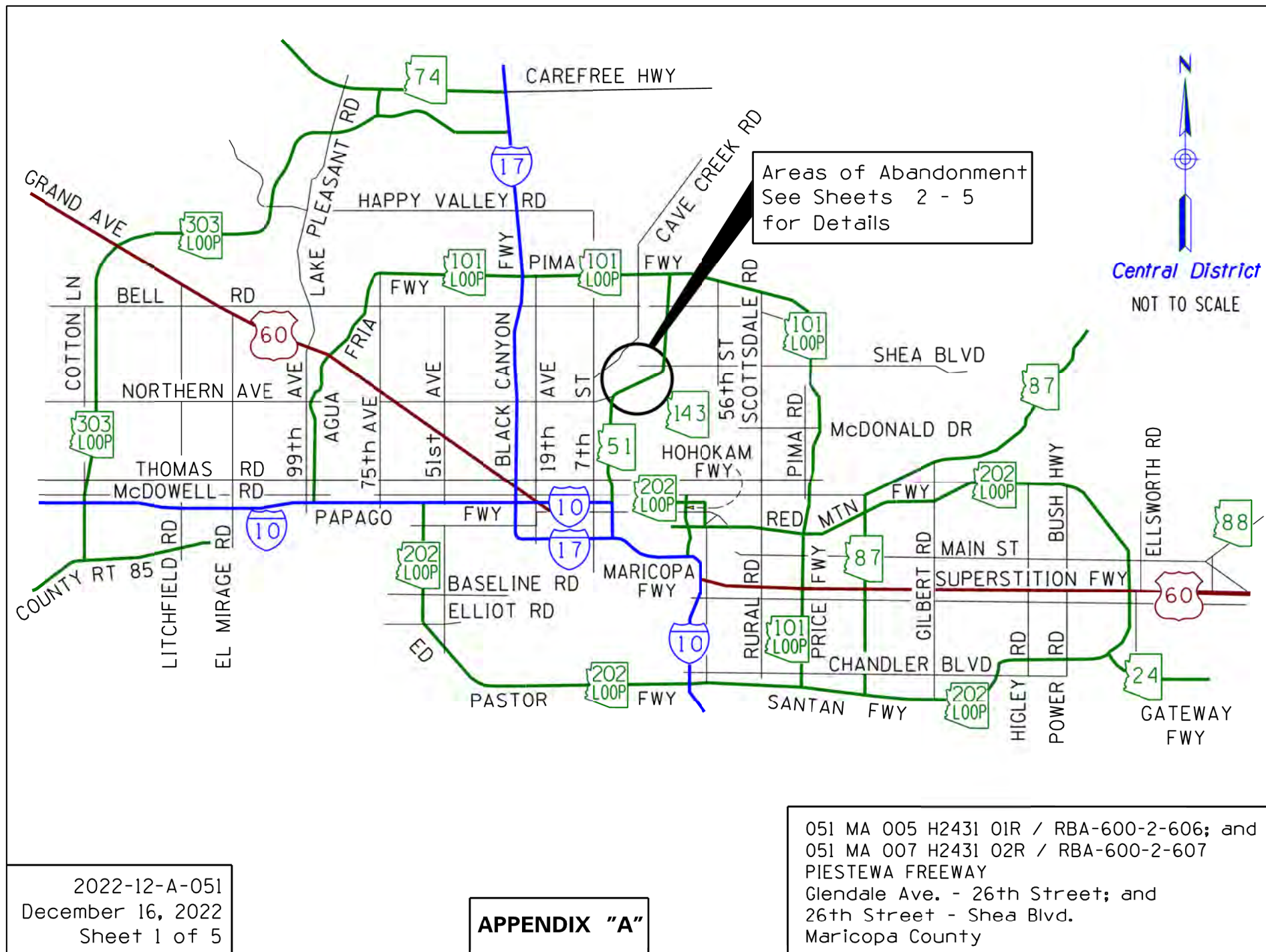
CERTIFICATION

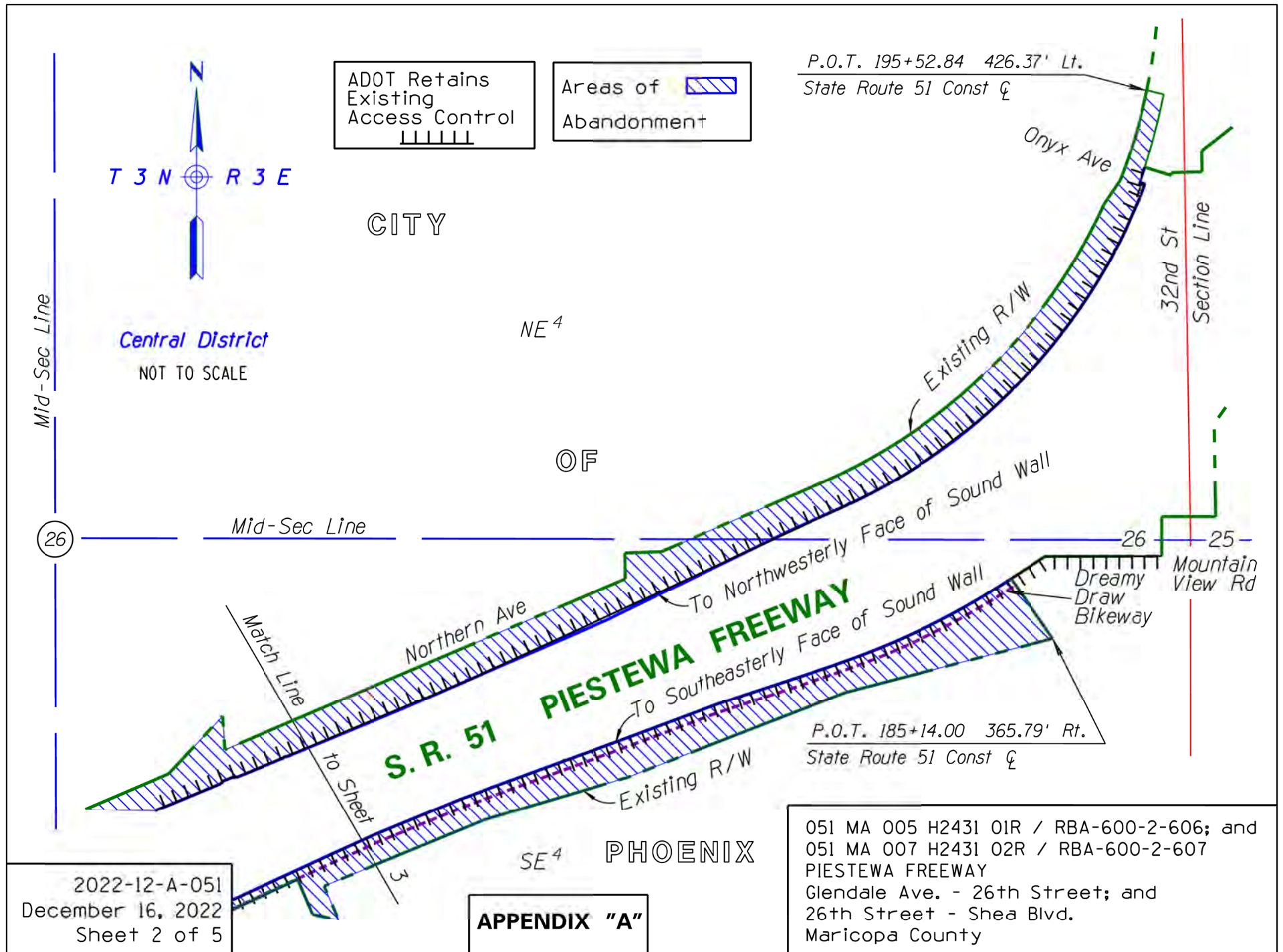
I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on December 16, 2022.

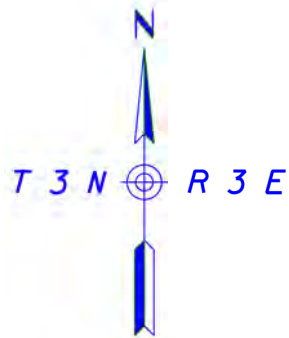
IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on December 16, 2022.

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

Seal







CITY

Mid-Sec Line

26

SW⁴

SE⁴

Match Line

To Sheet

P.O.T. 152+04.55 819.89' Lt.

State Route 51 Const ζ

Central District

NOT TO SCALE

26th St

Northern Ave

Existing R/W

To Northwestern Face of Sound Wall

To Southeasterly Face of Sound Wall

Pedestrian Bridge

26th St

Dreamy Draw Bikeway

ADOT Reservation Area for Maintenance and Operation of Irrigation Controls

End of PCCP Line
149+86.01 180.66' Lt.

State Route 51 Const ζ

Match Line
To Sheet 4

S.R. 51 PIESTEWA FREEWAY

To Southeasterly Face of Chain Link Fence

Existing R/W

P.O.T. 148+31.04 400.00' Rt.

State Route 51 Const ζ

Mid-Sec Line

PHOENIX

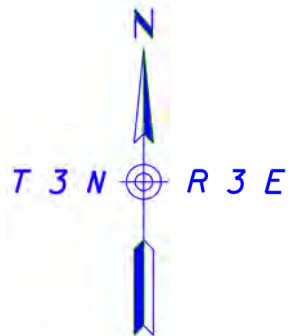
ADOT Retains Existing Access Control

Areas of Abandonment

2022-12-A-051
December 16, 2022
Sheet 3 of 5

APPENDIX "A"

051 MA 005 H2431 01R / RBA-600-2-606; and
051 MA 007 H2431 02R / RBA-600-2-607
PIESTEWA FREEWAY
Glendale Ave. - 26th Street; and
26th Street - Shea Blvd.
Maricopa County



Central District
NOT TO SCALE

CITY

Section Line

OF

PIESTEWA FREEWAY

S.R. 51

Existing R/W

NW⁴

SW⁴

Match Line to

Sheet 3

To Southeasterly Face of Chain Link Fence
P.O.T. 148+31.04 400.00' Rt.
State Route 51 Const C

Dreamy Draw
Bikeway

PHOENIX

ADOT Retains
Existing
Access Control

Areas of
Abandonment

Section Line 27 26
34 35
127+37.16 252.13' Lt.
State Route 51 Const C

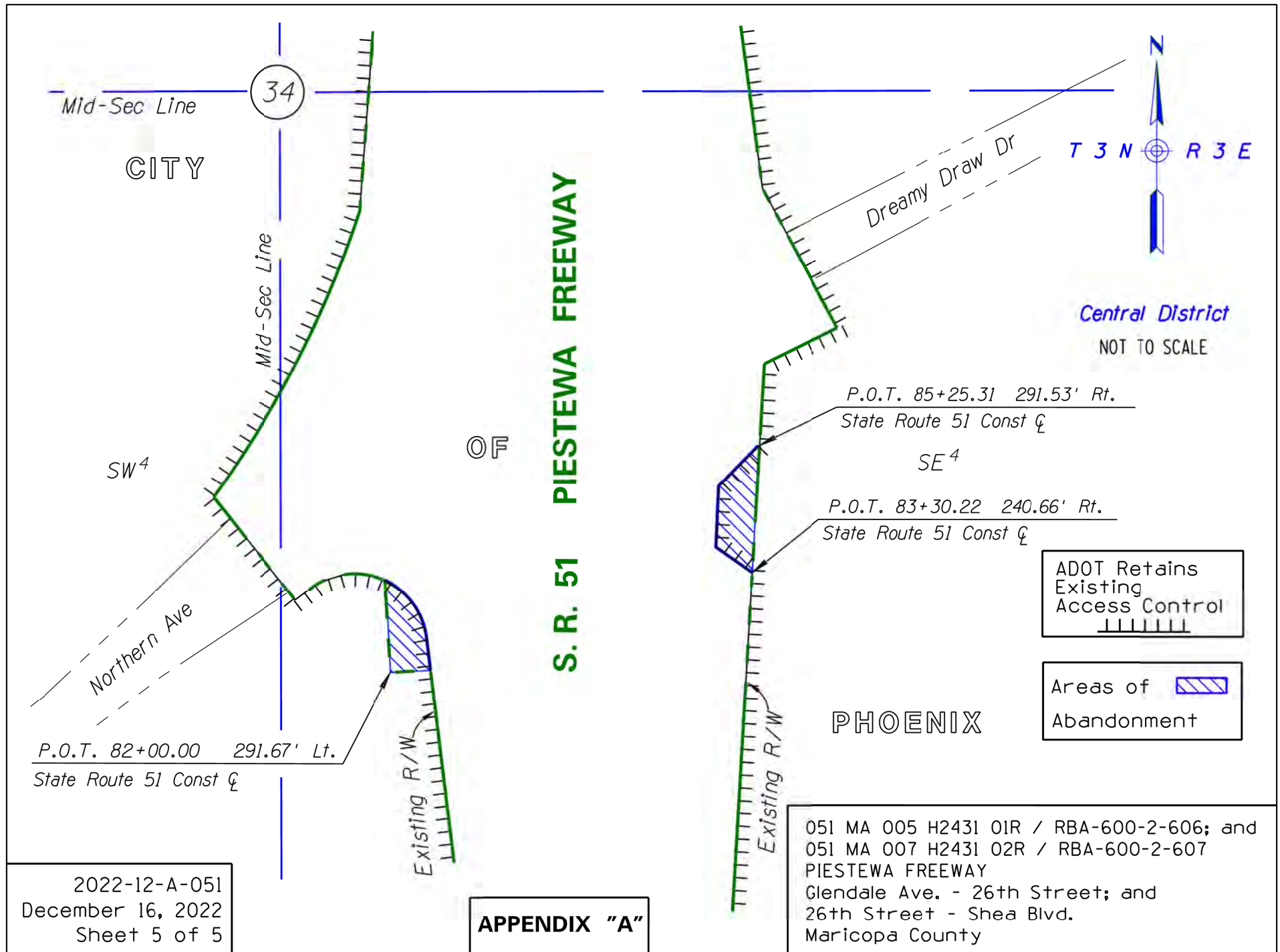
NE⁴

P.O.S.T. 124+01.10 129.57' Rt.
State Route 51 Const C

2022-12-A-051
December 16, 2022
Sheet 4 of 5

APPENDIX "A"

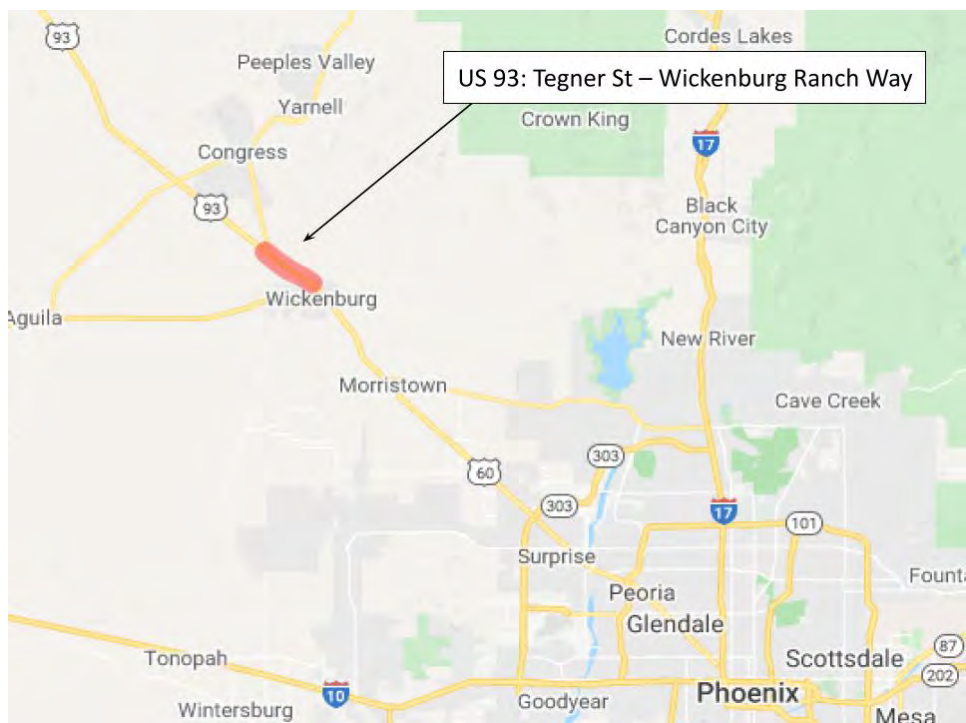
051 MA 005 H2431 01R / RBA-600-2-606; and
051 MA 007 H2431 02R / RBA-600-2-607
PIESTEWA FREEWAY
Glendale Ave. - 26th Street; and
26th Street - Shea Blvd.
Maricopa County



PPAC - PROJECT MODIFICATIONS- DISCUSSION AND POSSIBLE ACTION

*ITEM 6a.

Route & MP:	US 93 @ MP 193.0
Project Name:	TEGNER ST - WICKENBURG RANCH WAY
Type of Work:	CONSTRUCT DIVIDED HIGHWAY
County:	Maricopa
District:	Northwest
Schedule:	
Project:	F003101U TIP#: 8373
Project Manager:	Pedram Shafieian
Program Amount:	\$1,650,000
New Program Amount:	\$2,664,000
Requested Action:	Increase Budget.



13

1. PRB Meeting Date: 11/15/2022

2. Teleconference: No

3. Form Date / 5. Form By:

11/17/2022

Pedram Shafieian

4. Project Manager / Presenter:

Pedram Shafieian @ (602) 712-8166

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

6. Project Name:

TEGNER ST - WICKENBURG RANCH WAY

7. Type of Work:

CONSTRUCT DIVIDED HIGHWAY

8. CPSID:

AK1O

9. District:

Northwest

10. Route:

93

11. County:

Maricopa

12. Beg MP:

193.0

13. TRACS #:

F003101U

14. Len (Mi.):

5.0

15. Fed Id #:

NHPP093-B(215)S

16. Program Budget: \$1,650

17. Program Item #: 8373

18. Current Approved Program Budget:

\$1,650

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

\$1,014

18b Total Program Budget After Request:

\$2,664

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

Item #	Amount	Description	Comments
70820	\$250	UTILITY GROUP	
72323	\$1,400	CONTINGENCY	

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

Item #	Amount	Description	Comments
70823	\$250	UTILITY GROUP	
72323	\$764	CONTINGENCY	

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: 18-0007200

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: YES

24j. CUSTOMIZED SCHEDULE: YES

24k. SCOPING DOCUMENT: YES

25. DESCRIPTION OF REQUEST

Increase Budget

26. JUSTIFICATION OF REQUEST

This budget increase will compensate APS for work associated with the relocation of a 69kV line for which they had prior rights. The original request for this work was based on a cost estimate from 2018. Work was completed in 2022. Costs for this work have increased since the original estimate was received and the work was actually performed.

ICAP is included in this request.

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

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

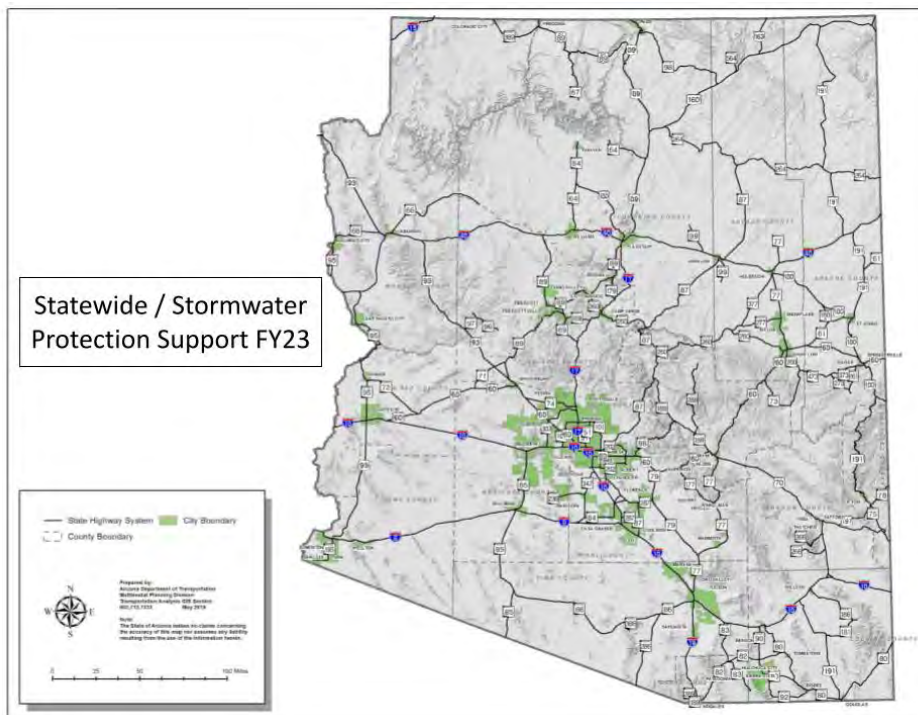
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 11/30/2022

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6b.

Route & MP:	Statewide
Project Name:	Statewide / Stormwater Protection Support - FY23
Type of Work:	Regulatory Compliance
County:	Statewide
District:	Statewide
Schedule:	
Project:	M720901X
Project Manager:	Eileen Dunn
Program Amount:	\$0
New Program Amount:	\$430,000
Requested Action:	Establish a new project.



02

1. PRB Meeting Date: 11/1/2022

2. Teleconference: No

3. Form Date / 5. Form By:

11/22/2022

Eileen Dunn

4. Project Manager / Presenter:

Eileen Dunn @

,, - 4977 ENVIRONMENTAL PLANNING GROUP

6. Project Name:

Statewide/Stormwater Protection Support - FY23

7. Type of Work:

Regulatory Compliance

8. CPSID:

-

9. District:

10. Route:

999

11. County:

Statewide

12. Beg MP:

13. TRACS #:

M720901X ?

14. Len (Mi.):

15. Fed Id #:

16. Program Budget: \$0

17. Program Item #:

18. Current Approved Program Budget:

\$0

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

\$430

18b Total Program Budget After Request:

\$430

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

Item #	Amount	Description	Comments
79523	\$430	REGULATORY COMPLIANCE PLAN	Environmental Planning Statewide Stormwater Compliance

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



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:

NOT APPLICABLE

24f. MATERIALS MEMO COMP:

NOT APPLICABLE

24g. U&RR CLEARANCE:

NOT APPLICABLE

24h. C&S CLEARANCE:

NOT APPLICABLE

24i. R/W CLEARANCE:

NOT APPLICABLE

24j. CUSTOMIZED SCHEDULE:

NO

24k. SCOPING DOCUMENT:

NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish a new project

26. JUSTIFICATION OF REQUEST

This project establishes the means to monitor compliance with the ADOT Statewide Municipal Separate Storm Sewer System Permit (MS4) and other water quality regulations. Tasks to be conducted include statewide stormwater system monitoring, mapping, guidance document drafting and updates, and public outreach.

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

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 11/30/2022

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6c.	Route & MP:	Local Road
	Project Name:	PALMER LANE @ AZER, GRAHAM COUNTY
	Type of Work:	RAIL-HIGHWAY SAFETY UPGRADES
	County:	Graham
	District:	Southeast
	Schedule:	
	Project:	T004001D TIP#: 103569
	Project Manager:	Jane Gauger
	Program Amount:	\$0
	New Program Amount:	\$30,000
	Requested Action:	Establish a new project.



01

1. PRB Meeting Date: 11/15/2022

2. Teleconference: No

3. Form Date / 5. Form By:

12/1/2022

Jane Gauger

4. Project Manager / Presenter:

Jane Gauger @

(602) 712-4052 - 4981 UTILITIES AND RAILROADS

6. Project Name:

PALMER LANE @ AZER, GRAHAM COUNTY

7. Type of Work:

RAIL-HIGHWAY SAFETY UPGRADES

8. CPSID:

WG1N

9. District:

Southeast

10. Route:

0000

11. County:

Graham

12. Beg MP:

0

13. TRACS #:

T004001D ?

14. Len (Mi.):

0.1

15. Fed Id #:

GGH-0(208)T

16. Program Budget: \$0

17. Program Item #: 103569

18. Current Approved Program Budget:

\$0

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

\$30

18b Total Program Budget After Request:

\$30

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

Item #	Amount	Description	Comments
72623	\$30	RAILWAY HIGHWAY CROSSING	Section 130 FHWA 100pct participation

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: IGA 22-0008479-I

SIGNED: YES

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:

NOT APPLICABLE

24g. U&RR CLEARANCE:

NO

24h. C&S CLEARANCE:

NOT APPLICABLE

24i. R/W CLEARANCE:

NO

24j. CUSTOMIZED SCHEDULE:

NOT APPLICABLE

24k. SCOPING DOCUMENT:

NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish a new project.

26. JUSTIFICATION OF REQUEST

The project will improve safety of this rail-highway crossing by installing railroad safety upgrades at the existing Arizona Eastern Railroad (AZER) crossing (DOT 742-247D) on Palmer Lane in Graham County. Railroad upgrades include replacing the existing asphalt surface with concrete panels and installing flashing lights. AZER will complete the construction work. Staff will perform oversight, coordination, and clearances.

Staff \$30k

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

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 11/30/2022

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6d.	Route & MP:	Local Road
	Project Name:	PALMER LANE @ AZER, GRAHAM COUNTY
	Type of Work:	RAIL-HIGHWAY SAFETY UPGRADES
	County:	Graham
	District:	Southeast
	Schedule:	
	Project:	T004001X TIP#: 103569
	Project Manager:	Jane Gauger
	Program Amount:	\$0
	New Program Amount:	\$500,000
	Requested Action:	Establish a new project.



02

1. PRB Meeting Date: 11/15/2022

2. Teleconference: No

3. Form Date / 5. Form By:

12/1/2022

Jane Gauger

4. Project Manager / Presenter:

Jane Gauger @

(602) 712- 4052 - 4981 UTILITIES AND RAILROADS

6. Project Name:

PALMER LANE @ AZER, GRAHAM COUNTY

7. Type of Work:

RAIL-HIGHWAY SAFETY UPGRADES

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
WG1N	Southeast	0000	Graham	0	T004001X ?	0.1	GGH-0(208)T

16. Program Budget: \$0

17. Program Item #: 103569

18. Current Approved Program Budget:

\$0

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

\$500

18b Total Program Budget After Request:

\$500

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

Item #	Amount	Description	Comments
72623	\$500	RAILWAY HIGHWAY CROSSING	Section 130 FHWA 100pct participation

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: IGA 22-0008479-I

SIGNED: YES

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
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24e. ENVIRONMENTAL CLEARANCE:

NO

24f. MATERIALS MEMO COMP:

NOT APPLICABLE

24g. U&RR CLEARANCE:

NO

24h. C&S CLEARANCE:

NOT APPLICABLE

24i. R/W CLEARANCE:

NO

24j. CUSTOMIZED SCHEDULE:

NOT APPLICABLE

24k. SCOPING DOCUMENT:

NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish a new project.

26. JUSTIFICATION OF REQUEST

The project will improve safety of this rail-highway crossing by installing railroad safety upgrades at the existing Arizona Eastern Railroad (AZER) crossing (DOT 742-247D) on Palmer Lane in Graham County. Railroad upgrades include replacing the existing asphalt surface with concrete panels and installing flashing lights. AZER will complete the construction work.

01X is Railroad Construction.

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

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
 SUBJECT TO PPAC APPROVAL - 11/30/2022



PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6e.

Route & MP:	Local Road
Project Name:	CALLE DE LOMA @ AZER, GILA COUNTY
Type of Work:	RAIL-HIGHWAY SAFETY UPGRADES
County:	Gila
District:	Southeast
Schedule:	
Project:	T003801D TIP#: 103570
Project Manager:	Jane Gauger
Program Amount:	\$0
New Program Amount:	\$30,000
Requested Action:	Establish a new project.



03

1. PRB Meeting Date: 11/15/2022

2. Teleconference: No

3. Form Date / 5. Form By:

11/17/2022

Jane Gauger

4. Project Manager / Presenter:

Jane Gauger @

(360) 712-4052 - 4981 UTILITIES AND RAILROADS

6. Project Name:

CALLE DE LOMA @ AZER, GILA COUNTY

7. Type of Work:

RAIL-HIGHWAY SAFETY UPGRADES

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
CQ1Q	Southeast	0000	Gila	0	T003801D ?	0.1	GGI-0(213)T

16. Program Budget: \$0

17. Program Item #: 103570

18. Current Approved Program Budget:

\$0

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

\$30

18b Total Program Budget After Request:

\$30

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

Item #	Amount	Description	Comments
72623	\$30	RAILWAY HIGHWAY CROSSING	Section 130 FHWA 100pct participation

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: IGA 21-0008387-I

SIGNED: YES

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
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24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish a new project.

26. JUSTIFICATION OF REQUEST

The project will improve safety of this rail-highway crossing by installing railroad safety upgrades at the existing Arizona Eastern Railroad (AZER) crossing (DOT 742-374E) on Calle de Loma in Gila County. Railroad Upgrades include replacing the existing asphalt surface with concrete panels, removing one track, and raising the remaining two tracks. AZER will complete the construction work. Staff will perform oversight, coordination, and clearances.

Staff \$30k

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

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 11/30/2022

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6f.	Route & MP:	Local Road
	Project Name:	CALLE DE LOMA @ AZER, GILA COUNTY
	Type of Work:	RAIL-HIGHWAY SAFETY UPGRADES
	County:	Gila
	District:	Southeast
	Schedule:	
	Project:	T003801X TIP#: 103570
	Project Manager:	Jane Gauger
	Program Amount:	\$0
	New Program Amount:	\$270,000
	Requested Action:	Establish a new project.



04

1. PRB Meeting Date: 11/15/2022

2. Teleconference: No

3. Form Date / 5. Form By:

11/17/2022

Jane Gauger

4. Project Manager / Presenter:

Jane Gauger @

(602) 712-4052 - 4981 UTILITIES AND RAILROADS

6. Project Name:

CALLE DE LOMA @ AZER, GILA COUNTY

7. Type of Work:

RAIL-HIGHWAY SAFETY UPGRADES

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
CQ1Q	Southeast	0000	Gila	0	T003801X ?	0.1	GGI-0(213)T

16. Program Budget: \$0

17. Program Item #: 103570

18. Current Approved Program Budget:

\$0

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

\$270

18b Total Program Budget After Request:

\$270

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

Item #	Amount	Description	Comments
72623	\$270	RAILWAY HIGHWAY CROSSING	Section 130 FHWA 100pct participation

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: IGA 21-0008387-I

SIGNED: YES

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
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24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish a new project.

26. JUSTIFICATION OF REQUEST

The project will improve safety of this rail-highway crossing by installing railroad safety upgrades at the existing Arizona Eastern Railroad (AZER) crossing (DOT 742-374E) on Calle de Loma in Gila County. Railroad upgrades include replacing the existing asphalt surface with concrete panels, removing one track, and raising the remaining two tracks. AZER will complete the construction work.

01X is Railroad Construction.

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

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 11/30/2022

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6g.	Route & MP:	Local Road
	Project Name:	MCVAY ROAD @ ARZC, LA PAZ COUNTY
	Type of Work:	RAIL-HIGHWAY SAFETY UPGRADES
	County:	La Paz
	District:	Southwest
	Schedule:	
	Project:	T021901D TIP#: 103574
	Project Manager:	Jane Gauger
	Program Amount:	\$0
	New Program Amount:	\$30,000
	Requested Action:	Establish a new project.



05

1. PRB Meeting Date: 11/15/2022

2. Teleconference: No

3. Form Date / 5. Form By:

11/17/2022

Jane Gauger

4. Project Manager / Presenter:

Jane Gauger @

(602) 712-4052 - 4981 UTILITIES AND RAILROADS

6. Project Name:

MCVAY ROAD @ ARZC, LAPAZ COUNTY

7. Type of Work:

RAIL-HIGHWAY SAFETY UPGRADES

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
CR1Q	Southwest	0000	La Paz	0	T021901D ?	0.1	LLA-0(212)T

16. Program Budget: \$0

17. Program Item #: 103574

18. Current Approved Program Budget:

\$0

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

\$30

18b Total Program Budget After Request:

\$30

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

Item #	Amount	Description	Comments
72623	\$30	RAILWAY HIGHWAY CROSSING	Section 130 FHWA 100pct participation

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: IGA 21-0008243-I

SIGNED: YES

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
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24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish a new project.

26. JUSTIFICATION OF REQUEST

The project will improve safety of this rail-highway crossing by installing railroad safety upgrades at the existing Arizona and California Railroad (ARZC) crossing (DOT 025-921F) on McVay Road in LaPaz County. Railroad Upgrades include replacing the existing gravel surface with concrete panels. ARZC will complete the construction work. Staff will perform oversight, coordination, and clearances.

Staff - \$30k

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

ESTABLISH A NEW PROJECT

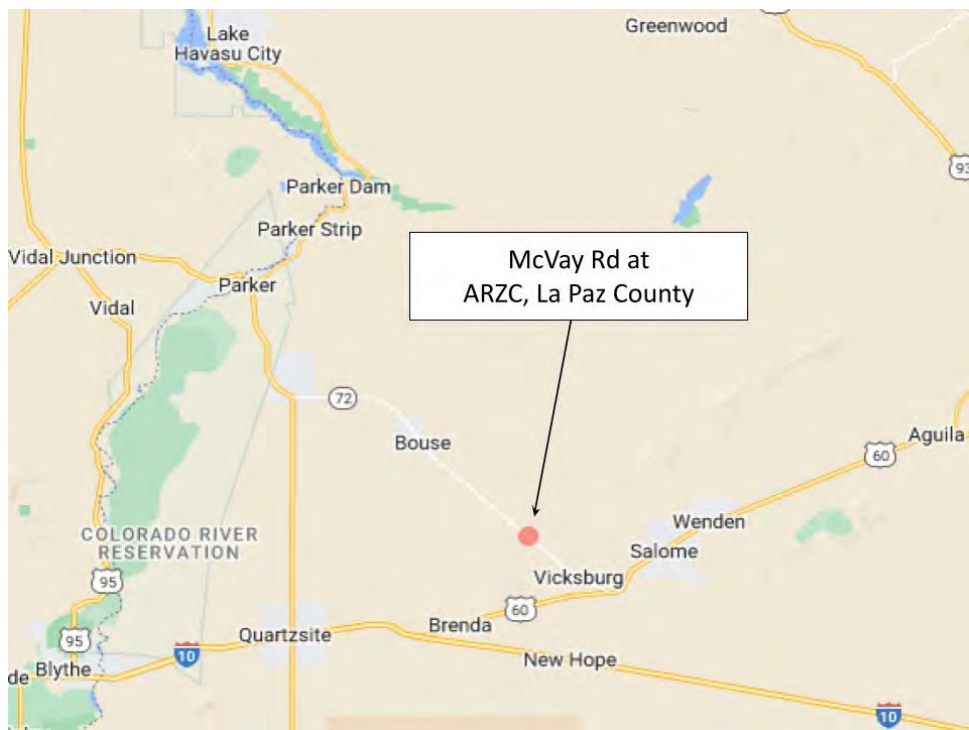
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 11/30/2022

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6h.	Route & MP:	Local Road
	Project Name:	MCVAY ROAD @ ARZC, LA PAZ COUNTY
	Type of Work:	RAIL-HIGHWAY SAFETY UPGRADES
	County:	La Paz
	District:	Southwest
	Schedule:	
	Project:	T021901X TIP#: 103574
	Project Manager:	Jane Gauger
	Program Amount:	\$0
	New Program Amount:	\$120,000
	Requested Action:	Establish a new project.



06

1. PRB Meeting Date: 11/15/2022

2. Teleconference: No

3. Form Date / 5. Form By:

11/17/2022

Jane Gauger

4. Project Manager / Presenter:

Jane Gauger @

(602) 712-4052 - 4981 UTILITIES AND RAILROADS

6. Project Name:

MCVAY ROAD @ ARZC, LAPAZ COUNTY

7. Type of Work:

RAIL-HIGHWAY SAFETY UPGRADES

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
CR1Q	Southwest	0000	La Paz	0	T021901X ?	0.1	LLA-0(212)T

16. Program Budget: \$0

17. Program Item #: 103574

18. Current Approved Program Budget:

\$0

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

\$120

18b Total Program Budget After Request:

\$120

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

Item #	Amount	Description	Comments
72623	\$120	RAILWAY HIGHWAY CROSSING	Section 130 FHWA 100pct participation

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: IGA 21-0008243-I

SIGNED: YES

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
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24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish a new project.

26. JUSTIFICATION OF REQUEST

The project will improve safety of this rail-highway crossing by installing railroad safety upgrades at the existing Arizona and California Railroad (ARZC) crossing (DOT 025-921F) on McVay Road in LaPaz County. Railroad upgrades include replacing the existing gravel surface with concrete panels. ARZC will complete the construction work.

01X is Railroad Construction.

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

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 11/30/2022



PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6i.	Route & MP:	Local Road
	Project Name:	ARIZONA FARMS ROAD @ CBRY, PINAL COUNTY
	Type of Work:	RAIL-HIGHWAY SAFETY UPGRADES
	County:	Pinal
	District:	Southcentral
	Schedule:	
	Project:	T028601D TIP#: 103571
	Project Manager:	Jane Gauger
	Program Amount:	\$0
	New Program Amount:	\$30,000
	Requested Action:	Establish a new project. Subject to MAG Regional Council approval anticipated on 1/25/2023.



07

1. PRB Meeting Date: 11/15/2022

2. Teleconference: No

3. Form Date / 5. Form By:

11/17/2022

Jane Gauger

4. Project Manager / Presenter:

Jane Gauger @

(602) 712-4052 - 4981 UTILITIES AND RAILROADS

6. Project Name:

ARIZONA FARMS ROAD @ CBRY, PINAL COUNTY

7. Type of Work:

RAIL-HIGHWAY SAFETY UPGRADES

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
CS1Q	Southcentral	0000	Pinal	0	T028601D ?	0.1	PPN-0(225)T

16. Program Budget: \$0

17. Program Item #: 103571

18. Current Approved Program Budget:

\$0

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

\$30

18b Total Program Budget After Request:

\$30

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

Item #	Amount	Description	Comments
72623	\$30	RAILWAY HIGHWAY CROSSING	Section 130 FHWA 100pct participation

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: IGA 22-0008459-I

SIGNED: YES

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
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24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish a new project.

26. JUSTIFICATION OF REQUEST

The project will improve safety of this rail-highway crossing by installing railroad safety upgrades at the existing Copper Basin Railway (CBRY) crossing (DOT 741-409A) on Arizona Farms Road in Pinal County. Railroad Upgrades include replacing the existing timber surface with concrete panels and installing LED lights. CBRY will complete the construction work.

Staff - \$30k

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

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

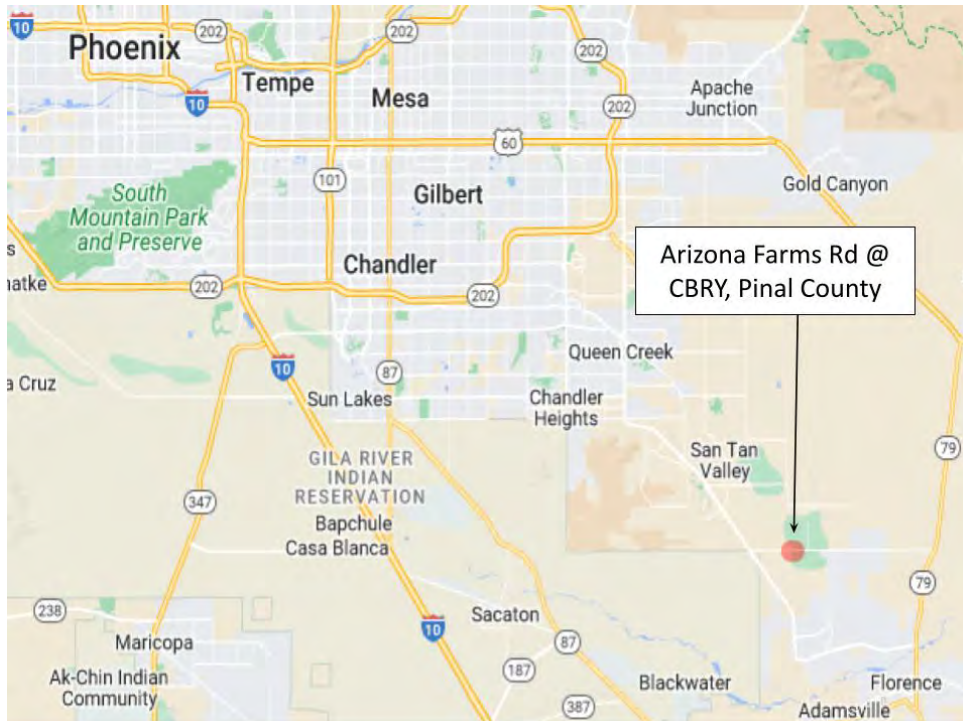
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 11/30/2022
Subject to MAG Regional Council approval
anticipate on 1/25/2023.



PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6j.

Route & MP:	Local Road
Project Name:	ARIZONA FARMS ROAD @ CBRY, PINAL COUNTY
Type of Work:	RAIL-HIGHWAY SAFETY UPGRADES
County:	Pinal
District:	Southcentral
Schedule:	
Project:	T028601X TIP#: 103571
Project Manager:	Jane Gauger
Program Amount:	\$0
New Program Amount:	\$170,000
Requested Action:	Establish a new project. Subject to MAG Regional Council approval anticipated on 1/25/2023.



08

1. PRB Meeting Date: 11/15/2022

2. Teleconference: No

3. Form Date / 5. Form By:

11/17/2022

Jane Gauger

4. Project Manager / Presenter:

Jane Gauger @

(602) 712-4052 - 4981 UTILITIES AND RAILROADS

6. Project Name:

ARIZONA FARMS ROAD @ CBRY, PINAL COUNTY

7. Type of Work:

RAIL-HIGHWAY SAFETY UPGRADES

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
CS1Q	Southcentral	0000	Pinal	0	T028601X ?	0.1	PPN-0(225)T

16. Program Budget: \$0

17. Program Item #: 103571

18. Current Approved Program Budget:

\$0

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

\$170

18b Total Program Budget After Request:

\$170

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

Item #	Amount	Description	Comments
72623	\$170	RAILWAY HIGHWAY CROSSING	Section 130 FHWA 100pct participation

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: IGA 22-008459-I

SIGNED: YES

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
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24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish a new project.

26. JUSTIFICATION OF REQUEST

The project will improve safety of this rail-highway crossing by installing railroad safety upgrades at the existing Copper Basin Railway (CBRY) crossing (DOT 741-409A) on Arizona Farms Road in Pinal County. Railroad upgrades include replacing the existing timber surface with concrete panels and installing LED lights. CBRY will complete the construction work.

01X is Railroad Construction.

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

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 11/30/2022
Subject to MAG Regional Council approval
anticipated on 1/25/2023.

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6k.

Route & MP:	SR 79 @ MP 136
Project Name:	SR 79 @ CBRY, PINAL COUNTY
Type of Work:	RAIL-HIGHWAY SAFETY UPGRADES
County:	Pinal
District:	Southcentral
Schedule:	
Project:	F037901D TIP#: 103572
Project Manager:	Jane Gauger
Program Amount:	\$0
New Program Amount:	\$30,000
Requested Action:	Establish a new project. Subject to MAG Regional Council approval anticipated on 1/25/2023.



09

1. PRB Meeting Date: 11/15/2022

2. Teleconference: No

3. Form Date / 5. Form By:

11/17/2022

Jane Gauger

4. Project Manager / Presenter:

Jane Gauger @

(602) 712-4052 - 4981 UTILITIES AND RAILROADS

6. Project Name:

SR79 @ CBRY, PINAL COUNTY

7. Type of Work:

RAIL-HIGHWAY SAFETY UPGRADES

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
CT1Q	Southcentral	SR79	Pinal	136	F037901D ?	0.1	079-A(211)T

16. Program Budget: \$0

17. Program Item #: 103572

18. Current Approved Program Budget:

\$0

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

\$30

18b Total Program Budget After Request:

\$30

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

Item #	Amount	Description	Comments
72623	\$30	RAILWAY HIGHWAY CROSSING	Section 130 FHWA 100pct participation

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



PROJECT FUNDING VERIFIED BY PM

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

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish a new project.

26. JUSTIFICATION OF REQUEST

The project will improve safety of this rail-highway crossing by installing railroad safety upgrades at the existing Copper Basin Railway (CBRY) crossing (DOT 742-407P) on SR79 in Pinal County. Railroad upgrades include installing LED lights. CBRY will complete the construction work. Staff will perform oversight, coordination, and clearances.

ICAP is included in this request.

Staff - \$30k

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

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 11/30/2022
Subject to MAG Regional Council approval
anticipated on 1/25/2023.

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6I.

Route & MP:	SR 79 @ MP 136
Project Name:	SR 79 @ CBRY, PINAL COUNTY
Type of Work:	RAIL- HIGHWAY SAFETY UPGRADES
County:	Pinal
District:	Southcentral
Schedule:	
Project:	F037901X TIP#: 103572
Project Manager:	Jane Gauger
Program Amount:	\$0
New Program Amount:	\$35,000
Requested Action:	Establish a new project. Subject to MAG Regional Council approval anticipated on 1/25/2023.



10

1. PRB Meeting Date: 11/15/2022

2. Teleconference: No

3. Form Date / 5. Form By:

11/17/2022

Jane Gauger

4. Project Manager / Presenter:

Jane Gauger @

(602) 712-4052 - 4981 UTILITIES AND RAILROADS

6. Project Name:

SR79 @ CBRY, PINAL COUNTY

7. Type of Work:

RAIL- HIGHWAY SAFETY UPGRADES

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
CT1Q	Southcentral	SR79	Pinal	136	F037901X ?	0.1	079-A(211)T

16. Program Budget: \$0

17. Program Item #: 103572

18. Current Approved Program Budget:

\$0

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

\$35

18b Total Program Budget After Request:

\$35

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

Item #	Amount	Description	Comments
72623	\$35	RAILWAY HIGHWAY CROSSING	Section 130 FHWA 100pct participation.

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



PROJECT FUNDING VERIFIED BY PM

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

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish a new project.

26. JUSTIFICATION OF REQUEST

The project will improve safety of this rail-highway crossing by installing railroad safety upgrades at the existing Copper Basin Railway (CBRY) crossing (DOT 742-407P) on SR79 in Pinal County. Railroad upgrades include installing LED lights. CBRY will complete the construction work.

ICAP is included in this request.

01X is Railroad Construction

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

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 11/30/2022
Subject to MAG Regional Council approval
anticipated on 1/25/2023.



PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6m.	Route & MP:	Local Road
	Project Name:	FELIX ROAD @ CBRY, TOWN OF FLORENCE
	Type of Work:	RAIL-HIGHWAY SAFETY UPGRADES
	County:	Pinal
	District:	Southcentral
	Schedule:	
	Project:	T028701D TIP#: 103573
	Project Manager:	Jane Gauger
	Program Amount:	\$0
	New Program Amount:	\$30,000
	Requested Action:	Establish a new project. Subject to MAG Regional Council approval anticipated on 1/25/2023.



ARIZONA DEPARTMENT OF TRANSPORTATION
Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 11/15/2022

2. Teleconference: No

3. Form Date / 5. Form By:

11/17/2022

Jane Gauger

4. Project Manager / Presenter:

Jane Gauger @

(602) 712-4052 - 4981 UTILITIES AND RAILROADS

6. Project Name:

FELIX ROAD @ CBRY, TOWN OF FLORENCE

7. Type of Work:

RAIL-HIGHWAY SAFETY UPGRADES

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
PQ1P	Southcentral	0000	Pinal	0	T028701D ?	0.1	FLO-0(202)T

16. Program Budget: \$0

17. Program Item #: 103573

18. Current Approved Program Budget:

\$0

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

\$30

18b Total Program Budget After Request:

\$30

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

Item #	Amount	Description	Comments
72623	\$30	RAILWAY HIGHWAY CROSSING	Section 130 FHWA 100pct participation

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: IGA 22-0008457-I

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
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24e. ENVIRONMENTAL CLEARANCE:

YES

24f. MATERIALS MEMO COMP:

NO

24g. U&RR CLEARANCE:

NO

24h. C&S CLEARANCE:

NO

24i. R/W CLEARANCE:

NO

24j. CUSTOMIZED SCHEDULE:

NO

24k. SCOPING DOCUMENT:

NO

25. DESCRIPTION OF REQUEST

Establish a new project.

26. JUSTIFICATION OF REQUEST

The project will improve safety of this rail-highway crossing by installing railroad safety upgrades at the existing Copper Basin Railway (CBRY) crossing (DOT 742-410X) on Felix Road in the Town of Florence. Railroad upgrades include replacing the existing timber surface with concrete panels and installing LED lights. CBRY will complete the construction work. Staff will perform oversight, coordination, and clearances.

Staff - \$30k

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

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
 SUBJECT TO PPAC APPROVAL - 11/30/2022
 Subject to MAG Regional Council approval
 anticipated on 1/25/2023.



PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6n.	Route & MP:	Local Road
	Project Name:	FELIX ROAD @ CBRY, TOWN OF FLORENCE
	Type of Work:	RAIL-HIGHWAY SAFETY UPGRADES
	County:	Pinal
	District:	Southcentral
	Schedule:	
	Project:	T028701X TIP#: 103573
	Project Manager:	Jane Gauger
	Program Amount:	\$0
	New Program Amount:	\$230,000
	Requested Action:	Establish a new project. Subject to MAG Regional Council approval anticipated on 1/25/2023.



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1. PRB Meeting Date: 11/15/2022

2. Teleconference: No

3. Form Date / 5. Form By:

4. Project Manager / Presenter:

11/17/2022

Jane Gauger @

Jane Gauger

602) 712-4052 - 4981 UTILITIES AND RAILROADS

6. Project Name:

7. Type of Work:

FELIX ROAD @ CBRY, TOWN OF FLORENCE

RAIL-HIGHWAY SAFETY UPGRADES

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
PQ1P	Southcentral	0000	Pinal	0	T028701X ?	0.1	FLO-0(202)T

16. Program Budget: \$0

17. Program Item #: 103573

18. Current Approved Program Budget:

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

18b Total Program Budget After Request:

\$0

\$230

\$230

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

Item #	Amount	Description	Comments
72623	\$230	RAILWAY HIGHWAY CROSSING	Section 130 FHWA 100pct participation

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: IGA 22-0008457-I

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
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24e. ENVIRONMENTAL CLEARANCE: YES

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish a new project.

26. JUSTIFICATION OF REQUEST

The project will improve safety of this rail-highway crossing by installing railroad safety upgrades at the existing Copper Basin Railway (CBRY) crossing (DOT 742-410X) on Felix Road in the Town of Florence. Railroad upgrades include replacing the existing timber surface with concrete panels and installing LED lights. CBRY will complete the construction work.

01X is Railroad Construction.

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

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 11/30/2022
Subject to MAG Regional Council approval
anticipated on 1/25/2023.

PRB APPROVED

FY 2023-2027 Airport Development Program - Projects (Discussion and Possible Action)

*ITEM 6o. **AIRPORT PROJECT NAME:** FY 2023 Airport Development Capital Improvement Program
GRANT MANAGER: Margie Cerda
REQUESTED ACTION: Revision of projects in the FY 23 Airport Development Capital Improvement Program.

ADOT Multimodal Planning Division - Airport Development Group

Summary of Airport Development CIP Program Dollars

Program Year 2023-2027

Airport Development CIP Sub-Program	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
FAA Match Set Aside (FSL)	\$ 4,900,000	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000
State-Funded Development Grants (SL)	\$ 33,200,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000
Airport Pavement Maintenance System (APMS)	\$ 16,400,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000
Grand Canyon National Park Airport (GCN)	\$ -	\$ 15,762,277	\$ 17,650,000	\$ 5,200,000	\$ 5,900,000
ADOT Airport Development Group Projects (Aero)	\$ 1,050,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
Total Five-Year CIP Program	\$ 55,550,000	\$ 39,762,277	\$ 41,650,000	\$ 29,200,000	\$ 29,900,000

FY2023 Airport Development Capital Improvement Program

Matching Grants (FSL)

Airport Name	County	Project Component	Project Description	State Share	Local Share	Federal Share	Project Total
Bagdad	Yavapai	Runway Rehabilitate	Reconstruct Runway	\$ 109,831	\$ 109,831	\$ 2,237,407	\$ 2,786,522
Benson Municipal	Cochise	Apron Rehabilitate	Seal Taxilane Pavement Surface/Pavement Joints	\$ 14,584	\$ 14,584	\$ 297,106	\$ 326,275
Chinle Municipal	Apache	Runway Rehabilitate	Reconstruct Runway	\$ 258,554	\$ 258,554	\$ 5,267,107	\$ 5,784,216
Cochise County	Cochise	Weather Reporting	Install Weather Reporting Equipment	\$ 16,278	\$ 16,278	\$ 331,604	\$ 364,160
Colorado City Municipal	Mohave	Taxiway Construct	Extend Taxiway	\$ 25,032	\$ 25,032	\$ 509,936	\$ 560,000
Falcon Field	Maricopa	Taxiway Construct	Reconstruct Taxiway	\$ 14,304	\$ 14,304	\$ 291,392	\$ 320,000
Glendale Municipal	Maricopa	Taxiway Rehabilitate	Reconstruct Taxiway	\$ 75,085	\$ 75,085	\$ 1,529,582	\$ 1,679,752
Kingman	Mohave	Taxiway Rehabilitate	Reconstruct Taxiway	\$ 19,216	\$ 19,216	\$ 391,466	\$ 429,899
Lake Havasu City	Mohave	Runway Rehabilitate	Reconstruct Runway	\$ 273,261	\$ 273,261	\$ 5,566,709	\$ 6,113,232
Laughlin/Bullhead International	Mohave	Taxiway Rehabilitate	Rehabilitate Taxiway	\$ 16,524	\$ 16,524	\$ 402,367	\$ 435,415
Laughlin/Bullhead International	Mohave	Terminal Expand	Improve/Modify/Rehabilitate Terminal Building	\$ 45,870	\$ 45,870	\$ 1,116,950	\$ 1,208,690
Payson	Gila	Master Plans	Update Airport Master Plan or Study	\$ 19,847	\$ 19,847	\$ 404,309	\$ 444,003
Phoenix Goodyear	Maricopa	Apron Construct	Expand Apron	\$ 21,000	\$ 29,000	\$ 432,500	\$ 483,000
Phoenix Mesa Gateway	Maricopa	Runway Rehabilitate	RWY 12C/30C North Section 30 Reconstruction	\$ 524,277	\$ 524,277	\$ 10,680,243	\$ 11,728,797
Phoenix Mesa Gateway	Maricopa	Runway Rehabilitate	RWY 12C/30C South Section Reconstruction	\$ 218,357	\$ 218,357	\$ 4,448,238	\$ 4,884,953
Phoenix Mesa Gateway	Maricopa	Terminal Construct	Terminal (PFC only: Gates and Related Areas)	\$ 378,947	\$ 378,947	\$ 14,400,000	\$ 15,157,895
Pinal Airpark	Pinal	Runway Rehabilitate	Reconstruct Runway	\$ 298,804	\$ 298,804	\$ 6,087,045	\$ 6,684,653
Prescott Regional - Ernest A Love Field	Yavapai	Taxiway Construct	Shift or Reconstruct Existing Taxiway	\$ 194,850	\$ 194,850	\$ 7,404,300	\$ 7,794,000
Scottsdale	Maricopa	Taxiway Construct	Extend Taxiway	\$ 199,771	\$ 199,771	\$ 4,069,602	\$ 4,469,143
Scottsdale	Maricopa	Taxiway Construct	Shift or Reconfigure Existing Taxiway	\$ 37,455	\$ 37,455	\$ 763,000	\$ 837,909
Taylor	Navajo	Master Plans	Update Airport Master Plan or Study	\$ 11,413	\$ 11,413	\$ 232,495	\$ 255,321
Tucson International Airport	Pima	Runway Construct	GMP2 Base Bid A for TUC ASE	\$ 1,127,518	\$ 1,127,518	\$ 22,969,090	\$ 25,224,127
Tucson International Airport	Pima	Runway Construct	Reconfigure Existing Rwy 6/12-11R/29L, GMP2 Base Bid B (Const)	\$ 301,709	\$ 301,709	\$ 6,146,234	\$ 6,749,653
Tucson International Airport	Pima	Runway Construct	Residential Sound Insulation for Homes-Noise Mitigation	\$ 196,354	\$ 196,354	\$ 4,000,000	\$ 4,392,708
ADOT Airport Development Group	Statewide		Aeronautics Sub-Program	\$ 501,156	\$ -	\$ -	\$ -
2023 Matching Grants (FSL) Subtotal				\$ 4,900,000	\$ 4,406,844	\$ 99,978,682	\$ 109,114,322
Previous Programmed Subtotal				\$ 5,600,000			

State-Local Grants (SL)

Airport Name	County	Project Component	Project Description	State Share	Local Share	Federal Share	Project Total
ADOT Airport Development Group	Statewide		Aeronautics Sub-Program	\$ 3,287,321	\$ -	\$ -	\$ 3,287,321
Buckeye Municipal	Maricopa	Security Fencing	Security Fencing and Gate Replacement	\$ 360,000	\$ 40,000	\$ -	\$ 400,000
Cottonwood	Yavapai	Taxiway Rehabilitate	Taxiway A Reconstruction	\$ 172,566	\$ 19,174	\$ -	\$ 191,740
Falcon Field	Maricopa	Taxiway, Construct	Eastside Dual Taxilane Phase 2	\$ 225,000	\$ 25,000	\$ -	\$ 250,000
Flagstaff	Coconino	Land for Protection	Land Protection (Safety Areas) Acquire	\$ 1,800,000	\$ 200,000	\$ -	\$ 2,000,000
Lake Havasu City	Mohave	Weather Reporting	AWOS Replacement	\$ 315,000	\$ 35,000	\$ -	\$ 350,000
Marana Regional	Pima	Master Plans	ALP Update	\$ 45,000	\$ 5,000	\$ -	\$ 50,000
Phoenix Goodyear	Maricopa	Airport Drainage	Infield Paving A3, A4 & A9 Phase II (A4)	\$ 1,980,000	\$ 220,000	\$ -	\$ 2,200,000
Phoenix Sky Harbor International	Maricopa	Airport Drainage	Infield Paving & Utility Upgrades Phase VII	\$ 3,100,000	\$ 344,444	\$ -	\$ 3,444,444
Scottsdale	Maricopa	Rehab Airport Road	Rehabilitate Airport Drive	\$ 839,736	\$ 93,304	\$ -	\$ 933,040
Sedona	Yavapai	Weather Reporting	Replace AWOS 3PT	\$ 360,000	\$ 40,000	\$ -	\$ 400,000
Sedona	Yavapai	Taxiway Rehabilitate	Partial Reconstruction of Taxiway A	\$ 135,000	\$ 15,000	\$ -	\$ 150,000
Prescott Regional	Yavapai	Airport Buildings Construct	Strategic Academic Flight Education Complex	\$ 600,000	\$ 66,667	\$ -	\$ 666,667
Buckeye Municipal	Maricopa	Land for Development	Runway 17 End Land Acquisition	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000
Casa Grande Municipal	Pinal	Apron Rehabilitate	Terminal Apron Rehabilitation	\$ 100,000	\$ -	\$ -	\$ 100,000
Chandler Municipal	Maricopa	Taxiway Construct	Extend Taxiway B - Phase 1	\$ 2,035,200	\$ -	\$ -	\$ 2,035,200
Cochise College	Cochise	Taxiway Rehabilitate	Reconstruct Taxiway A	\$ 300,000	\$ -	\$ -	\$ 300,000
Douglas Municipal	Cochise	Runway Rehabilitate	Rehabilitate Runway 3-21	\$ 1,500,000	\$ -	\$ -	\$ 1,500,000
Eloy Municipal	Pinal	Airport Drainage	Drainage Improvements - Phase 3	\$ 950,000	\$ -	\$ -	\$ 950,000
Eric Marcus Municipal	Pima	Taxiway Rehabilitate	Design Twy A2 Rehabilitation	\$ 75,000	\$ -	\$ -	\$ 75,000

FY2023 Airport Development Capital Improvement Program

Eric Marcus Municipal	Pima	Runway Rehabilitate	Runway 12/30 Rehabilitation	\$	225,000	\$	-	\$	-	\$	225,000
Greenlee County	Greenlee	Land for Development	Reimbursement ASLD 50-yr Right of Way	\$	47,050	\$	-	\$	-	\$	47,050
Laughlin/Bullhead International	Mohave	Terminal Construct/Expand	Renovate Terminal Holdroom Restrooms	\$	900,000	\$	-	\$	-	\$	900,000
Marana Regional	Pima	Apron Rehabilitate	East Hangar Apron Reconstruct - Phase I	\$	2,250,000	\$	-	\$	-	\$	2,250,000
Nogales International	Santa Cruz	Airport Drainage	Erosion Control	\$	200,000	\$	-	\$	-	\$	200,000
Nogales International	Santa Cruz	Guidance Signs	Install Taxiway Guidance Signs	\$	150,000	\$	-	\$	-	\$	150,000
Nogales International	Santa Cruz	Taxiway Lighting	Install Taxiway MITLs	\$	500,000	\$	-	\$	-	\$	500,000
Phoenix Deer Valley	Maricopa	Taxiway Construct	Reconstruct Taxiway C4-C10 - Phase II (C5)	\$	2,340,000	\$	-	\$	-	\$	2,340,000
Phoenix-Mesa Gateway	Maricopa	Taxiway Rehabilitate	Taxiway Hotel Design & Reconstruction	\$	1,400,000	\$	-	\$	-	\$	1,400,000
Prescott Regional	Yavapai	Apron Rehabilitate	North Ramp Reconstruction & Relocation	\$	375,000	\$	-	\$	-	\$	375,000
Prescott Regional	Yavapai	Airport Buildings Construct	ARFF, Ops, Maintenance, and SRE Building	\$	800,000	\$	-	\$	-	\$	800,000
Ryan Field	Pima	Airport Access Road Rehab	Connector Road Reconstruction / Sewer Extension Airfield Drive	\$	1,157,216	\$	-	\$	-	\$	1,157,216
Ryan Field	Pima	Airport Access Road Rehab	Aviator Lane Mill & Overlay and Sewer Extension	\$	1,249,132	\$	-	\$	-	\$	1,249,132
San Manuel	Pinal	Perimeter Fencing	Install Perimeter Fence	\$	400,000	\$	-	\$	-	\$	400,000
Seligman	Yavapai	Apron Rehabilitate	Apron A Rehab Construct Phase 1	\$	105,263	\$	-	\$	-	\$	105,263
Show Low Regional	Navajo	Runway MIRL/HIRL	Replace Runway Lighting with LED	\$	120,000	\$	-	\$	-	\$	120,000
Superior Municipal	Pinal	Auto Parking Construct	Parking Lot	\$	66,516	\$	-	\$	-	\$	66,516
Taylor	Navajo	Land for Protection	4.65 Acres of Land Acquisition	\$	65,000	\$	-	\$	-	\$	65,000
Tombstone Municipal	Cochise	Apron Construct	Apron Construct Phase II	\$	120,000	\$	-	\$	-	\$	120,000
Wickenburg Municipal	Maricopa	Taxiway Lighting	Upgrade Taxiway Lighting (LED)	\$	550,000	\$	-	\$	-	\$	550,000
			2023 SL Subtotal	\$	33,200,000	\$	1,103,589	\$	-	\$	34,303,589
			Previous Programmed Subtotal								

Arizona Pavement Maintenance System (APMS)

<i>Airport Name</i>	<i>County</i>	<i>Project Component</i>	<i>Project Description</i>	<i>State Share</i>	<i>Local Share</i>	<i>Federal Share</i>	<i>Project Total</i>
ADOT Airport Development Group	Statewide	Design/Construction	Design	\$ 975,000	\$ -	\$ -	\$ 975,000
ADOT Airport Development Group	Statewide	Design/Construction	Construction Management	\$ 3,125,000	\$ -	\$ -	\$ 3,125,000
ADOT Airport Development Group	Statewide	APMS Contingency Fund	Aeronautics Sub-Program	\$ 1,793,254	\$ -	\$ -	\$ 1,793,254
Bisbee-Douglas International	Cochise	Runway Preservation	P-608 Application at RW826BD-10	\$ 67,729	\$ 7,525	\$ -	\$ 75,254
Bisbee-Douglas International	Cochise	Runway Preservation	P-608 Application at RW826BD-20	\$ 78,807	\$ 8,756	\$ -	\$ 87,563
Bisbee-Douglas International	Cochise	Runway Preservation	P-608 Application at RW826BD-30	\$ 42,914	\$ 4,768	\$ -	\$ 47,682
Casa Grande Municipal	Pinal	Taxiway Preservation	P-608 Application at TWECG-10	\$ 40,005	\$ 4,445	\$ -	\$ 44,450
Casa Grande Municipal	Pinal	Taxiway Preservation	P-608 Application at TWECG-20	\$ 18,747	\$ 2,083	\$ -	\$ 20,830
Colorado City	Mohave	Runway Preservation	P-608 Application at RW1129CL-10	\$ 294,565	\$ 32,729	\$ -	\$ 327,294
Coolidge Municipal	Pinal	Runway Preservation	P-608 Application at RW1735CM-10	\$ 177,485	\$ 19,721	\$ -	\$ 197,206
Greenlee County	Greenlee	Taxiway Preservation	P-608 Application at TWAGR-20	\$ 58,002	\$ 6,445	\$ -	\$ 64,447
Greenlee County	Greenlee	Taxiway Preservation	P-608 Application at TWAGR-30	\$ 9,896	\$ 1,100	\$ -	\$ 10,996
Greenlee County	Greenlee	Taxiway Preservation	P-608 Application at TWAGR-40	\$ 19,182	\$ 2,131	\$ -	\$ 21,313
Greenlee County	Greenlee	Taxiway Preservation	P-608 Application at TWAGR-50	\$ 39,610	\$ 4,401	\$ -	\$ 44,011
H.A. Clark Memorial	Coconino	Runway Preservation	P-608 Application at RW1836WI-10	\$ 397,604	\$ 44,178	\$ -	\$ 441,782
Nogales International	Santa Cruz	Taxiway Preservation	P-608 Application at TWANG-10	\$ 96,037	\$ 10,671	\$ -	\$ 106,708
Nogales International	Santa Cruz	Taxiway Preservation	P-608 Application at TWANG-20	\$ 84,501	\$ 9,389	\$ -	\$ 93,890
Nogales International	Santa Cruz	Taxiway Preservation	1-inch AC Overlay at TWANG-30	\$ 327,606	\$ 36,401	\$ -	\$ 364,007
Page Municipal	Coconino	Taxiway Preservation	P-608 Application at TWAPM-10	\$ 172,259	\$ 19,140	\$ -	\$ 191,399
Page Municipal	Coconino	Taxiway Preservation	P-608 Application at TWAPM-20	\$ 13,811	\$ 1,535	\$ -	\$ 15,346
Page Municipal	Coconino	Taxiway Preservation	P-608 Application at TWAPM-40	\$ 12,271	\$ 1,363	\$ -	\$ 13,634
Page Municipal	Coconino	Taxiway Preservation	P-608 Application at TWAPM-50	\$ 7,979	\$ 887	\$ -	\$ 8,866
Page Municipal	Coconino	Taxiway Preservation	P-608 Application at TWAPM-60	\$ 18,029	\$ 2,003	\$ -	\$ 20,032
Ryan Field	Pima	Runway Preservation	P-608 Application at RW1533RY-10	\$ 161,141	\$ 17,905	\$ -	\$ 179,046
Ryan Field	Pima	Runway Preservation	P-608 Application at RW1533RY-20	\$ 24,742	\$ 2,749	\$ -	\$ 27,491
Safford	Graham	Taxiway Preservation	1-inch Mill/1-inch AC Overlay at TWASF-10	\$ 514,339	\$ 57,149	\$ -	\$ 571,488
St. Johns	Apache	Runway Preservation	P-608 Application at RW1432SJ-10	\$ 253,981	\$ 28,220	\$ -	\$ 282,201

FY2023 Airport Development Capital Improvement Program

Springerville	Apache	Taxiway Preservation	P-608 Application at RW321SP-10	\$	18,167	\$	2,019	\$	-	\$	20,186
Springerville	Apache	Taxiway Preservation	P-608 Application at RW321SP-60	\$	154,139	\$	17,127	\$	-	\$	171,266
Wickenburg	Maricopa	Runway Preservation	P-608 Application at RW523WK-10	\$	276,926	\$	30,770	\$	-	\$	307,696
Winslow-Lindbergh Regional	Navajo	Runway Preservation	P-608 Application at RW422WN-30	\$	51,943	\$	5,771	\$	-	\$	57,714
Benson Municipal	Cochise	Runway Preservation	1-inch AC Overlay at RW1028-10	\$	745,871	\$	82,875	\$	-	\$	828,746
Casa Grande Municipal	Pinal	Apron Preservation	1-inch AC Overlay at A01CG-40	\$	702,325	\$	78,036	\$	-	\$	780,361
Casa Grande Municipal	Pinal	Apron Preservation	1-inch AC Overlay at A01CG-30	\$	186,734	\$	20,748	\$	-	\$	207,482
Coolidge Municipal	Pinal	Runway Preservation	P-608 Application at RW523CM-10	\$	522,460	\$	58,051	\$	-	\$	580,511
Cottonwood Municipal	Yavapai	Runway Preservation	1-inch AC Overlay at RW1432CT-10	\$	524,020	\$	58,225	\$	-	\$	582,245
Cottonwood Municipal	Yavapai	Runway Preservation	1-inch AC Overlay at RW1432CT-20	\$	250,478	\$	27,831	\$	-	\$	278,309
Holbrook Municipal	Navajo	Taxiway Preservation	1-inch AC Overlay at TWBHL-10	\$	163,112	\$	18,124	\$	-	\$	181,236
Kayenta	Navajo	Runway Preservation	P-608 Application at RW523KY-10	\$	337,407	\$	37,490	\$	-	\$	374,897
Nogales International	Santa Cruz	Runway Preservation	1-inch AC Overlay at RW321NG-10	\$	1,699,428	\$	188,825	\$	-	\$	1,888,253
Page Municipal	Coconino	Runway Preservation	1-inch AC Overlay at RW1533PM-20	\$	254,745	\$	28,305	\$	-	\$	283,050
Show Low Regional	Navajo	Runway Preservation	P-608 Application at RW725SL-10	\$	451,149	\$	50,128	\$	-	\$	501,277
Taylor	Navajo	Runway Preservation	1-inch AC Overlay at RW321TA-10	\$	1,236,600	\$	137,400	\$	-	\$	1,374,000
2023 APMS Subtotal				\$	16,400,000	\$	1,167,419	\$	-	\$	17,567,419

ADOT Airport Development Group Projects (Aero)

Airport Name	County	Project Component	Project Description	State Share	Local Share	Federal Share	Project Total
ADOT Airport Development Group	Statewide	Aeronautics Services	State Airports System Plan Update	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000
ADOT Airport Development Group	Statewide	Aeronautics Services	Grant Management & Training	\$ 50,000	\$ -	\$ -	\$ 50,000
2023 Airport Development Group Projects Subtotal				\$ 1,050,000	\$ -	\$ -	\$ 1,050,000
Note* Local Share of project funded through the Aviation Fund							

Grand Canyon National Parl Airport (GCN)

Airport Name	County	Project Component	Project Description	State Share	Local Share *	Federal Share	Project Total
Grand Canyon National Park Airport (GCN)	Coconino			\$ -	\$ -	\$ -	\$ -
2023 GCN Subtotal				\$ -	\$ -	\$ -	\$ -
Note* Local Share of project funded through the Aviation Fund							

2023 Airport Development CIP Sub-programs Total	\$	55,550,000	\$	6,677,852	\$	99,978,682	\$	162,035,330
2023 Airport Development CIP Total	\$	55,550,000						

STATE ENGINEER'S REPORT

November 2022

The Status of Projects Under Construction report for November 2022 shows 105 projects under construction valued at \$2,154,651,327.49. The transportation board awarded 4 projects during November valued at approximately \$27.5 million.

During November, the Department finalized 10 projects valued at \$81,841,569.08. 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 35 projects. The total cost of these 35 projects has exceeded the contractors bid amount by 7.8%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to 2.9%.

MONTHLY CONSTRUCTION REPORT

November 2022

PROJECTS UNDER CONSTRUCTION	105
MONETARY VALUE OF CONTRACTS	\$2,154,651,327.49
PAYMENTS MADE TO DATE	\$1,161,063,091.58
STATE PROJECTS	94
LOCAL GOVERNMENT	11
OTHER	
CONTRACTS EXECUTED IN November 2022	6
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$193,928,493.65

FIELD REPORTS SECTION

EXT. 7301

Accumulation to Date (FiscalYear 2023 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
35	\$307,662,855.43	\$291,752,431.35	\$314,638,588.27	\$22,886,156.92	7.8%

Prepared By:

DocuSigned by:
Ladd Bouts
4121CC9894A942B...

12/1/2022

Field Reports Unit, X7301

Checked By:

DocuSigned by:
Irene Del Castillo
12/5/2022
607D5035C248471...

Irene Del Castillo, Manager

Field Reports Unit, X7301

Completed Contracts (Fiscal Year 2023)

November, 2022

<u>Totals</u>	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
# of Projects: 10	10		\$68,743,482.03	\$81,841,569.08
		<u>Monetary</u>		<u>Monetary</u>
				\$13,098,087.05

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2023
November, 2022

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
STP-086-A(210)S H680601C	VALENCIA ROAD TO KINNEY ROAD SouthCent District						
Working Days: 1177 = 700 + 217 + 3 + 257 Days Used: 1177							
		41,090,582.77	THE ASHTON COMPANY, INC. CONTRACTORS & ENGINEERS	Low Bid = (\$130,259.67) or 0.32% under State Estimate \$40,960,323.10	\$52,194,524.86	\$11,234,201.76	27.4 %
CCN-0(222)T SH61301P	COCONINO CO VARIOUS LOC NorthCent District						
Working Days: 365 Days Used: 635							
			COCONINO COUNTY	Low Bid = or under State Estimate \$19,023.26	\$18,966.45	(\$56.81)	-0.3 %
CCN-0(223)T SH61401P	COCONINO CO VARIOUS LOC NorthCent District						
Working Days: 365 Days Used: 636							
			COCONINO COUNTY	Low Bid = or under State Estimate \$44,190.15	\$41,846.06	(\$2,344.09)	-5.3 %
040-C-(218)T H879501C	PARKS TI - RIORDAN BRIDGE NorthCent District						
Working Days: 335 Days Used: 318							
		14,450,773.00	FNF CONSTRUCTION, INC.	Low Bid = (\$464,980.96) or 3.22% under State Estimate \$13,985,792.04	\$15,531,017.07	\$1,545,225.03	11.0 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2023
November, 2022

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
070-B-(204)T H878901C	8TH STREET - US 191 SouthEast District						
Working Days: 208 = 200	+ 5 + 3						
Days Used: 188							
			FNF CONSTRUCTION, INC.	Low Bid = (\$407,546.59) or 7.49% under State Estimate			
		5,438,804.40		\$5,031,257.81	\$4,698,851.12	(\$332,406.69)	-6.6 %
AVN-0-(215)T SZ07801C	CITY OF AVONDALE Central District						
Working Days: 222 = 215	+ 7						
Days Used: 222							
			D B A CONSTRUCTION INC.	Low Bid = \$203,253.50 or 18.35% over State Estimate			
		1,107,923.00		\$1,311,176.50	\$1,372,327.86	\$61,151.36	4.7 %
019-A-(236)T F010101C	RUBY ROAD TI UP #1240 SouthCent District						
Working Days: 220							
Days Used: 201							
			FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	Low Bid = \$415,428.15 or 20.13% over State Estimate			
		2,063,383.85		\$2,478,812.00	\$2,413,051.97	(\$65,760.03)	-2.7 %
010-E-(228)T F017301C	AJO WAY IRVINGTON PALO VERDE S SouthCent District						
Working Days: 95 = 50	+ 45						
Days Used: 94							
			J. BANICKI CONSTRUCTION, INC.	Low Bid = (\$379,477.99) or 33.99% under State Estimate			
		1,116,443.10		\$736,965.11	\$1,240,085.33	\$503,120.22	68.3 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2023
 November, 2022

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
040-D-(235)T H892801C	BABBITS TANK BR WB # 1385 & B NorthCent District						
Working Days: 156 = 150 + 6 Days Used: 151							
			VASTCO, INC.	Low Bid = \$777,798.16 or 28.87% over State Estimate \$3,472,182.06	\$3,648,122.02	\$175,939.96	5.1 %
		2,694,383.90					
060-E-(221)T F035301C	MP 301 - SR260 NorthEast District						
Working Days: 40 Days Used: 22							
			HATCH CONSTRUCTION & PAVING, INC.	Low Bid = \$100,870.00 or 16.73% over State Estimate \$703,760.00	\$682,776.34	(\$20,983.66)	-3.0 %
		602,890.00					

FINAL COST VS BID ADJUSTED

FISCAL YEAR 2023.

<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-23	\$ 873,070	\$ 36,532	\$ (1,387)	\$ 1,118	\$ 36,264	\$ 892,803	\$ 836,806	-6.3%
Aug-23	\$ 87,525,523	\$ 2,804,410	\$ 650,049	\$ (5,196)	\$ 3,485,527	\$ 85,282,837	\$ 84,039,996	-1.5%
Sep-23	\$ 143,976,499	\$ 300,094	\$ 429,568	\$ 187,223	\$ 4,402,412	\$ 138,299,506	\$ 139,574,087	0.9%
Oct-23	\$ 232,797,019	\$ 1,933,294	\$ 398,611	\$ 146,493	\$ 6,880,811	\$ 223,008,949	\$ 225,916,208	1.3%
Nov-23	\$ 314,638,588	\$ 6,591,184	\$ 704,339	\$ 170,506	\$ 14,346,840	\$ 291,752,431	\$ 300,291,748	2.9%
Dec-23					\$ 14,346,840		\$ (14,346,840)	
Jan-24					\$ 14,346,840		\$ (14,346,840)	
Feb-24					\$ 14,346,840		\$ (14,346,840)	
Mar-24					\$ 14,346,840		\$ (14,346,840)	
Apr-24					\$ 14,346,840		\$ (14,346,840)	
May-24					\$ 14,346,840		\$ (14,346,840)	
Jun-24					\$ 14,346,840		\$ (14,346,840)	
		\$ 11,665,514	\$ 2,181,181	\$ 500,145	\$ 14,346,840			

Contracts: (Action as Noted)

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

*ITEM 8a: BOARD DISTRICT NO.: 5

BIDS OPENED: NOVEMBER 18, 2022

HIGHWAY: WINSLOW – KAYENTA (SR 87)

SECTION: TEESTO WASH BRIDGE (STR. # 20203)

COUNTY: NAVAJO

ROUTE NO.: SR 87

PROJECT : TRACS: 087-D(204)T: 087 NA 384 F023201C

FUNDING: 94.30% FEDS 5.70% STATE

LOW BIDDER: FNF CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 7,622,073.85

STATE ESTIMATE: \$ 8,385,740.00

\$ UNDER ESTIMATE: \$ 763,666.15

% UNDER ESTIMATE: 9.1%

PROJECT DBE GOAL: 3.44%

BIDDER DBE PLEDGE: 5.61%

NO. BIDDERS: 4

RECOMMENDATION: POSTPONED (ONE CONTRACTOR ALLEGES IT EXPERIENCED TECHNICAL ERROR WITH BID EXPRESS DURING ITS BID SUBMISSION. THE DEPARTMENT IS INVESTIGATING THE CLAIM)



*ITEM 8b: BOARD DISTRICT NO.: 1

BIDS OPENED: NOVEMBER 18, 2022

HIGHWAY: CITY OF BUCKEYE

SECTION: YUMA ROAD AND VERRADO WAY

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: BKY-0(214)T: 000 MA BKY T025601C

FUNDING: 94.3% FED 5.7% LOCAL

LOW BIDDER: MARTELL ELECTRIC, LLC

LOW BID AMOUNT: \$ 1,222,201.47

STATE ESTIMATE: \$ 1,047,481.00

\$ OVER ESTIMATE: \$ 174,720.47

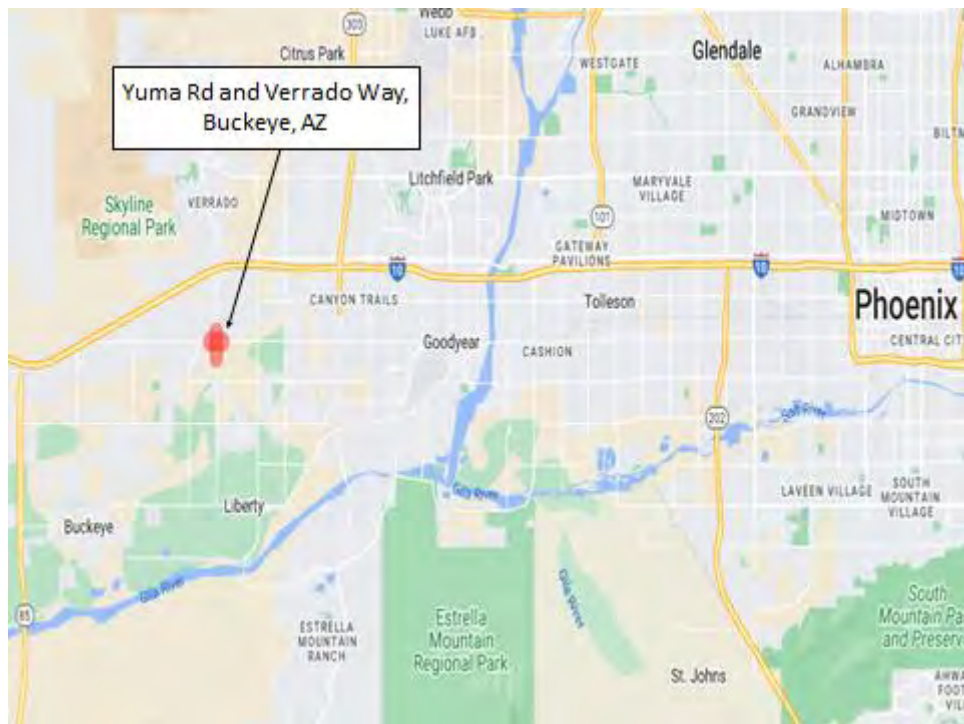
% OVER ESTIMATE: 16.7%

PROJECT DBE GOAL: 1.08%

BIDDER DBE PLEDGE: 14.86%

NO. BIDDERS: 5

RECOMMENDATION: REJECT ALL BIDS



*ITEM 8c: BOARD DISTRICT NO.: 4

BIDS OPENED: NOVEMBER 18, 2022

HIGHWAY: CITY OF APACHE JUNCTION

SECTION: IDAHO RD: SUPERSTITION BLVD TO MCKELLIPS RD

COUNTY: PINAL

ROUTE NO.: LOCAL

PROJECT : TRACS: APJ-0(216)T: 0000 PN APJ T023701C

FUNDING: 81.4% FEDS 18.6% LOCAL

LOW BIDDER: COMBS CONSTRUCTION COMPANY, INC.

LOW BID AMOUNT: \$ 2,125,287.55

STATE ESTIMATE: \$ 1,241,707.00

\$ OVER ESTIMATE: \$ 883,580.55

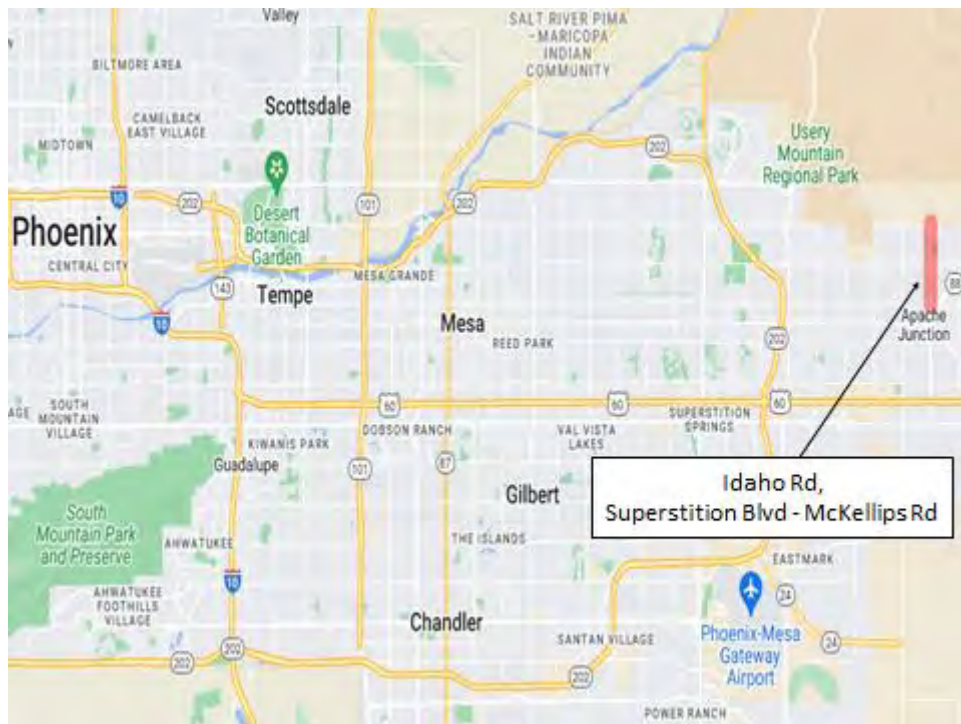
% OVER ESTIMATE: 71.2%

PROJECT DBE GOAL: 12.88%

BIDDER DBE PLEDGE: 13.98%

NO. BIDDERS: 2

RECOMMENDATION: AWARD



*ITEM 8d: BOARD DISTRICT NO.: 4

BIDS OPENED: NOVEMBER 4, 2022

HIGHWAY: CITY OF CASA GRANDE

SECTION: INTERSECTION OF COTTONWOOD LN AND KADOTA AVE

COUNTY: PINAL

ROUTE NO.: LOCAL

PROJECT : TRACS: CSG-0(210)T: 000 PN CSG T027701C

FUNDING: 100% FEDS

LOW BIDDER: WILLIAM CHARLES CONSTRUCTION COMPANY, LLC

LOW BID AMOUNT: \$ 357,866.13

STATE ESTIMATE: \$ 143,385.60

\$ OVER ESTIMATE: \$ 214,480.53

% OVER ESTIMATE: 149.6%

PROJECT DBE GOAL: 2.89%

BIDDER DBE PLEDGE: 5.34%

NO. BIDDERS: 2

RECOMMENDATION: POSTPONED



*ITEM 8e: BOARD DISTRICT NO.: 4

BIDS OPENED: NOVEMBER 18, 2022

HIGHWAY: CITY OF MARICOPA

SECTION: ANDERSON RD AND PETERS AND NALL RD

COUNTY: PINAL

ROUTE NO.: LOCAL

PROJECT : TRACS: MAR-0(213)T: 0000 PN MAR T029201C

FUNDING: 94.3% FEDS 5.7% LOCAL

LOW BIDDER: COMBS CONSTRUCTION COMPANY, INC.

LOW BID AMOUNT: \$ 1,759,779.46

STATE ESTIMATE: \$ 1,514,219.20

\$ OVER ESTIMATE: \$ 245,560.26

% OVER ESTIMATE: 16.2%

PROJECT DBE GOAL: 3.74%

BIDDER DBE PLEDGE: 3.41%

NO. BIDDERS: 1

RECOMMENDATION: REJECT ALL BIDS



*ITEM 8f: BOARD DISTRICT NO.: 3

BIDS OPENED: NOVEMBER 18, 2022

HIGHWAY: SANTA CRUZ COUNTY

SECTION: PENDLETON DRIVE AT SONOITA CREEK WASH

COUNTY: SANTA CRUZ

ROUTE NO.: LOCAL

PROJECT : TRACS: SSC-0(210)T: 0000 SC SSC T029101C

FUNDING: 94.3% FEDS 5.7% STATE 100% LOCAL

LOW BIDDER: THE ASHTON COMPANY, INC. CONTRACTORS & ENGINEERS

LOW BID AMOUNT: \$ 1,982,289.00

STATE ESTIMATE: \$ 1,650,703.76

\$ OVER ESTIMATE: \$ 331,585.24

% OVER ESTIMATE: 20.1%

PROJECT DBE GOAL: 10.69%

BIDDER DBE PLEDGE: 10.71%

NO. BIDDERS: 5

RECOMMENDATION: AWARD



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

BID RESULTS

Completion Date:

235 Working Days

The proposed project is located in Maricopa County on the eastbound and westbound of I-10 between milepost 90 and milepost 100. The work consists of removing the existing asphaltic concrete (AC) surface by milling and replacing it with new AC and asphaltic concrete friction course. The work also includes removing and replacing the existing guardrail and guardrail end terminals, pavement markings, and other related work.

Bid Opening Date : 11/4/2022, Prequalification Required, Engineer Specialist : Jalal Kamal

Project No.	Highway Termini	Location	Item
010 MA 090 F034501C 010-A-(235)T	EHRENBURG - PHOENIX HIGHWAY (I-10)	443rd AVE - E OF WINTERSBURG R SouthWest District	101684

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$21,156,815.75	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
	\$21,378,576.65	DEPARTMENT	
2	\$23,999,000.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-

Apparent Low Bidder is 1.0% Under Department Estimate (Difference = (\$221,760.90))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, AUGUST 12, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO 010 MA 090 F0345 01C
PROJECT NO 010-A(235)T
TERMINI EHRENBURG – PHOENIX HIGHWAY (I-10)
LOCATION 443RD AVE – E. OF WINTERSBURG RD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-10	90-100	SOUTHWEST	101684

The amount programmed for this contract is \$27,000,000. The location and description of the proposed work are as follows:

The proposed project is located in Maricopa County on the eastbound and westbound of I-10 between milepost 90 and milepost 100. The work consists of removing the existing asphaltic concrete (AC) surface by milling and replacing it with new AC and asphaltic concrete friction course. The work also includes removing and replacing the existing guardrail and guardrail end terminals, pavement markings, and other related work.

The time allowed for the completion of the work included in this contract will be 235 working days.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 7.90.

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: July 12, 2022

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

BID RESULTS

Completion Date:

160 Working Days

The proposed project is located in Navajo County on SR 87, 40 miles north of Winslow and 86 miles south of Tuba City. The project limits begin at milepost 384.72, and end at milepost 385.40. The project is located within the Navajo Nation. The proposed work consists of removing the existing Teesto Wash Bridge and replacing it with a three span AASHTO Type IV girder bridge. Additional work includes roadway realignment, guardrail replacement, approach slab construction, pavement marking replacement, and other miscellaneous work.

Bid Opening Date : 11/18/2022, Prequalification Required, Engineer Specialist : Mahdi Ghalib

Project No.	Highway Termini	Location	Item
087 NA 384 F023201C 087-D-(204)T	WINSLOW - KAYENTA HWY (SR 87)	TEESTO WASH BRIDGE NorthEast District	7927

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$7,622,073.85	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
	\$8,385,740.00	DEPARTMENT	
2	\$8,773,809.70	VASTCO, INC.	425 INDUSTRIAL DRIVE CHINO VALLEY, AZ 86323-
3	\$8,996,631.55	TECHNOLOGY CONSTRUCTION, INC.	5430 SIDE ROAD PRESCOTT, AZ 86301-
4	\$11,913,590.25	MERIDIAN ENGINEERING COMPANY	3855 NORTH BUSINESS CENTER DRIVE TUCSON , AZ 85705-

Apparent Low Bidder is 9.1% Under Department Estimate (Difference = (\$763,666.15))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 04, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	087 NA 384 F023201C
PROJECT NO	087-D(204)T
TERMINI	WINSLOW-KAYENTA (SR 87)
LOCATION	TEESTO WASH BRIDGE (STR. # 20203)

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 87	384.72 – 385.40	NORTHEAST	7927

The amount programmed for this contract is \$ 10,000,000. The location and description of the proposed work are as follows:

The proposed project is located in Navajo County on SR 87, 40 miles north of Winslow and 86 miles south of Tuba City. The project limits begin at milepost 384.72, and end at milepost 385.40. The project is located within the Navajo Nation. The proposed work consists of removing the existing Teesto Wash Bridge and replacing it with a three span AASHTO Type IV girder bridge. Additional work includes roadway realignment, guardrail replacement, approach slab construction, pavement marking replacement, and other miscellaneous work

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

The time allowed for the completion of the work included in this contract will be 160 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 3.44.

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.

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

PROJECT ADVERTISED ON: (9/6/2022)

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

BID RESULTS

Completion Date:

365 Calendar Days

The proposed project is located in Maricopa County within the City of Buckeye along Yuma Road between 237th Drive and Verrado Way and along Verrado Way between Yuma Road and McDowell Road. The work includes the installation of fiber optic conduit and cables, Ethernet switches, and related equipment to complete the work.

Bid Opening Date : 11/18/2022, Prequalification Required, Engineer Specialist : Mowery-Racz Thomas

Project No.	Highway Termini	Location	Item
0000 MA BKY T025601C BKY-0-(214)T	CITY OF BUCKEYE	Yuma Rd and Verrado Way Central District	101758

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$1,047,481.00	DEPARTMENT	
1	\$1,222,201.47	MARTELL ELECTRIC, LLC	5635 W. VAN BUREN STREET PHOENIX, AZ 85043-
2	\$1,283,844.64	WILLIAM CHARLES CONSTRUCTION COMPANY, LLC	8767 E. VIA DE VENTRUA SCOTTSDALE, AZ 85258-
3	\$1,289,069.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027-
4	\$1,974,895.00	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202-1125
5	\$2,289,664.73	MP NEXLEVEL, LLC	500 COUNTY ROAD 37 E MAPLE LAKE, MN 55358-

Apparent Low Bidder is 16.7% Over Department Estimate (Difference = \$174,720.47)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 18, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO 000 MA BKY T0256 01C
PROJECT NO BKY-0(214)T
TERMINI CITY OF BUCKEYE
LOCATION YUMA ROAD AND VERRADO WAY

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
	to		
N/A	N/A	CENTRAL	101758

The amount programmed for this contract is \$1,260,000. The location and description of the proposed work are as follows:

The proposed project is located in Maricopa County within the City of Buckeye along Yuma Road between 237th Drive and Verrado Way and along Verrado Way between Yuma Road and McDowell Road. The work includes the installation of fiber optic conduit and cables, Ethernet switches, and related equipment to complete the work.

The time allowed for the completion of the work included in this contract will be **530** 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 1.08.

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: August 31, 2022

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

BID RESULTS

Completion Date:

140 Working Days

The proposed project is located in Pinal County within the City of Apache Junction along Idaho Road between Superstition Boulevard and McKellips Road. The approximate length of the project is 2.0 miles. The proposed work consists of constructing Curb and Gutter, Sidewalk and Bike Lane.

Bid Opening Date : 11/18/2022, Prequalification Required, Engineer Specialist : Mahfuz Anwar

Project No.	Highway Termini	Location	Item
0000 PN APJ T023701C APJ-0-(216)T	CITY OF APACHE JUNCTION	Idaho Rd-Superstition Blvd to Central District	100839

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$1,241,707.00	DEPARTMENT	
1	\$2,125,287.55	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318-
2	\$2,550,000.00	K.A.Z. CONSTRUCTION, INC.	1138 S. SANTA RITA AVENUE TUCSON, AZ 85719-

Apparent Low Bidder is 71.2% Over Department Estimate (Difference = \$883,580.55)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 18, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 PN APJ T0237 01C
PROJECT NO	APJ-0(216)T
TERMINI	CITY OF APACHE JUNCTION
LOCATION	IDAHO RD: SUPERSTITION BLVD TO MCKELLIPS RD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	CENTRAL	100839

The amount programmed for this contract is \$1,400,000. The location and description of the proposed work are as follows:

The proposed project is located in Pinal County within the City of Apache Junction along Idaho Road between Superstition Boulevard and McKellips Road. The approximate length of the project is 2.0 miles. The proposed work consists of constructing Curb and Gutter, Sidewalk and Bike Lane.

The time allowed for the completion of the work included in this contract will be 140 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 12.88.

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: 9/27/22

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

BID RESULTS

Completion Date:

210 Calendar Days

The proposed project is located within Pinal County at the intersection of Cottonwood Lane and Kadota Avenue within the City of Casa Grande. The proposed work consists of the installation of a pedestrian hybrid beacon for crossing Cottonwood Lane, including power installation to the beacon and related work.

Bid Opening Date : 11/4/2022, Prequalification Required, Engineer Specialist : Mowery-Racz Thomas

Project No.	Highway Termini	Location	Item
0000 PN CSG T027701C CSG-0-(210)T	City of Casa Grande	Cottonwood Ln and Kadota Ave - SouthCent District	101742

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$143,385.60	DEPARTMENT	
1	\$357,866.13	WILLIAM CHARLES CONSTRUCTION COMPANY, LLC	8767 E. VIA DE VENTRUA SCOTTSDALE, AZ 85258-
2	\$379,950.00	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202-1125

Apparent Low Bidder is 149.6% Over Department Estimate (Difference = \$214,480.53)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 4, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO 000 PN CSG T0277 01C
PROJECT NO CSG-0(210)T
TERMINI CITY OF CASA GRANDE
LOCATION INTERSECTION OF COTTONWOOD LN AND KADOTA AVE

ROUTE NO.	MILEPOST to	DISTRICT	ITEM NO.
N/A	N/A	SOUTHCENTRAL	101742

The amount programmed for this contract is \$206,000. The location and description of the proposed work are as follows:

The proposed project is located within Pinal County at the intersection of Cottonwood Lane and Kadota Avenue within the City of Casa Grande. The proposed work consists of the installation of a pedestrian hybrid beacon for crossing Cottonwood Lane, including power installation to the beacon and related work.

The time allowed for the completion of the work included in this contract will be **135** calendar days.

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

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 2.89.

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: September 6, 2022

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

BID RESULTS

Completion Date:

115 Calendar Days

The proposed project is located in Pinal County within the City of Maricopa on Anderson Road from Trading Post Road to Peters and Nall Road and on Peters and Nall Road from Antone Street to Anderson Road. The work consists of placing a double chip seal coat, pavement marking, signing and other related work.

Bid Opening Date : 11/18/2022, Prequalification Required, Engineer Specialist : Brandon Campbell

Project No.	Highway Termini	Location	Item
0000 PN MAR T029201C MAR-0-(213)T	CITY OF MARICOPA	ANDERSON RD AND PETERS AND NAL Central District	100952

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$1,514,219.20	DEPARTMENT	
1	\$1,759,779.46	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318-

Apparent Low Bidder is 16.2% Over Department Estimate (Difference = \$245,560.26)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, OCTOBER 14, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 PN MAR T0292 01C
PROJECT NO	MAR-0(213)T
TERMINI	CITY OF MARICOPA
LOCATION	ANDERSON RD AND PETERS AND NALL RD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	CENTRAL	100952

The amount programmed for this contract is \$1,800,000. The location and description of the proposed work are as follows:

The proposed project is located in Pinal County within the City of Maricopa on Anderson Road from Trading Post Road to Peters and Nall Road and on Peters and Nall Road from Antone Street to Anderson Road. The work consists of placing a double chip seal coat, pavement marking, signing and other related work.

The time allowed for the completion of the work included in this contract will be 115 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 3.74.

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: 8/26/2022

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

BID RESULTS

Completion Date:

180 Calendar Days

The proposed project is in Santa Cruz County within the Rio Rico Community, off I-19 mile post 10. The proposed work includes asphaltic concrete paving, constructing reinforced concrete box culvert, drainage reconstruction, pavement markings, signing, and other related work.

Bid Opening Date : 11/18/2022, Prequalification Required, Engineer Specialist : Layth Al Obaidi

Project No.	Highway Termini	Location	Item
0000 SC SSC T029101C SSC-0-(210)T	SANTA CRUZ COUNTY	Pendleton Drive Dip at Sonoita SouthCent District	101015

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$1,650,703.76	DEPARTMENT	
1	\$1,982,289.00	THE ASHTON COMPANY, INC. CONTRACTORS & ENGINEERS	2727 S. COUNTRY CLUB ROAD TUCSON, AZ 85713-
2	\$2,225,671.13	SHOW LOW CONSTRUCTION, INC.	1801 W. DEUCE OF CLUBS, SUITE 300 SHOW LOW, AZ 85901-
3	\$2,722,453.10	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318-
4	\$2,835,000.00	K.A.Z. CONSTRUCTION, INC.	1138 S. SANTA RITA AVENUE TUCSON, AZ 85719-
5	\$3,044,712.00	MERIDIAN ENGINEERING COMPANY	3855 NORTH BUSINESS CENTER DRIVE TUCSON , AZ 85705-

Apparent Low Bidder is 20.1% Over Department Estimate (Difference = \$331,585.24)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 18, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 SC SSC T029101C
PROJECT NO SSC-0(210)T
TERMINI SANTA CRUZ COUNTY
LOCATION PENDLETON DRIVE AT SONOITA CREEK WASH

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	SOUTHCENTRAL	101015

The amount programmed for this contract is \$1,900,000. The location and description of the proposed work are as follows:

The proposed project is in Santa Cruz County within the Rio Rico Community, off I-19 milepost 10. The proposed work includes asphaltic concrete paving, constructing reinforced concrete box culvert, drainage reconstruction, pavement markings, signing, and other related work.

The time allowed for the completion of the work included in this contract will be 180 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 10.69.

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

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

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

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

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

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

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

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

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

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

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

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

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Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications
PROJECT ADVERTISED ON: 09/21/2022