

**STATE TRANSPORTATION BOARD MEETING
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE
9:00am, February 17, 2023
Town of Oro Valley
11000 North La Canada Drive
Oro Valley, Arizona 85737**

Call to Order

Chairman Gary Knight called the State Transportation Board Meeting to order at 9:00 a.m.

Pledge

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

Roll Call by Board Secretary, Sherry Garcia

A quorum of the State Transportation Board was present. **In attendance (in person):** Chairman Gary Knight, Vice Chairman Richard Searle, Board Member Jenn Daniels, Board Member Ted Maxwell, Board Member Jenny Howard, Board Member Jesse Thompson, Board Member Jackie Meck. There were approximately 63 members of the public in the audience on-line and approximately 40 members of the public in the audience in person.

Opening Remarks

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

Title VI of the Civil Rights Act

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

Call to the Audience

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

ARIZONA STATE TRANSPORTATION BOARD

BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

BOARD MEETING

VIA WEBEX AND IN PERSON AT:

Town of Oro Valley
11000 North La Canada Drive
Oro Valley, Arizona 85737

February 17, 2023
9:00 a.m.

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

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(602) 421-3602

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

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

6
7 PARTICIPANTS:

8 Board Members:

9 Gary Knight, Chairman
10 Richard Searle, Vice Chairman
11 Jenn Daniels, Board Member
12 Jackie Meck, Board Member
13 Ted Maxwell, Board Member
14 Jesse Thompson, Board Member
15 Jenny Howard, Board Member

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CALL TO THE AUDIENCE

SPEAKER: PAGE:

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Larry Lucero, Board Chair, Greater Vail Chamber of Commerce.....	11
Vincent Gallegos, Executive Director, CYMPO.....	13
John Moffatt, Director Infrastructure Policy, Southern Arizona Leadership Council.....	15

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Valerie Dehombreux, Resident, Pinetop.....	19
Pierre Dehombreux, Resident Pinetop.....	21
William Regner, Resident, Clarkdale.....	24
Susan Guthrie, Town Manager, Town of Clarkdale.....	24
Jennifer Thompson, Controller/Townsite Manager, Freeport-McMoRan Badad, Inc.....	25
Ruth Mayday, Community & Economic Development Director, Town of Clarkdale.....	27

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1 (Beginning of excerpt.)

2 CHAIRMAN KNIGHT: Moving on to call of the
3 audience. Telephonically and Webex, everyone will be muted when
4 they call in to the meeting. When your name is called to
5 provide your comments, you will indicate your presence by
6 virtually raising your hand using your phone keypad. I believe
7 it's star three or through the Webex application, the Webex host
8 will guide -- will guide you through the unmuting and muting
9 process following the instructions included in the meeting
10 agenda.

11 In person, there's an opportunity for members of
12 the public to discuss items of interest with the Board. Fill
13 out a Request For Public Input Form, and they're located over by
14 the -- by the entrance. So if you please fill out the Request
15 For Public Input Form and give the Board -- give it to the Board
16 Secretary if you wish to address the Board at this time.

17 And in the interest of time, there will be a
18 three-minute limit imposed, so please keep your -- we're -- your
19 comments are very important and we want to hear them, but we
20 want to hear everybody's, so please keep your comments to three
21 minutes.

22 So at that -- with that being said, Floyd, would
23 you call the first -- the first person for call to the audience?

24 MR. ROEHRICH: Yes, Mr. Chair. We do have
25 speakers in person and online. We'll go with the in-person

1 speakers first, and our -- and our first speaker will be Mayor
2 Joe Winfield, Mayor of Oro Valley.

3 MAYOR WINFIELD: Okay. Thank you, Mr. Chair and
4 members of the Board. Admittedly, it's been a while since I've
5 been on this side of the counter, but I -- I'm enjoying it. So
6 I certainly want to welcome you to the town of Oro Valley. It
7 sounds in visiting with most of you prior to the meeting that
8 you had an enjoyable time last night, a restful evening, and I'm
9 sure you'll have a productive meeting today.

10 I currently serve as the Chair of the Pima
11 Association of Governments, or the Regional Council, and a
12 member of the Regional Transportation Board. It's my pleasure
13 to serve in both of these capacities, as well as the mayor of
14 the town of Oro Valley.

15 Now, the work that you do as the Transportation
16 Board impacts all who live and travel in communities across our
17 state. I was certainly -- I drove my wife to the Mesa Gateway
18 Airport this morning and returned safely, and so I'm certainly
19 grateful for the roadways that made that possible. So thank you
20 for ensuring that these much needed projects and programs are
21 funded and delivered.

22 Also representing our region is, of course, your
23 colleague and our colleague, Board Member Maxwell. He serves on
24 the PAG Regional Council and RTA board. During these meetings,
25 he shares keen insights and valuable information gained from

1 State Transportation Board meetings and serving as a key
2 communication bridge between these entities, and we appreciate
3 his service and incredible capabilities.

4 I want to recognize also the hard work of Arizona
5 Department of Transportation staff members, many -- or a few,
6 really, in comparison to the entire program, are in the audience
7 today, and I've met, I think, most of them. We appreciate the
8 work that they do and carry out on a day-to-day basis. And we
9 also want to congratulate the new director, Director Toth, for
10 being selected as the ADOT director.

11 As you know, our region contains a number of ADOT
12 facilities, including two interstate highways and several state
13 highways. Of particular interest to the town of Oro Valley has
14 been the improvements to State Route 77, from I-10 Miracle Mile
15 to Calle Concordia and actually beyond. And as I mentioned last
16 night, this was one of the chief complaints that I received from
17 my constituents. And so we appreciate the paving. I see a lot
18 more smiles on that roadway these days, so thank you so much.

19 There's been other corridor improvements, signal
20 and intersection improvements between River and Ina Roads,
21 constructing new ADA-compliant ramps, sidewalks and driveways
22 between River and McGee Roads, adding a new dual left-turn lane,
23 northbound Oracle to westbound McGee Road, installing -- my
24 three minutes is up. So when I'm the -- when I'm sitting there,
25 that's it. The hammer comes down. Just give me -- yeah.

1 That's what they all say, right? Just another --

2 CHAIRMAN KNIGHT: (Inaudible) you got it. Go
3 ahead.

4 MAYOR WINFIELD: In terms of regional projects,
5 ADOT staff members have been working collaboratively with PAG
6 staff to deliver important interstate projects. These include
7 the I-10 reconstruction between Ruthrauff and Ina Roads. This
8 has been combined with the Sunset Road extension, which is a
9 project -- voter-approved project in the 20-year RTA plan, a new
10 traffic interchange at I-19 and Irvington Road. Also, another
11 RTA partnership to improve access to the interchange.

12 Also, we look forward to seeing major
13 improvements along I-10 east as part of the final I-10 State
14 Route 10 -- 210 design concept report. In the coming years,
15 these will include new traffic interchanges at Country Club
16 Road, Kino Parkway, Park Avenue and 6th Avenue, and, of course,
17 there's many others.

18 So I would just like to simply conclude again
19 that we're grateful to have you here in the town of Oro Valley.
20 I know you'll have a productive meeting. I have four cadets
21 that are graduating today for our police department, so I'm
22 going to be leaving to participate in their graduation, but
23 our -- we have staff here. If there's anything that you need,
24 please don't hesitate to ask. But again, thank you for joining
25 us here in the town today. Thanks.

1 CHAIRMAN KNIGHT: Thank you, Mayor, and
2 congratulations on your recruitment of your police officers.

3 MAYOR WINFIELD: Thank you. Yeah. We've hired
4 this past year 15 to our department, not all officers and
5 dispatchers and other support staff. (Inaudible) successful.
6 Thank you. You're in the safest community in Arizona.

7 MR. ROEHRICH: Mr. Chairman, our next speaker is
8 Mr. Rich Vitrello -- Vitrello. I do apologize for pronouncing
9 some of your names, but you will get your three minutes
10 regardless, whether I'm right or wrong.

11 MR. VITRELLO: Good morning. Thank you for
12 having me here today. I really do appreciate the opportunity,
13 Chair, Vice Chair, Board Members.

14 First of all, before I start off, I want to tell
15 you, you have one of the toughest jobs in this state, and I do
16 appreciate everything you do, because we all come up here and we
17 tell you all the bad things.

18 My first thing I want to tell you is thank you
19 for this weekend coming up in Maricopa on the 238 and 347
20 repairs that you will be doing. Thank you. God bless you for
21 all that.

22 I also wanted to thank Director Toth for
23 everything that she has done for us, allowing us -- and her
24 staff to be available for us all the time.

25 Also, there's obviously a lot of things where we

1 all want to talk about. My biggest concern obviously is the
2 347. You guys have a big job throughout the whole state, and I
3 can sit here and talk to you for hours about the 347 to 238 and
4 major roads in Maricopa. We have roughly 67,000 people who
5 drive up and down the 347 and the 238 every single day. We need
6 to repair these roads. They need to get up and down the 238 for
7 work, and to the 347 for work, and other activities, because as
8 you know, Maricopa doesn't have everything available. But not
9 only that. When the I-10 is balled up, they come down through
10 Maricopa, and then they hit the 238 to go out to Yuma and San
11 Diego. So we know that those roads are important to fix. And
12 again, please remember, I do appreciate it.

13 Some of you have probably seen me come up here
14 and do this presentation before, especially if you were in the
15 city of Maricopa. This is a very close friend of mine, Izzy,
16 that had an unfortunate accident seven years ago. He was
17 sitting at the 347 and Riggs Road, minding his own business,
18 waiting to go home to visit his family and kids. Unfortunately,
19 there was an accident, head-on accident that a part flew through
20 and hit him in the head. He's been in a coma ever since. It's
21 seven years now. He's near and dear to me. He played on my
22 team for many years prior to this accident.

23 I tug on your heartstrings because there is no
24 more reason for having deaths or accidents on the 347. Again, I
25 don't want to sit here and only complain about that, but I also

1 want to tell you that one more is too many. So please do what
2 you can. I know funds are tough, but the 347 is one of the most
3 important for economic development, growth and the safety for
4 those 67,000 people who drive up and down that road every single
5 day. All they want to do is get home.

6 He's a -- he's a husband, family man and also a
7 correction officer in Pinal County. He's lying in a coma since
8 that day. He has not come out of it. He is lifeless. He's
9 living on support. All I ask is that if there's any way of
10 pulling funds together, please figure out a way to do this, to
11 take care of my buddy Izzy and everybody else, unfortunately,
12 who's passed away on that road.

13 Thank you very much. I appreciate everything you
14 do, because it is a thankless job, because that's all people
15 know is to complain, but I want to thank you personally. Have a
16 great day.

17 CHAIRMAN KNIGHT: Thank you.

18 MR. ROEHRICH: Our next speaker is Mr. Larry
19 Lucero.

20 MR. LUCERO: Good morning, Mr. Chair and members
21 of the Board. I'm Larry Lucero. I'm currently the chair of the
22 Board of the Greater Vail Chamber of Commerce, and the Greater
23 Vail Chamber of Commerce, since Vail is not yet incorporated,
24 serves as somewhat of a -- of a platform to make our issues and
25 concerns known to the public or -- and to entities such as

1 yourself.

2 First and foremost, welcome to Southern Arizona,
3 and appreciate your presence here and having a quorum here.
4 That's fabulous. It's so much more productive to have these
5 personal meetings, quite frankly. We've had so many of them via
6 Zoom.

7 Three comments I'd like to make quickly, and that
8 is thank you, first and foremost, in southeast Pima County. The
9 improvement to the Houten interchange, greatly appreciated in
10 the Vail community. It's an absolute improvement in terms of
11 safety.

12 Secondly, although the resources are very
13 constrained, as you all deal with the entire state as a whole,
14 we have a great need in southeast Pima County for continued
15 expansion by I-10. The safety of that is foremost. We just had
16 a HAZMAT situation there that you're very familiar with that
17 perhaps would have been a lot less impactful had we had other
18 alternatives available to us.

19 And that brings us to the third part of our
20 comment, and that is we hope that you continue to partner with
21 other -- the legislative body, in particular, to continue to
22 make investment in I-10, but that -- the third part is the
23 continued effort to improve connectivity between I-10 and I-19.
24 Other speakers will speak to that, of the Sonoran Corridor, but
25 again, the southeast part of our community and the Vail area in

1 particular will rely on additional infrastructure such as that,
2 and we commit to you -- will continue to work closely with our
3 partners, both locally, with PAG, which is -- as you've seen, is
4 very active and involved with the RTA efforts here. We'll
5 continue to participate in that effort. Although we're not
6 incorporated yet, we have a real -- a real desire to improve
7 mobility around that whole area. The second part and the second
8 leg of that is you guys. The state, ADOT, very important
9 partner in this effort. And third, we'll make a concerted
10 effort to work with our federal partners to try to bring the
11 resources to this area in order to get those things done,
12 particularly the Tier 2 effort on the Sonoran Corridor.

13 And finally, this is a very talented group. I
14 hope that you use your creativity to identify the resources
15 necessary for us to continue the very important investments in
16 infrastructure in this state. So I thank you for your time and
17 for your service to this great cause. Thank you.

18 CHAIRMAN KNIGHT: Thank you for your comments.

19 MR. ROEHRICH: Our next speaker is Mr. Vinny
20 Gallegos. Mr. Gallegos.

21 MR. GALLEGOS: Good morning, Mr. Chair, members
22 of the Board. Vincent Gallegos, but please call me Vinny. I'm
23 the executive director of the Central Yavapai Metropolitan
24 Planning Organization.

25 Just to echo the words of the Chair this morning,

1 it's good to see everyone here in person. We have the privilege
2 as CYMPO to host you next month, so we are looking forward to
3 seeing all of your bright, beautiful faces with us. We just had
4 a snowstorm, so we hope that we got the snow out of the way for
5 you and it'll be sunshine and just beautiful for you.

6 But I just wish to thank Chairman Knight and his
7 service on this board, as he also serves actively on our CYMPO
8 board. I would like to welcome Jenny Howard as the new board
9 member and welcome Director Toth also. CYMPO just really
10 appreciates, again, as you heard earlier, just kudos to you of
11 the work that you do. Very challenging work, difficult work. So
12 on behalf of staff, we thank you. We thank most especially the
13 ADOT staff on a day-to-day basis that we reach out to and we
14 work with. It's very helpful to be able to get, you know,
15 people to answer those calls and respond quickly and work with
16 us actively.

17 So again, we know you hear many of the challenges
18 and the issues, and I just want to take this time this morning
19 to just express gratitude, and please make every effort you can
20 to be in Prescott next month, and we look forward to spending
21 the time with you on behalf of my board. They are preparing to
22 host an evening the night before, but it sounds like Oro Valley
23 set the bar high. So we'll have to go back to the strategy
24 session, but we hope to honor you and spend that time with you.
25 So again, thank you, Mr. Chair, members of the Board.

1 Appreciate it.

2 CHAIRMAN KNIGHT: Thank you, Vinny.

3 MR. ROEHRICH: Our next speaker is Mr. John
4 Moffatt. Mr. Moffatt.

5 MR. MOFFATT: Good morning, Mr. Chairman and
6 Board Members. I'm John Moffatt, the Director of Infrastructure
7 Policy for Southern Arizona Leadership Council, an organization
8 of nearly 150 corporate CEOs in southern Arizona, and we look
9 forward to working with new Director Toth in all the growing
10 needs that we have down here.

11 I'll try to finish my comments that I started in
12 Sierra Vista rather than repeat a lot and try to stay, as I
13 said, to keep from getting dinged by Floyd.

14 I did mention that -- the need for this. I'm
15 referencing primarily the Sonoran Corridor, the need to get a
16 connection. Larry mentioned from I-19 to I-10, but the other
17 thing that is happening is we have rapid growth in that
18 southeast area, and we -- and we have rapid growth around the
19 airport. Their airport's got 4,000 acres master planned for
20 commercial development. There have been \$4 billion of new
21 development around the airport with more planned. So we have a
22 great need for increased and improved transportation there.

23 Additionally, I was talking to Mayor Murphy last
24 night, and, you know, the town of Sahuarita is growing rapidly,
25 and we have a -- you know, I-19 is more congested. This Sonoran

1 Corridor has the opportunity to take some of the load off of
2 I-10 as well as off of I-19.

3 The other thing that's -- that is important is --
4 and I mentioned this last time, but I want to reiterate it. The
5 state land trust has six -- or excuse me -- 21 sections of land
6 impacted by this project. So that's -- you know, we're all
7 looking to raise the values of that land so they can get more
8 money into the school trust, and that -- so there's a major
9 project going on now to master plan that whole area, and the
10 Sonoran Corridor is a key part of that.

11 The other -- the other thing that is starting to
12 become more and more important is when I was at Pima County, we
13 developed a rail plan that would also follow Nogales line --
14 along the alignment for the Sonoran Corridor. We're seeing --
15 I'm working on a \$2 billion project right now that we'll need
16 rail out in that area. It won't be a part of the funding for
17 you, but we need the right-of-way reserved to make sure there's
18 space there for that.

19 Finally, the funding is always an important part.
20 We worked very hard early on to get the Sonoran Corridor
21 included in the Fixing America's Surface Transportation Act, and
22 so that -- it's been designated as a high priority --
23 (inaudible) to the last paragraph, anyway -- as a high priority
24 international trade corridor. So we encourage you to keep
25 moving forward on that. Thank you very much for your time.

1 CHAIRMAN KNIGHT: Thank you.

2 MR. ROEHRICH: Mr. Chairman, that's all the
3 in-person requests that I received. We'll go to the online
4 requests.

5 Our first speaker online is Mr. Daryl Ahasteen.
6 Mr. Ahasteen, please raise your hand and the host will unmute
7 you.

8 WEBEX HOST: Daryl, your line has been requested
9 to be unmuted.

10 MR. ROEHRICH: Bryce, could you go over again how
11 to unmute to make sure he understands that?

12 WEBEX HOST: Yeah, of course. If you are a call-
13 in user, please press star three to -- oh, there we go.

14 MR. AHASTEEN: Okay. My name's Daryl Ahasteen,
15 Commission President from Nahata Dziil Commission Governance up
16 on the Navajo Reservation.

17 We've been trying to do some improvement out at
18 Pinta exit, Milepost 320 on I-40, and one of the projects that
19 we've been still talking about is moving the port of entry from
20 Sanders, Milepost 339, down to 3- -- probably down to 318. And
21 we're still doing our strategic meetings, our feasibility
22 meetings and trying to keep you guys up to post every month. So
23 that's where we're at right now. And thank you for your time.
24 I'm just trying to keep that bug in your ear. So I'll be
25 meeting with you guys next month again. Thank you.

1 CHAIRMAN KNIGHT: Thank you, Mr. Ahasteen, for
2 your comments.

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

5 WEBEX HOST: Mr. Regner, I requested you unmute
6 your line, but it looks like you -- your name went away. Please
7 press star three to raise your hand again. It looks like your
8 name keeps popping up and going away. Please press star three
9 and I will request to unmute your line. I don't see his name --

10 MR. ROEHRICH: Okay. Why don't we go on to the
11 next one? Maybe if you can e-mail or contact him and see if
12 there's some technical difficulty you can work with. Maybe we
13 can try him at the end, please.

14 WEBEX HOST: Oh, it looks like his name is up
15 again. Should we try one more time?

16 MR. ROEHRICH: Yes, ma'am.

17 WEBEX HOST: Your line has been unmuted.

18 MR. ROEHRICH: Bryce, please remind him how to
19 unmute.

20 WEBEX HOST: Mr. Regner, please press star three
21 to unmute your line.

22 MR. ROEHRICH: Mr. Chairman, why don't we move on
23 to the next speaker, and then Bryce, if you can contact
24 Mr. Regner and see if we can troubleshoot what the difficulty
25 is, please.

1 WEBEX HOST: Yes. I will e-mail him right now.
2 Thank you.

3 MR. ROEHRICH: Mr. Regner, we will come back to
4 you if you can hear us.

5 Why don't we move on to our next speaker is
6 Valerie Dehombreux. Ms. Dehombreux, please raise your hand.

7 WEBEX HOST: I have requested to unmute your
8 line. You are now unmuted.

9 MR. ROEHRICH: Ms. Dehombreux, if you're there --
10 it looks like you're muted -- please, you can make your
11 comments.

12 MS. DEHOMBREUX: Can you hear me?

13 MR. ROEHRICH: Yes, ma'am, we can.

14 MS. DEHOMBREUX: Oh, thank you.

15 My name is Valerie Dehombreux. I've been a
16 resident of the White Mountains of Arizona for 25 years. I've
17 also been a public school educator for 25 years, and most of my
18 career has been with the White River Unified School District on
19 the White Mountain Apache Reservation in White River.

20 I'm extremely concerned about the road conditions
21 of Highway 260, particularly between McNary to Show Low and
22 going through Pinetop-Lakeside both ways. The potholes are
23 horrendous. They are not workable. Not everyone has an old
24 truck that you don't have to worry about or a monster truck with
25 huge tires. Any type of car, including SUV's, cannot handle the

1 daily commutes through these potholes. We're just ordinary
2 people with jobs and responsibilities and the right to be safe
3 and also enjoy our lives and that community.

4 The White Mountains community people include many
5 members of the White Mountain Apache Tribe, who travel daily to
6 Pinetop-Lakeside and Show Low from White River for their
7 livelihoods. If not that, at least for shopping in the evenings
8 and on weekends. There are many educators and hospital staff
9 who travel to White River daily from Show Low and Pinetop-
10 Lakeside, and of course, other community members who travel to
11 their jobs. And all of us, we have to deal with potholes just
12 to go shopping at the local Safeway. And if we want to go to
13 Walmart, Home Depot, Show Low, Safeway, et cetera, we have to
14 get past even more.

15 Then that's not to mention the winter visitors
16 who come for skiing at Sunrise and other recreation, summer
17 visitors for camping, hiking, fishing, golf. Of course, there's
18 hunting during hunting season and the Hon-Dah Resort and Casino,
19 open year round, and the road conditions as they greatly impact
20 the economy of the White Mountain communities, including White
21 Mountain Apache Tribe.

22 I'm sure you know about Memorial Day weekend, and
23 especially the 4th of July weekend. Tons of people, more people
24 than I can count, come to -- from the metro valley area, Tucson
25 and other places, and bumper to bumper traffic, and they're all

1 going to be dealing with these potholes too.

2 I don't -- I don't understand why our area has
3 not been considered in the five-year plan or for your future
4 plans. Someone really please needs to evaluate the situation
5 immediately, and that Highway 260 going through Pinetop-Lakeside
6 needs to be repaved urgently. Thank you for listening to my
7 concerns.

8 CHAIRMAN KNIGHT: Thank you for your comments,
9 Valerie.

10 MR. ROEHRICH: Our next speaker is Mr. Pierre
11 Dehombreux. Please raise your hand.

12 WEBEX HOST: Mr. Dehombreux, I have requested to
13 unmute your line. Again, please -- oh, all right. It looks
14 like you are now unmuted.

15 MR. DEHOMBREUX: Can you hear me?

16 MR. ROEHRICH: Yes, sir, we can.

17 MR. DEHOMBREUX: Okay. So basically, I'm also a
18 resident. I mean, basically, you just heard my wife, and I will
19 take from there. You repaved a good section of 260 this summer,
20 basically from Show Low to city limit of Pinetop-Lakeside.
21 Beautiful. Beautiful repaving in Show Low. Very nice. Why did
22 you stop in Pinetop-Lakeside city limits? I do not know. It's
23 very frustrating, as she say. Every trip we have to do to just
24 go to the grocery store, it's (indiscernible) it's pretty much
25 (indiscernible). Are we going to damage the car or not?

1 And yeah, you also repave 73 that goes down to
2 White River, which on that one, I do have some bit of concern,
3 because that is not beautiful work. It's -- the contractor took
4 forever. I don't know why. I mean, all summer we're, like,
5 waiting on one lane, all summer long, and the road is still
6 pretty rough. And actually, Monday, as I was driving back from
7 work, it was, you know, late afternoon, the sun was probably
8 giving me the right angle, and I could notice this road that got
9 repaved just a few months ago is already starting to fail.

10 So that brings me to the other big point, is I
11 understand there are a lot of highways in Arizona, and I can see
12 a lot of them, especially in rural areas, that are really,
13 really failing. And when I was looking last night at your
14 2024-2028 Tentative Five-Year Plan, first I didn't notice
15 anything committed to rural Arizona, and rural Arizona exists.
16 It's not just about Phoenix or Tucson. Now people live there
17 who earns money, who pay taxes, who pay registration. Nothing
18 there.

19 Secondly, when I was looking at the plan, there
20 is some link to some kind of -- kind of survey of the road, but
21 this is 2021 data. And even based on 2021 data, because I've
22 been here for a long time, I'm questioning about this survey,
23 because you have marked section of the road fair that I do know
24 very well in 2021 had already potholes and disintegration of the
25 road, and I cannot tell you how it looks like today. I mean,

1 next thing I have to do is take a camera and take pictures,
2 which is fairly dangerous, because this road is being utilized
3 quite a bit. Some people don't understand, don't expect the
4 potholes, and whole basically section of pavements back to the
5 air, and they land up on your car --

6 MR. ROEHRICH: Excuse me, Mr. Dehombreux. You've
7 exceeded your three minutes. Can you please complete your
8 comments?

9 MR. DEHOMBREUX: Yeah. That's it, basically. I
10 was going to say this is a big safety hazard.

11 MR. ROEHRICH: Thank you, sir.

12 CHAIRMAN KNIGHT: Thank you, Mr. Dehombreux, for
13 your -- for your comments.

14 MR. ROEHRICH: Bryce, it looked like Mr. Regner
15 was unmuted. Is -- did he work out his issues?

16 WEBEX HOST: Yes. He wasn't muted. I was on the
17 phone with him. He said he had this problem last time, so we
18 are going to try to give him another chance to be able to speak.

19 Mr. Regner, also make sure that you do have your
20 settings correct on your speakers, just so that if you are
21 needed, we can hear you as well. Okay. And let's try...

22 I have requested to unmute you, Mr. Regner, so
23 let's try that again. And you are now unmuted.

24 MR. REGNER: Can you hear me now?

25 MR. ROEHRICH: Yes, sir. We can.

1 MR. REGNER: Are you able to hear me now?

2 MR. ROEHRICH: Yes sir, we can. Please make your
3 comments.

4 MR. REGNER: Thank you.

5 Well, thank you, Chairman Knight, and Vice
6 Chairman Searle and members of the committee and staff, and I'll
7 be very short. I just want to thank you for all the hard work
8 you're doing, and I want to thank you for understanding the
9 challenges of smaller rural cities, towns and counties by
10 creating the SMART Fund project. We urge you to approve the
11 SMART Fund allocations in Items -- in your Item 7J, Amendment
12 02/15/2023.

13 I'm speaking for myself as a former councilmember
14 with the town of Clarkdale, but my comments today are my own,
15 and just appreciate all your work and appreciate moving forward
16 with that amendment. That's all I have today.

17 CHAIRMAN KNIGHT: Thank you, Mr. Regner.

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

20 WEBEX HOST: Ms. Guthrie, you are now unmuted.
21 You may speak.

22 MS. GUTHRIE: Hello? Can you hear me?

23 MR. ROEHRICH: Yes, ma'am, we can.

24 MS. GUTHRIE: Thank you.

25 I actually registered just to make comments on

1 our SMART Fund application, but also, Chairman Knight, want to
2 thank you for your work along with the rest of the commission on
3 this program. Clarkdale is making every effort we can to be
4 competitive in the IIJA process as a very small rural community.
5 And having this program, the SMART Fund program is going to be
6 tremendously helpful to help us get shovel ready so that we can
7 be more competitive at the federal level.

8 So again, thank you for your work, and when you
9 come to our item, I'm available for questions.

10 CHAIRMAN KNIGHT: Thank you, Ms. Guthrie, for
11 your comments.

12 MR. ROEHRICH: Our next speaker is Ms. Jennifer
13 Thompson. Ms. Thompson, please raise your hand.

14 WEBEX HOST: Ms. Thompson, you are now unmuted.
15 You may speak.

16 MS. THOMPSON: Hello?

17 MR. ROEHRICH: We can hear you, Ms. Thompson.
18 Please make your comments.

19 MS. THOMPSON: Okay. Thank you.

20 All right. Good morning, everybody. Good
21 morning, Chairman Knight and members of the Board. I'm Jennifer
22 Thompson, and I'm the controller and townsite utilities manager
23 for Freeport McMoRan in Bagdad, located in Yavapai County. So
24 we're about an hour northwest of Wickenburg. We are -- you --
25 our State Route 97 takes off of the US-93 about 30 minutes

1 before Wikieup.

2 First of all, I'd like to welcome Director Toth.
3 We look forward to working with you and accomplishing many
4 things. Congratulations to you.

5 We're just a little more than a week away from
6 submitting the RAISE grant for the State Route 97
7 reconstruction. It'll be submitted by Yavapai County and
8 administered by ADOT. The -- this stretch of road is about 11
9 miles long, and we're looking for the reconstruction to bring it
10 up to standards both horizontally and vertically, you know, to
11 help us with production, safety in the road, facilitating better
12 access and readiness for first responders, which not only
13 respond to emergencies on this road, but also use it to get to
14 US-93.

15 Bagdad's main product is copper, also known as
16 the metal of electrification, and a key component to the 2050
17 net zero emission energy transition plan. So, you know, in an
18 effort to provide resources necessary to meet domestic and
19 global decarbonization goals, we are currently conducting a
20 feasibility study to potentially expand our Bagdad operations
21 starting in the next two to three years. This potential
22 expansion would double the current production, bringing us to
23 about 400 trucks per day. That would be for both copper
24 production and commercial freight. And add about 600 employees
25 to our already 1,000-strong workforce and add some contractors

1 to that. They would all be using State Route 97, as we don't
2 have the housing availability in Bagdad. So many of these folks
3 would be living in the Wickenburg area, commuting to Bagdad for
4 their job.

5 Just want to thank everybody on the Board. Thank
6 you, Mr. Chairman, for the opportunity to speak. We're excited
7 about getting this grant submitted. It's been a long time in
8 the making, and, of course, our first experience with it. So
9 just want to thank you for your partnership and, you know,
10 especially for the -- our district administrator, Anthony
11 Brozich, and the Northwest District staff. We've -- we continue
12 to partnership -- we continue to partner with them, and it's
13 been -- it's been a great relationship building project.

14 So thank you for your time.

15 CHAIRMAN KNIGHT: Thank you, Jennifer, for your
16 comments.

17 MR. ROEHRICH: Our last speaker that I have a
18 request for is Ms. Ruth Mayday. Ms. Mayday, please raise your
19 hand.

20 WEBEX HOST: Ms. Mayday, again, if you are a
21 call-in user, please press star three to raise your hand.

22 All right. And I'm requesting to unmute your
23 line now. Your line has been unmuted, Ms. Mayday.

24 MS. MAYDAY: Can you hear me now?

25 MR. ROEHRICH: Yes, we can hear you. Please make

1 your comments.

2 MS. MAYDAY: Perfect. Thank you.

3 Yes. I wanted to take this opportunity to thank
4 the committee for giving all of us that chance to speak about
5 these projects. I know you get literally thousands of requests
6 for funding every single year, and we appreciate ADOT putting
7 this program together to help small rural communities access
8 federal funding for projects.

9 As you may know, the project that Clarkdale is
10 working on is for an additional bridge across the Bitter Creek.
11 Right now, that area is served by a single bridge. That is a
12 single-lane bridge. It's over 100 years old. It provides
13 access to the Verde Canyon Railroad, which is a national and
14 international tourism draw. We also have Bent River Machine
15 down there. They make custom machines that support the high
16 tech manufacturing industries in the Valley.

17 Right now, we have a safety issue for the workers
18 in the -- in -- that go to Bitter Creek and Machine and other
19 businesses, that visit the railroad and residents down there,
20 because this is the only point of access and egress to that
21 area. If that bridge were to fail, we literally have no way to
22 move people back and forth across the creek.

23 There's a significant economic benefit for the
24 town of Clarkdale and for the greater Verde Valley region, and
25 in fact, north central Arizona, with the addition of another

1 bridge to cross this area. It would bring, according to a study
2 we had done by Elliott Pollack, we're conservatively looking at
3 an additional 125 jobs per year, 5,000 additional visitors to
4 the Verde Canyon Railroad, \$3.3 million in additional wages
5 paid, and \$9.5 million in additional economic output. And
6 that's just the benefit to Clarkdale. That doesn't include
7 additional growth opportunities for Cottonwood, Camp Verde and
8 other municipalities across the region that would have expanded
9 economic opportunities with additional -- with the possibility
10 of freight access.

11 Excuse me. And with that, I'll conclude my
12 remarks, and I'd be happy to answer any questions you may have.

13 CHAIRMAN KNIGHT: Thank you, Ms. Mayday, for your
14 comments.

15 MR. ROEHRICH: Mr. Chairman, that's all the
16 requests to speak.

17 CHAIRMAN KNIGHT: Thank you, Floyd.

18 We'll move on to Item Number 1, the director's
19 report.

20 I would personally like to welcome, along with
21 the -- along with the Board, our new director to her first
22 meeting of the full Transportation Board.

23 DIRECTOR TOTH: Thank you, Mr. Chairman, members
24 of the Board. I deeply apologize that I am unable to be there
25 in person, as I will be accompanying the Governor to Mexico

1 today to meet with President Obrador and Governor Durazo to
2 discuss the importance of border infrastructure, but I'm just --
3 I'm glad that I'm at least able to join you virtually. I do
4 apologize, as I might have to leave the meeting a little early.

5 But first, I want to thank Mayor Winfield and the
6 entire staff in Oro Valley. We are very, very thankful for your
7 hospitality today and last night. I had opportunities as ADOT
8 state engineer and deputy director for transportation to provide
9 presentations to this board in the past, but being before you
10 today as the agency's newest director is certainly an honor for
11 me, and I appreciate your trust in that.

12 To get started, I want to share with you a little
13 bit about my background before I give you some agency updates.
14 I'm originally from Houston. That's where I grew up. It's
15 where I went to college. I received my bachelor's degree in
16 civil engineering from the University of Houston before heading
17 over to New Mexico, where I got my master's degree in civil
18 engineering, with an emphasis in construction management.

19 And from there I came to ADOT, and I started
20 working as an engineer in training, moved up the ranks and was a
21 senior project manager in our Intermodal Transportation
22 Division, and then took a position in the private sector for a
23 few years.

24 I came back to ADOT in 2008 and had the privilege
25 to serve in a number of roles, including deputy director for

1 transportation and state engineer. In 2014, I was asked to
2 serve as director and county engineer at the Maricopa County
3 Department of Transportation. And then, again, I served in that
4 role for about eight years. And I'm really proud of what we
5 accomplished, but I'm very happy to be back at ADOT. I'm
6 excited about the chance to lead this organization.

7 Right now I'm meeting with a lot of different
8 people throughout the agency and our stakeholders and listening
9 and learning as I try to get settled into my new role. I know
10 for sure that I want to support the good work that's happening
11 every day, and I'm excited to discover new ways that can improve
12 safety, innovation, customer responsiveness and also
13 collaboration throughout the agency.

14 As board members, you are our agency advocates
15 and ambassadors, so I want to do my part in letting you in on
16 what ADOT employees are working on. So moving forward, I'd like
17 to use this spot on the agenda to share a brief look at some of
18 the positive things that are happening around ADOT.

19 For example, I'm really proud of our teams who
20 helped traffic move so smoothly last weekend during Super Bowl.
21 Our traffic management and system maintenance personnel assisted
22 and provided significant support across the Valley of both
23 groups. They prestaged equipment. They were ready to operate
24 our dynamic message signs, the ramp meters and traffic signals,
25 as we provided traffic incident management support. And ADOT

1 staff also supported various command centers with other cities
2 and other participating agencies, just a part of an example in
3 terms of our collaborative and innovative areas.

4 And finally, I just want to let you know that I'm
5 very excited to get to know this board a little better. I --
6 again, I was so looking forward to being there in person today
7 and really apologize that I'm not able to. I want to -- I want
8 to learn from you and hear more about your thoughts and visions
9 for the transportation system, and I will definitely be reaching
10 out to each of you to schedule some individual time and be able
11 to hear your voice and how you are feeling about the agency and
12 what you see.

13 So with that, I would like to follow up on a
14 question that was posed during our research study session having
15 to do with lost vehicle registration revenue. Anecdotally, we
16 kind of know that some registration revenue is lost by people
17 not registering their vehicle in this state, despite there being
18 a legal requirement to do so.

19 From our work with the mandatory insurance
20 program, we know, for example, that a person may not -- they may
21 move to the state and change their insurance, but not
22 necessarily their registration, because the registration from
23 the other state is not yet expired. This would result in
24 definitely some lost months of our -- and -- result in some
25 months of lost revenue that we would be able to collect.

1 Also, some people register their vehicles in
2 other states and with lower tax rates, and unfortunately, we do
3 not have a way to determine what is not registered here and that
4 should be. However, we do have a few options on how to
5 encourage compliance.

6 First, we have a page on our website about
7 enforcement compliance, and that includes a link where the
8 members of the public can report a registration compliance
9 violator, the phone number on the page, and the information
10 referred via the site. They're transmitted to ADOT Enforcement
11 and Compliance Bureau, and we're working to gather some data on
12 the usage of that hotline and website, as well as to better
13 understand what is our process when a violation is reported.

14 And second, which is what I alluded to in the
15 study session, MVD does work with a vendor to receive insurance
16 verification for vehicles registered in Arizona. We're
17 currently working with a vendor to explore the possibility of
18 receiving information on all insurance policies written by
19 insurers for vehicles in Arizona. So if it's written in Texas
20 but written for a vehicle in Arizona, we'd be able to match them
21 up with our vehicle registration database. And while that may
22 not allow us to estimate the number of vehicles insured, and
23 therefore, likely driving in Arizona but not registered here, we
24 can't -- we can probably use that information to enforce or
25 encourage compliance since we don't anticipate that we will be

1 able to receive any ownership information. So that -- that's a
2 little problem in terms of how we're getting the data and not
3 being able to get that ownership data.

4 The initial data that we are going to data dump,
5 so to speak, will be available next week, and we're going to be
6 taking a look at it and discussing what we might be able to do
7 with it to be able to ensure a little more compliance in terms
8 of that registration.

9 And lastly, MVD is creating a list of all new
10 driver's license issued within the past year where the individual
11 is over the age of 25 and does not have a registered vehicle in
12 their name. We plan to engage the Department of Revenue to
13 create a list of individuals who have filed Arizona income tax
14 returns but they don't have a vehicle registered in the state,
15 and so they may have recently moved to Arizona and not
16 registered their vehicles yet. While they may not have a
17 vehicle in state, by sending letters, we can encourage the
18 compliance if they do have a vehicle to go ahead and register
19 that. The cost to send a customer a letter is very minimal
20 compared to the potential return if even just a small portion of
21 those individuals register a vehicle here in Arizona.

22 So I really appreciate the question at the last
23 study session and us being able to dive in and see what we can
24 do in order to ensure some better compliance and ensure that
25 revenue stream is helping us. So these activities, they may not

1 allow the department to estimate the number of vehicles, but
2 we -- that shouldn't (sic) be registered here but aren't, but
3 like I said, it really gave us an opportunity to look at our
4 processes internally and be able to look at what we can do to
5 improve them.

6 So I'm very happy to be here, and I thank you for
7 allowing me to share about myself with you, and I think with
8 that, I'm going to turn it over to Floyd to talk about the
9 legislative report.

10 MR. ROEHRICH: Thank you, Madam Director.

11 Mr. Chairman and Board Members, Anthony Casselman
12 does send his regrets. He would normally give the legislative
13 report. He is meeting with legislative and direct -- and the
14 Governor's staff this morning on a number of bills as they kind
15 of wrap up. So I'm going to go through his -- kind of his
16 points here.

17 So this is the last week for bills to be heard in
18 their originating chamber. Next week is known as the transition
19 week, where the bills will pass to the sister chamber, and they
20 will start working on their committee meetings, with the
21 exception of the Appropriations Committee. They have two
22 meetings next week because they have a large number of items, 46
23 bills, as well as seven transportation bills, and one of the
24 bills that they will be discussing is the Prop 400 extension.
25 There are three others out there. This is the first one that

1 they will be reviewing them in the Appropriations Committee.

2 Earlier this week, he sent out a summary of all
3 the transportation related bills. After today's meeting and as
4 he gets the final review from the House and the Senate staff, he
5 will put together another -- a bill tracking list, and he will
6 send that out. He was hoping today. If not, it'll be early
7 next week, but again, it'll give us a summary of where the
8 next -- or where we stand with the transportation bills.

9 He does want to make one point of clarification
10 on House Bill 2063. In his summary, it said that it was the --
11 to take -- reduced the \$19 million appropriation in the Highway
12 Fund and put the 13 million towards improvements on 238 and 347.
13 This is not taking money that's in the Highway Fund that would
14 be appropriated by this Board -- excuse me -- would be
15 prioritized by this Board. It was General Fund money that was
16 appropriated last year to the tune of 19 million, but the
17 project that it was appropriated to -- appropriated to on 347
18 needed \$6 million. So what they're doing is in this cleanup to
19 that bill is they're taking the remaining \$13 million, which was
20 originally General Fund appropriation, and putting it onto those
21 improvements on 238, State Route 238 and State Route 347.

22 CHAIRMAN KNIGHT: Thank you, Floyd.

23 Does any member have any questions for Director
24 Toth? Jesse.

25 MR. THOMPSON: Chairman, members of the Board,

1 staff, those in the audience, I do welcome Ms. Toth's invitation
2 to meet with each one of us. Certainly it is -- we have
3 different counties in each of the districts that we represent,
4 and I represent Apache, Navajo and Coconino Counties. And a lot
5 of my district includes Native American communities, and that
6 has been a top priority for me. How can we as a board, as staff
7 and even as the State of Arizona support the maintenance of dirt
8 roads that are used daily by the school buses? And they
9 certainly need our help, because it does -- poorly maintained
10 roads does have an impact on the learning process of our young
11 people. So therefore, I am certainly very happy that you're
12 reaching out to each of us to talk about issues that matter to
13 all of us. So again, thank you very much, Chairman.

14 CHAIRMAN KNIGHT: Thank you, Jesse.

15 Yes, Ted.

16 MR. MAXWELL: First off, I -- Director Toth, I
17 would also like to welcome you to the Board. And I look forward
18 to meeting with you and discussing what -- how the department
19 could continue to support particularly a lot of the projects
20 that are benefited by the regional funding and the importance of
21 regional funding. That obviously is a big thing going forward
22 if we're going to continue to build new infrastructure. So I
23 look forward to that.

24 And Floyd, I guess I've got a question for you.
25 Kind of a follow-up on that -- on that last comment. You talked

1 about the funds now being -- from the one bill being changed
2 from 347 to 238. Is that going to happen this year, and when
3 will those funds be available, or what's the timing on that?

4 Then the other thing I'd like to follow up is
5 I've had a couple of state legislators reach out and ask about
6 what kind of progress we're making on timing issues of the
7 lights on 347. We've obviously heard a lot about that, and
8 it's -- there's needs for infrastructure and investment in 347,
9 but there's also needs to try and to improve that traffic flow,
10 and I just -- if you've got anything that you can update us on,
11 that would be great.

12 MR. ROEHRICH: Mr. Chairman, Board Member
13 Maxwell, my understanding is that the appropriation -- shifting
14 the appropriation would be approved this year, but it would be
15 next fiscal year. So the funds would become available in --
16 they're already in the program, but be available for that
17 project next fiscal year once -- if it passes and it gets
18 approved.

19 As far as the lighting on 347, I would have to
20 defer to the state engineer's office for that. I have not
21 followed that, but we will follow up and send an answer to you.

22 MR. MAXWELL: Thank you, Floyd. If we could,
23 since it's the engineering department would have to weigh in on
24 that, if you could either get us an answer before the next board
25 meeting or maybe even bring it back at the next board meeting.

1 That's -- we've talked about the call to the audience, and I
2 appreciate the work ADOT and the staff has done on summarizing
3 all the call to the audience and the department's responses to
4 some of those questions, but call the audience is really
5 important. So if we could get them an answer on that end and
6 the timing on the issue. So I appreciate all that effort,
7 Floyd, and thank you, Mr. Chair.

8 CHAIRMAN KNIGHT: Thank you. Did any other
9 member have any comments?

10 Hearing none, we'll move on to Item Number 2, the
11 district report, with Rod Lane.

12 MR. LANE: Mr. Chair, members of the Board, thank
13 you. And Director Toth, welcome. Look forward to working with
14 you again.

15 We did a board report last week, so I'm going to
16 expand a little bit on that. So talk about some of the
17 projects, but also expand on the relationships that we have in
18 the PAG region and how they've benefited the PAG region and ADOT
19 as well.

20 So the first project I'm going to talk about is
21 the project on I-10 from the Ina TI to the Ruthrauff traffic
22 interchange. So this is the third project out of the design
23 concept report. The first project was Ina Road, and that
24 project -- the whole corridor was just a significant relation --
25 significant, very good relationship between PAG and the RTA and

1 also the local communities. The Ina Road project consisted of
2 funding from both the RTA for the railroad overpass. It
3 consisted of funding from the town of Marana to put a bridge
4 over the Santa Cruz River, and it consisted of funding from the
5 local ADOT PAG regional funds to reconstruct the T -- the TI
6 that was in there.

7 That same process moved down to the Ruthraff
8 traffic interchange down south, where, again, we had regional
9 RTA funds in that project to provide funding for the crossing of
10 the railroad and then ADOT regional federal funds to improve the
11 traffic interchange on that one.

12 The third project in there is really the -- kind
13 of the pièce de résistance of that. We've got the mainline
14 widening going between Ina to Ruthraff right now, and this
15 project started last month. It's a \$171 million project. It's
16 being done by Granite. You'll start to see the impacts of
17 the -- of the project kind of starting right now, but the
18 regional cooperation for this project was quite significant.

19 The county has a -- had a commitment to connect
20 Silverbell to River Road via Sunset. There was a commitment
21 from the RTA again to make that connection with the county. So
22 we've combined all of those needs together into one project.
23 So, essentially, what's going to happen is we've got a new
24 Sunset Road. The city -- the county already took that over the
25 Santa Cruz River.

1 So now as part of ADOT's project and with funding
2 from both the county and the RTA, we're going to take Sunset
3 Road over I-10. We're going to take it over the railroad.
4 We're going to take it over the river, and then we're going to
5 connect it on to River Road to create a new connection for that
6 part of town, along with upgrading the interstate in that area
7 with a new interchange at Orange Grove and four new bridges on
8 the main line, plus widening the main line and adding auxiliary
9 lanes. So it's quite a cooperative effort in the entire
10 community to get this project done and get this whole DCR
11 concept completed.

12 The next one I want to talk about is SR-77, which
13 is an ongoing project. It's been going on for a few years.
14 It's been an interesting project in the sense that it's being
15 done in an urban area, very urban setting. So there's a lot of
16 challenges with that. It's got a significant traffic volume
17 level. Anywhere from 40- to 60,000 cars a day use this
18 facility.

19 So to reconstruct it to the level that we're
20 constructing does have impacts. The community's feeling that.
21 So I think I should say thank you for your patience to the
22 community. There is a lot of noise. We have to do this work at
23 night. It impacts people. We understand that. We're reaching
24 out to everyone and doing our best to try and mitigate that as
25 much as we can, but for safety issues, volumes of traffic,

1 pedestrian interactions, bicycle interactions, we really have to
2 do all of this work when the volumes are the lowest to make that
3 environment safe.

4 So this is also quite a cooperative effort.
5 There's a lot of funding from the RTA in this. There's a lot of
6 funding from PAG in this to do signals and sidewalks, and we're
7 enclosing the drainage structures. A lot of bridge work on this
8 job. So again, quite a cooperative effort from the community
9 and quite a good project. We should be wrapping this up this
10 summer. So hopefully we'll give some relief to the residents,
11 and they'll get a new corridor through there, and that will help
12 them out very nice.

13 The next project I want to talk about is also on
14 I-10. This is going to be impactful in the sense that I-10 is a
15 narrow section in there. It's only two lanes in there, and
16 we're going to have to be doing a pavement pres. All the work
17 will be done at night. So again, we'll try and reduce that
18 impact as much as possible. This has just started, so it'll be
19 kicking off and going on.

20 And the third one is not in the PAG region, but
21 it -- I'm an engineer, and this is a cool, geeky engineering
22 project. So I just want to talk about it, because I really like
23 it. This is a bridge slide. So what we did is we have the
24 existing bridge in the middle, and we essentially built new
25 columns and hammerheads underneath and then expand them out and

1 built two new bridges on either side. And then you come in and
2 you slide -- you demolish -- in one weekend, we demolished the
3 entire bridge. The next week -- the entire existing bridge, put
4 traffic on the outside. Then the following weekend, you switch
5 traffic to one side of the bridge, you slide that whole bridge
6 over. So we did that twice. It's all done. It's up just north
7 of Florence, in the -- up on SR-79. So now it's just kind of
8 wrapping up, and I just thought that was a nice project to
9 mention.

10 There is going to be a video coming out of the
11 process for this. I saw it last week. I don't have the website
12 for it, because I don't think it's quite ready to be published,
13 but it would -- it is quite something to see.

14 So with that, thank you for your time and enjoy
15 Southern Arizona. Any questions?

16 CHAIRMAN KNIGHT: How many miles is that -- how
17 long is that bridge that you're --

18 MR. LANE: I believe it's 1,600 feet.

19 CHAIRMAN KNIGHT: 600 (sic) feet.

20 MR. LANE: Yeah. It's a -- it's a pretty
21 significant bridge.

22 CHAIRMAN KNIGHT: It looked like it on
23 (inaudible).

24 MR. LANE: Yeah. Yeah. Yeah. It was quite an
25 event.

1 CHAIRMAN KNIGHT: Thank you.

2 Does any other board member have a question for
3 Rod? Yes, Ted.

4 MR. MAXWELL: Thank you, Mr. Chair. You know I'm
5 always willing to say something.

6 So Rod, one, I love the passion. It's good to see
7 traffic engineers and construction folks get all geeked out on
8 what they're doing, so that's great. I want to thank you for
9 what you're doing in this region, supporting the Southcentral
10 area of Arizona, but Mr. Chair what I really want to do is make
11 more of a statement. I think it's one that's really important
12 for everybody that calls in.

13 We hear a lot from rural areas and other areas.
14 In fact, all those projects that are having significant impact
15 on our region down here in Pima County, all are requiring a
16 collaboration of funding, both from ADOT, from regional, through
17 the RTA, and quite often even from the local governments. And
18 as we've looked at Pinal having an RTA that was voted down last
19 year, we've got Prop -- or we got 400's extension in
20 consideration, and we're currently working on our RTA next down
21 here.

22 I think it's really important that people
23 understand without those regional funds, it impacts everybody.
24 It impacts the rural communities. It impacts everybody else,
25 because the money gets tighter and gets more difficult, and when

1 you talk about the Legislature, it -- they represent everybody
2 in the state, but there's large sectors of areas. And if the
3 funds regionally aren't there, they're going to be looking at
4 how they can improve the area for the most constituents in
5 Arizona, and it gets even tighter on the rural.

6 So it's these regional bills and regional funding
7 is incredibly important, and I think that we need to keep
8 telling the story about all the different funds that go into the
9 creation of these projects. People see projects done. They
10 assume it's all ADOT money or they assume it's all federal
11 money, and the reality is it's generally not, and I think that
12 impacts the entire state.

13 So thank you, Mr. Chair, for that opportunity.
14 Thank you, Rod.

15 CHAIRMAN KNIGHT: Yes. Member Searle.

16 VICE CHAIR SEARLE: Good morning, Rod. I
17 appreciate the input when we talk about the Saint David Bridge
18 project, and it does seem like that the detour for the wide load
19 seems to be helping, and I appreciate the assistance on that.

20 MR. LANE: Thank you.

21 CHAIRMAN KNIGHT: Any other comments for Rod?
22 Questions?

23 Hearing none, we'll move on to -- thank you, Rod.

24 MR. LANE: Thank you.

25 CHAIRMAN KNIGHT: We'll move on to Item 3, the

1 consent agenda. Does any member want an item removed for
2 special consideration or comments?

3 Hearing none.

4 VICE CHAIR SEARLE: I'll make the motion to
5 approve the consent agenda as presented.

6 MS. HOWARD: I'll second.

7 CHAIRMAN KNIGHT: You second.

8 I have a motion from Member Searle to approve
9 as -- the consent agenda as presented, and a second by Member
10 Howard. Is there any comments or questions from the Board?

11 All those in favor, please signify by saying aye.

12 BOARD MEMBERS: Aye.

13 CHAIRMAN KNIGHT: Any opposed? Motion passes.

14 We'll now move on to Agenda Item Number 4 for
15 information and discussion only, and Kristine Ward will give us
16 her presentation. Thank you, Kristine.

17 MS. WARD: Good morning, Board Members, and also
18 a good morning and welcome to our new director. It's
19 unfortunate she couldn't be here with us, but we can celebrate,
20 nonetheless, in her absence.

21 So I have a very brief report for you this
22 morning, and it's short and positive. I'll leave the less
23 positive to Paul. I think he's coming up here soon.

24 Let's see. Who's moving slides today? Do I get
25 to do that myself?

1 UNIDENTIFIED SPEAKER: Yes. Here's the clicker.

2 MS. WARD: Okay. This is -- it's new being in
3 person again.

4 Okay. Let's first discuss the Highway User
5 Revenue Fund, HURF, and we're in -- I'm happy to report we are
6 in forecast range, with about \$990 million collected year to
7 date. Just for some perspective, our overall forecast for HURF
8 for this year is about 1 billion, 750 million. So we're running
9 right on target. I think -- well, just a little -- .7 percent
10 behind. Nothing concerning.

11 Moving on to the individual categories, so this
12 slide will show you, January, the month of January, isolated,
13 not year to date, but just for January, the results shown by the
14 individual categories. And for the month of January, we're
15 running a little bit above forecast, 1.7 percent, but overall
16 for that year, we're right on target, within our target
17 measurement range.

18 Okay. Speaking of the regional -- to the
19 Regional Area Road Fund. Similar to HURF, RARF is within its
20 forecast range with \$350 million collected year to date. Again,
21 for some perspective, our overall forecast for Regional Area
22 Road Fund are \$720 million for FY '23. The category that stood
23 out this month and is standing out is contracting. We've had
24 growth -- with growth of about 32.6 percent. When you look at
25 the individual categories for RARF, now understand RARF runs a

1 little behind, the way the process flows. We're looking at
2 December revenues because of the way TPT tax is collected, and
3 what you'll see there is we're just running a little bit ahead
4 of forecast for December at 4 percent above forecast.

5 I don't have anything to report on the federal
6 aid program or the debt program, and I would be happy to take
7 any questions you might have.

8 CHAIRMAN KNIGHT: Does any member have a question
9 for Kristine?

10 Yes, Member Daniels.

11 MS. DANIELS: Kristine, do -- does ADOT track
12 total dollars spent either within the region or within the state
13 on O&M only in comparison to the gas tax revenues that we
14 receive?

15 MS. WARD: Mr. Chair, Board Member Daniels, I am
16 pausing and thinking. May I get back to you on that? I am not
17 certain we do have that. I need to think about that.

18 MS. DANIELS: I would imagine we have all the
19 data. Maybe it's not compiled specifically --

20 MS. WARD: Yeah.

21 MS. DANIELS: -- in that way. I did throw you a
22 curveball this morning. So, yeah, we can --

23 MS. WARD: No problems.

24 MS. DANIELS: -- get back together.

25 MS. WARD: Keeps it exciting.

1 MS. DANIELS: What I'm curious about is there's a
2 lot of conversation across the state, in particularly the
3 Legislature right now on the revenues associated with gas tax
4 applied to -- I'm just telling you the angle that I'm looking at
5 here --

6 MS. WARD: Uh-huh.

7 MS. DANIELS: -- as I'm thinking about this. The
8 revenues that we receive from gas tax as a percentage of what we
9 spend total on the operation and maintenance of our
10 comprehensive system.

11 MS. WARD: Oh.

12 MS. DANIELS: And the reason I say that is
13 because there's a theory out there that gas tax is covering
14 everything, and I need -- we need to clarify that. I think we
15 all as a board know that that's not an accurate statement, but
16 I'm not sure that that message is being sent both to lawmakers,
17 but also to the general public. I think we need to sort of show
18 that there was a conversation obviously from this board last
19 month about electric vehicles, and we know there's a discrepancy
20 there. I just think it's really important that we get some data
21 behind the conversation.

22 MS. WARD: Mr. Chairman, Ms. Daniels, I will -- I
23 will touch base with you after this meeting just to make sure I
24 have clarity in the question, and we can certainly gather that
25 for you. Your reframing of it helped quite a bit. So thank

1 you, and we'll touch base afterwards. Thank you.

2 CHAIRMAN KNIGHT: I think it is important that
3 we -- that we make sure the public knows that you can't cover
4 2023 or 2024 expenses with 1991 gas tax revenue. It just can't
5 happen, and they need to know that. Thank you.

6 MS. WARD: Thank you.

7 CHAIRMAN KNIGHT: Any other comments for
8 Kristine?

9 Thank you, Kristine.

10 We'll now move on to Agenda Item Number 5, which
11 is for discussion and possible action. Paul Patane.

12 MR. PATANE: Good Morning, Chairman Knight, Board
13 Members. So Paul Patane, Multimodal Planning Division. Today,
14 I will be presenting to you the Tentative Five-Year Program for
15 your consideration and approval.

16 So the items I'll cover today are a little --
17 just a little background information. Then I'll cover the
18 Tentative Five-Year Highway Delivery Program, the tentative MAG
19 program, the tentative PAG program, the tentative Airport
20 Capital Improvement Program, along with covering the next steps.

21 So as far as some of the background information,
22 as you're aware that the five-year program must be a fiscally
23 constrained document. The approval process and schedule ahead,
24 presenting the tentative program today, and May 19th is our
25 currently scheduled public hearing, followed by June 1st, the

1 board study session. We'll go over and discuss the comments we
2 received from the public and others. Then for June 16th board
3 date, it's projected approval of the five-year program.

4 Just real quick, an overview of our assets
5 condition. So the current value of all our infrastructure
6 assets according to our 2022 ADOT Annual Comprehensive Financial
7 Report, the value of the system is \$24.4 billion. This is the
8 largest asset that the State of Arizona has.

9 So next I'll get into talking about our bridge
10 and pavement ratings. And so federal performance or federal
11 regulations require us to have performance standards and metrics
12 for our pavement and bridges. Thus is why we show this to you
13 where we evaluate and track our bridge performance. How we do
14 this is by the bridge ratings. On the bridge rating of good is
15 the primary structural component has no problems and very minor
16 deterioration. A fair condition bridge is one where the
17 structural components are sound, but there's beginning some of
18 concrete deterioration. Followed by poor -- a poor rating is we
19 have severe scour, severe potholes on bridge decks. A poor
20 condition bridge is not unsafe. Unsafe bridges are closed.

21 So in looking at our condition on the statewide,
22 going from 2010 to '21, there's a downward trend on the bridge
23 condition. In 2010, the overall system was at 75.5 percent.
24 Now we're at 64 percent, which as you can see, we've kind of
25 leveled off all over the last few years, and that's because of

1 our -- a lot of investment that we put into the -- to the
2 bridges. But again, our system is aging and so, you know, we
3 can't maintain the current downward trend we're going. So
4 additional funding will be necessary.

5 So looking at our pavement ratings. Again,
6 they're based on good, fair and poor condition. A good is a
7 smooth road surface with little cracking or no ruts or potholes.
8 Then fair condition is moderate amounts of cracking with
9 increased roughness on the road surface. And we have poor
10 condition pavement, and I think a lot of us have experienced the
11 rough surface, the ruts in the road of a poor condition.

12 And here we're looking at our pavement condition
13 for our interstates. Unfortunately, it's a downward trend as
14 well. In 2010, we were at 72 percent. In 2021, we're at 51.4
15 percent. The last couple years we were able to increase the
16 amount of good condition payments. Fortunately, we were to get
17 some additional legislative appropriations along with some
18 CRRSAA funding, but also we've -- our pavement group has
19 developed what we call a life extension program where we're able
20 to take care of some pavements that are in fair condition but --
21 and get those up into good condition with some minor milling and
22 resurfacing of the roadways.

23 This is our pavement condition for the
24 non-interstates. Unfortunately, a downward trend as well. We
25 have to -- when it comes to prioritizing where we invest our

1 pavements or key commerce corridors or interstates is where we
2 look to prioritize, and so, naturally, the other roadways, state
3 highways or -- you know, are the direct result of what happens.
4 So in 2010, we were at 68.1 percent. As you look today, or
5 2021, in our last data, we were at 33.8 percent.

6 These are pavement condition for the non-National
7 Highway system. Not much good news to report here either. Our
8 good condition was -- in 2010 was at 44.3 percent, and
9 currently, in 2021, we were at 17.1.

10 So What Moves Arizona 2040 is the agency's most
11 current Long Range Transportation Plan. The Long Range -- our
12 Long Range Transportation Plan is not project specific, but it
13 is a policy document. The long range plan helps us establish
14 the strategic priorities, goals and objectives and guides ADOT's
15 investments based on the anticipated funding levels.

16 As you can see, the investment categories we have
17 within our long range plan are preservation, modernization and
18 expansion.

19 So how does this all kind of link together? This
20 is kind of the purpose of the slide. Where's -- the long range
21 transportation planning does give us recommended investment
22 choices. So from there we use our planning to programming
23 policy and process to identify the new projects that come into
24 the program on the -- on the new fifth year of the program. And
25 so once we rate those projects using the input from the

1 districts, key stakeholders, NPO, COGS and other elected
2 officials, we develop the tentative five-year program. Then we
3 get it, as we are here today, to have the tentative program
4 approved by the Board.

5 So this is just a slide showing the -- kind of
6 the process we used to develop the five year, the fifth year of
7 the new program. It's an ongoing process, takes, you know, a
8 whole, full year to develop the program. Then if you've seen
9 from all the board meetings, we come with recommendations, you
10 know, to the -- to the program once it's approved. I mean, we
11 approve the program in June. Then in July we're making changes
12 due to additional projects being added, additional funding
13 sources being identified. So it's an ongoing process throughout
14 the year where we develop and execute the five-year program.

15 So at our study session, you know, we presented
16 this slide as well. This is showing the funding available for
17 the tentative program. As you can see, we're -- our program is
18 doing quite well over the last few years, and this program here
19 is the largest program that ADOT has ever had and will
20 administer. The current value's in excess of \$7.73 billion.

21 So this slide here shows the funding distribution
22 by percentages for different investment choices. As you can
23 see, the -- on the left there's the program from 2023-2027
24 compared to the new program, 2024 to 2028 program. As you can
25 see, our modernization has increased, and this is partially due

1 to the new programs that were part of IIJA investments in truck
2 parking. Some of the new programs were the Transportation
3 Alternative Program, the Carbon Reduction and the NEVI, and we
4 also increase the amount in the HSIP program.

5 So these are the program dollar amounts,
6 excluding the -- of the MAG, the Maricopa and Pima County
7 regions. As you can see, we're -- the 2024 we're at over
8 804 million, up to 2028 where we were increased to 962 million.

9 So this -- these are the funding amounts for the
10 ADOT system only. This doesn't include what goes on the local
11 system. We're at 6 -- over 693 million in 2024, with a constant
12 rise to right around 867 million in 2028.

13 So this slide here shows what goes into the local
14 competitive programs and funding and other systems, such as
15 state parks. This funding has increased as well, as you can
16 see. There's over 100 million average throughout the five
17 years. Money going through the NEVI programs there, the
18 recreation trails, off system bridge, and along with the CMAC
19 funds for the Nogales area.

20 So for Greater -- for Greater Arizona, we have 64
21 percent for expansion in the new 2024 program. They have 20
22 percent for modernization, along with 16 percent toward
23 expansion.

24 So just wanted to bring you up to date on the
25 I-10 corridor. There's a lot of moving parts here, and so we're

1 working with our regional partners and our tribal partners on
2 and coming up with the phasing plan. A lot of discussion going
3 on, but we do have over \$800 million toward the corridor that's
4 currently in the program, and so not all the projects will be in
5 the tentative program. Those are still being fleshed out with
6 our MAG and our great partners just to make sure everybody's on
7 board in how we implement this 26-mile gap that's in need of
8 improvement.

9 So here are some of the expansion projects. For
10 FY '24 we have our -- the West Kingman TI and I-40 and US-93
11 interchange. That's at 160 million. We're investing some
12 design work on US-93 at Cane Springs, along with, again, the
13 right-of-way process for the SR-260 Lion Springs. Investing
14 83 million for Anthem Way, along with 20 million for the I-10
15 corridor. And we're using -- for US-191 Cochise Railroad
16 overpass, there's 23.15 million programmed.

17 For FY '25, expansion projects. Again, a lot of
18 our focus is on US-93, Vista Royale to Big Jim Wash. We've got
19 US-93 at Cane Springs. Another 30 million for the I-10
20 corridor. And we have the remainder of the US-91 Cochise
21 Railroad overpass, with 23.15 million.

22 The reason -- just real quick for, like -- for
23 the US-191, we show it in two fiscal years because we cash
24 flowed over. That's how we...

25 So FY 2026, we have 54.5 million towards Lion

1 Springs and State Route 260. You have another 63.9 million for
2 US-93 at Cane Springs. Then 43 million for US-93 at Vista
3 Royale.

4 FY '27, we have Lion Springs SR260, and also
5 70 million for US-93 at Big Jim Wash.

6 For FY '28, we're currently showing no expansion
7 projects on the tentative program.

8 So I'm going to show the MAG program for
9 2024-2028 based on the latest information we have obtained from
10 MAG. So here we're showing -- this displays the program that's
11 for 20- -- FY '24 and '25 for the MAG region. And we have
12 various types of projects. Some interchange improvements, along
13 with expansion projects along Grand Avenue.

14 This is for the PAG region, the tentative program
15 for the PAG region based on the latest information given to us.
16 So we're showing projects on I-10, Country Club and Kino. Kino
17 Road traffic interchange. Both those projects will be combined
18 into one. Then we have expansion on I-19 from Valencia Road to
19 I-10, along with I-19 at Irvington TI at 79 million.

20 So this is the Airport Capital Improvement
21 Program. The ACIP has the objective of maximizing the use of
22 state dollars for airport development and F -- federal aviation
23 funding for Arizona airports. Federal monies are derived mainly
24 from taxes on airline tickets and are distributed by the Federal
25 Aviation Administration directly to local airports through the

1 National Airport Improvement Program. State funding comes
2 mainly from flight, property tax, aircraft in lieu tax, aircraft
3 registration and aviation fuel tax.

4 And this picture here shows the Cottonwood
5 Airport, which they received the last year for the airport of
6 the year. Each year we pick an airport of the year, and they --
7 and they get put on the program. One of the benefits.

8 So showing our ACIP for fiscal year 2024. We
9 have the federal/state/local program, which is at 8 million. We
10 have the state/local program, which is at 10 million. You have
11 the Airport Pavement Maintenance System (AMPS) program at
12 5 million. And then we have the Grand Canyon National Airport
13 (GCN). For FY '24, they have 20.6 million. And then we have
14 state planning services, an additional million dollars. For the
15 total Airport Capital Improvement Program of 44,705,000. Excuse
16 me.

17 So then looking on the six- to ten-year program.
18 Again, using our long range plan as our guide for our investment
19 choices, and we're not showing any expansion from 2029 to 2033
20 as well.

21 So the next steps was a recommendation to the
22 State Transportation Board for approval for public comment on
23 February 17th, today. We will have the public comment period of
24 March through May. And then currently scheduled for March --
25 for May 19th is the public hearing of the tentative program,

1 followed by the study session in June. Then anticipate final
2 approval by the State Transportation Board on June 16th. Then
3 our new state fiscal year starts July 1.

4 Any questions?

5 CHAIRMAN KNIGHT: I think Mr. -- Board Member
6 Searle has a question.

7 VICE CHAIR SEARLE: Well, actually, I've got
8 several questions, Paul. And since you're going to be taking
9 public comment for the next several months, would you like to
10 start right now?

11 MR. PATANE: No. I mean, that's what we're here
12 for. We're here to serve, and -- well, I may not be able to
13 address them --

14 VICE CHAIR SEARLE: Okay.

15 MR. PATANE: -- all, but we'll -- we will address
16 them.

17 VICE CHAIR SEARLE: All right. I've got to keep
18 my finger on this button to keep it... Thanks, Jackie.

19 Let's start with the Cochise overpass that you
20 referred to earlier.

21 MR. PATANE: Yes.

22 VICE CHAIR SEARLE: And I don't know if this is
23 a -- just a technical addition problem, but you said it carries
24 over two years, the funding.

25 MR. PATANE: Correct.

1 VICE CHAIR SEARLE: And it's showing 23 million
2 one year and 23 million the next year. So is that a total of 46
3 for the project?

4 MR. PATANE: If it's -- you know, I don't have my
5 program -- I got it right here. If it's showing -- showing in
6 two fiscal years, that's what currently is being --

7 VICE CHAIR SEARLE: All right. But it's also got
8 it added up over here at \$89 million as well.

9 MR. PATANE: What page are you looking at, sir?

10 CHAIRMAN KNIGHT: 129. (Inaudible) break there.
11 Yeah.

12 MR. PATANE: Yeah. The way I'm reading it, we
13 got 23.15 in FY '24 and '25

14 VICE CHAIR SEARLE: So the total project is
15 forty-seven nine; is that correct?

16 MR. PATANE: Correct.

17 VICE CHAIR SEARLE: So the number above it, which
18 on total construction is showing 89 million bucks. So that --

19 MR. PATANE: Oh, okay.

20 VICE CHAIR SEARLE: Is -- I'm assuming that's a
21 typo then.

22 MR. PATANE: Yes, sir.

23 VICE CHAIR SEARLE: Okay. All right. If we'll
24 go back to page 100. No, no. I'm sorry. Let's find it here.
25 Page 101. I got Jackie...

1 This is the legislative appropriation combined
2 with a project that's going to be bid out this fall. The
3 question I've got is the next one is 102, which is basically
4 work on the same -- the same segment of road, but scheduled for
5 two years later, and I'm just wondering for efficiencies, is
6 there an issue that they shouldn't be done at the same time?

7 MR. PATANE: Well --

8 VICE CHAIR SEARLE: And that might be something
9 you want to get back with me on.

10 MR. PATANE: Yes, Sir.

11 VICE CHAIR SEARLE: And the last comment or the
12 last question is in previous years on the Airport Capital
13 Improvement program, it's been a listing of the different
14 airports and the different projects, and I didn't see an
15 individual breakout as to where the individual airports are
16 going to get funding for this coming fiscal year.

17 MR. PATANE: Yeah. We can provide that list.
18 They had to update it based on some additional funding that came
19 in, but the list will be provided.

20 VICE CHAIR SEARLE: Okay. Those are my questions
21 and comments, Gary.

22 CHAIRMAN KNIGHT: Does any other board member
23 have questions? Board Member Daniels.

24 MS. DANIELS: Thanks.

25 Hey, Paul.

1 MR. PATANE: Hello.

2 MS. DANIELS: Paul, I'm so grateful that you come
3 and present. I can tell you do not love presenting, but you do
4 a really good job. So I just need you to know we see it, and
5 we're still really proud of you.

6 MR. PATANE: (Inaudible.)

7 MS. DANIELS: Question for you.

8 MR. PATANE: I'll do better on my body language.

9 MS. DANIELS: No, stay you, because you got
10 both -- you got both sides of the coin. It's great.

11 Question for you. It -- we've used this phrase
12 historically, and I just want to make sure that we're still
13 being consistent. I've heard before that in order for something
14 to be within the five-year plan, a DCR has to be completed in
15 order for that to take place. Is that still sort of the policy?

16 MR. PATANE: So that's -- you know, that's -- it
17 really depends on the -- on these larger projects, you know, to
18 get funding for construction, it's -- yes, it's best to have
19 that preliminary (indiscernible) scoping document, but there's
20 funding sources, like, you know, these -- are our pavement
21 preservation program. Those projects have a very small scope to
22 them. They don't have a big study, design concept report. So
23 it varies on the type of project, but when you get into larger
24 projects, you have to have that guiding document to help you
25 make the right decisions.

1 MS. DANIELS: I can appreciate that. I'm going
2 to put you on the spot then on State Route 88, which I hear
3 about regularly. There's a very active group of citizens
4 involved.

5 MR. PATANE: Right.

6 MS. DANIELS: I realize it's a complicated
7 project because of the varying levels of government that are
8 involved in that, but the statement was made at the last State
9 Route 88 meeting that in order for something to be included in
10 the five-year plan, there has to be a DCR. If we could outline
11 the criteria for when something does require a DCR and when it
12 doesn't, that will help us, I think, in those conversations,
13 because I think I misunderstood sort of this -- the size and
14 scope that would require a DCR and which ones won't. But I --

15 MR. PATANE: Right.

16 MS. DANIELS: -- think we need to be really clear
17 about that, because there is some inconsistency, I think, in the
18 way that we're explaining that.

19 MR. PATANE: Okay. We can do that.

20 CHAIRMAN KNIGHT: Yes. Member Howard.

21 MS. HOWARD: Thank you, Chair.

22 Thank you, Paul, for such a great report. I just
23 wanted to make a couple of comments.

24 In the beginning of your presentation, we're
25 showing quite a decline in the ratings of most of our roads and

1 bridges, and it scared me, you know, as you went on through your
2 presentation, because I see the decline in the funding going
3 towards the maintenance as well, which causes further decline,
4 obviously. But when you get to the end where we're looking out
5 ten years, that number seems to grow in more of the maintenance
6 aspect and preservation versus the modernization and growth, and
7 so that eases me a little bit.

8 So I really want us to remain open over the next
9 several years with that. You know, nationally, all of our
10 infrastructure is declining --

11 MR. PATANE: Right.

12 MS. HOWARD: -- both utilities and public works,
13 and I really think we need to have foresight there and plan well
14 in advance to maintain as well as provide for growth and
15 modernization at the same time, just that balance.

16 So thank you very much.

17 MR. PATANE: Thank you for those good comments.

18 CHAIRMAN KNIGHT: Any other questions for Paul?

19 Yes. Member Maxwell.

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

21 Paul, kind of quick follow-up to what Member
22 Howard just said, is I think as we look at that ten years out,
23 there's just no money for expansion, and I think that goes back
24 to where we're going to have to identify where those alternative
25 sources are or have the conversation of modernizing, and the

1 keyword is modernizing how we fund infrastructure right now.
2 We're using, you know, decades old systems to fund something
3 that's -- the vehicles aren't the same. The roads aren't the
4 same. Construction's not the same. So at some point we may
5 have to have that conversation.

6 Specific questions on this one. You briefed the
7 I-10 project today, and you talked about the 800 million cost,
8 but we don't have all that money identified yet; is that
9 correct?

10 MR. PATANE: That's correct. There still is --
11 based on the current estimate and the available funds, there is
12 still a gap of 130 million.

13 MR. MAXWELL: So in the five-year plan, do we
14 have the piece -- do we have the entire 800 million built in the
15 five-year plan, and we're betting on the (indiscernible) do we
16 have the 400 million that we know we've got from the State
17 Legislature?

18 MR. PATANE: No, we don't. There's some regional
19 requirements that have to be completed before that 400 million,
20 you know, can be used in, you know, the MAG region. There's
21 (inaudible) conformity. It's got to be in their TIP, things
22 like that. But we are anticipating, you know, that the Gila
23 River Bridge still going this year, in FY '23. So, you know,
24 hopefully begin construction by the end of the year on the -- on
25 the Gila River Bridge.

1 So we just have to -- with our -- working with
2 our regional partners and our -- and our tribal partners,
3 there's just still ongoing discussion on the phasing between the
4 north and south and where things will begin construction, but
5 the Gila River Bridge is moving forward.

6 MR. MAXWELL: So Gila River Bridge is in here,
7 the rest of the project's not necessarily to complete the 26
8 miles of I-10?

9 MR. PATANE: Correct, sir.

10 MR. MAXWELL: And I think that's important for
11 the public to understand that we -- ADOT works nonstop on this
12 plan, because it's a continual year-to-year. I mean, you saw
13 the timing even overlaps, starting the next one before we've
14 even approved this one. So that's a lot of good work, and I
15 appreciate that.

16 And the other question I've got is really more
17 for clarification. The preservation that's in the five-year
18 plan is not the only preservation that ADOT does. I mean, when
19 it comes to -- you hear -- you know, we heard a caller today
20 talk about potholes and doing that. There's -- that -- are
21 those funds -- I mean, obviously we've got the preservation
22 projects in here, but is there also just a bucket of money for
23 the other preservation we do or --

24 MR. PATANE: Yeah. Our operations or maintenance
25 operations, you know, they -- you know, we have funding that

1 goes to the different districts, and they use -- they do
2 preservation as well as themselves. We got -- there's a special
3 line item, I believe it's 35 million now, the SLA program is
4 used for preservation as well. So there's an -- ongoing
5 strategies, both them, boots on ground along with our pavement
6 group folks who are planning, because we -- earlier in the year
7 we did have our pavement group run the numbers, what it would
8 take to get all our pavements in good condition, and it was,
9 excuse me, 4.6 billion. So it's a huge number.

10 MR. MAXWELL: Thank you, Paul, for clarifying. I
11 just want to make sure everybody realized that there are
12 projects in here, but there's also other pavement preservation
13 efforts that go on as well.

14 And thank you, Mr. Chair.

15 CHAIRMAN KNIGHT: Thank you, Ted.

16 All right. Paul, to Member Howard's comments,
17 the only reason we have expansion and modernization in the early
18 years of the plan are due to legislative appropriations, and
19 we're not taking it away from our pavement preservation money;
20 is that correct?

21 MR. PATANE: Well, no. I believe it's not,
22 Chairman Knight. The current funding for the expansion projects
23 is, you know, the program dollars, the HURF dollars, and those
24 are needed for, like, US-93. You know, we're trying to get
25 where we can get more HSIP funds qualified for that corridor,

1 but, you know, based on just the concerns from operations, you
2 know, it's in need of expansion, and just because of safety as
3 well.

4 CHAIRMAN KNIGHT: Okay. I -- seems like when we
5 first -- going back a couple of five-year plans, we had no --
6 initially, we had the expansion and modernization ended, and the
7 preservation continued to increase, and now we seem to have
8 money for expansion and modernization, and, of course, that --
9 the legislative appropriations helped that considerably. So I
10 just --

11 MR. PATANE: Oh, it frees up money in other
12 areas. You know, you're able to move funding around. I think
13 last year's program is when we introduce some of these expansion
14 projects, based on some of the safety needs.

15 CHAIRMAN KNIGHT: Okay. I've got one more
16 observation question. The MAG prediction out into -- I --
17 they're -- Prop 400, whatever that -- their transportation tax
18 expires 2026? 2025?

19 MR. PATANE: Right.

20 CHAIRMAN KNIGHT: So are you assuming with
21 your -- with your predictions out past 2025 that that's going to
22 be approved or is -- how does that -- how does that work?

23 MR. PATANE: Well, as you can see, we showed just
24 '24 and '25, and only (indiscernible) work with our regional
25 partners, and, you know, they kind of hand us their program that

1 we insert into our program, and so we -- that's still ongoing
2 discussion, and when, you know, I talked earlier or next about
3 the new Long Range Transportation Plan, you know, one of our
4 forecasts is based on them. Prop -- the low forecast is based
5 on Prop 400E not passing.

6 CHAIRMAN KNIGHT: Yeah. The only the only reason
7 I ask is it might be beneficial when they reintroduce that to
8 the voters to show that, what it would look like after 2025 if
9 that is not approved, that way the voters can see what they're
10 going to lose if that proposition is not passed, but anyway...
11 Just a comment.

12 MR. PATANE: Okay. Thank you.

13 CHAIRMAN KNIGHT: Member Daniels?

14 MS. DANIELS: To that point, we do have that
15 analysis. MAG has worked diligently on that. And right now
16 it's not even a question of the voters approving it. We need to
17 get it through the Legislature first to get it on the ballot, so
18 there's a few steps still ahead, but that analysis has been done
19 and I think that that could be provided. I think it's a little
20 bit of a tricky scenario as it relates to when we're working in
21 conjunction with ADOT, because at some point there would have to
22 be some reallocation of dollars, and I was really grateful for
23 mayors and leadership, elected leadership, outside of Maricopa
24 County or the MAG region who very much are -- have been
25 supportive of that effort, and it's been really heartening to

1 see the rest of the state come together to support that region.
2 So I just want to convey that.

3 I was on the exact same page as you, Chair
4 Knight, when you talked about legislative appropriations for
5 expansion projects. We have become a little dependent, if you
6 will, I think, on that, and I don't mean that in a negative way.
7 There's been some surpluses at the Legislature that have allowed
8 for -- I call them earmarks, but I know the legislators don't
9 like that -- so appropriations to allow them to have specific
10 expansion projects, many of which have benefited a lot of our
11 residents across the -- across the state.

12 I -- if that is going to be the new norm, I would
13 like to see ADOT get much more involved in the legislative
14 process and in ensuring that a lot of those bills are
15 prioritized from an ADOT perspective. And I know we have a new
16 legislative director, and I don't -- I don't mean to give
17 direction. That would be a Director Toth initiative, but I do
18 believe that as a board as well as an agency, if our norm for
19 expansion and modernization is going to be coming from
20 legislative appropriations, as it has over the last couple of
21 years, we need to get a little bit more proactive in that effort
22 to ensure that the priorities of the state remain intact.

23 CHAIRMAN KNIGHT: Thank you.

24 Member Maxwell.

25 MR. MAXWELL: And just a follow-up comment to

1 that too, to Member Daniel's point of if that's going to be the
2 new norm, we've got -- ADOT needs to be involved in that process
3 as well. But the fact of the matter is it's been surpluses that
4 have allowed the legislators the ability to do that additional
5 funding, and if we're going to assume that we're going to have
6 surpluses going forward forever, I think that's a position where
7 we're going to get -- and the point where if we don't have a
8 solid five-year plan and a solid regional funding plan, the
9 feds, you know, always are looking to get some match, and they
10 can't come, but we can't start relying on a single source to get
11 our infrastructure needs met. And if we do that as a -- as a --
12 either a board or a state, I think we're going to be in trouble
13 eventually.

14 CHAIRMAN KNIGHT: Thank you.

15 And I would also comment that the rural counties,
16 the other 13 counties have come together through the RTAC, the
17 Rural Transportation Advocacy Council, to do precisely what
18 Board Member Daniels is talking about, and yes, ADOT would -- it
19 would behoove ADOT to be involved as well, and we're -- and that
20 organization is -- makes every effort to do that. Kevin Adam
21 has been a great leader of that -- of that group. So things are
22 being done, and unfortunately, since it just is the Rural
23 Transportation Advocacy Council and it just includes the 13
24 rural counties, but MAG and PAG also have been present with a
25 voice.

1 Any other comments from this?

2 VICE CHAIR SEARLE: (Inaudible.)

3 CHAIRMAN KNIGHT: Yeah. Go ahead, Member Searle.

4 VICE CHAIR SEARLE: (Inaudible) looking for a
5 motion to approve the Tentative 2024-28 Five-Year Transportation
6 Plan?

7 CHAIRMAN KNIGHT: If there are no other comments
8 or no other questions for Paul.

9 VICE CHAIR SEARLE: I so move.

10 MR. MAXWELL: Second.

11 CHAIRMAN KNIGHT: I have a motion from Member
12 Searle and the second from Member Maxwell to approve the Five-
13 Year Transportation Facilities and Construction Program review
14 and -- for public hearing. Does any member have any further
15 comments?

16 Hearing none, all those in favor signify by
17 saying aye.

18 BOARD MEMBERS: Aye.

19 CHAIRMAN KNIGHT: Any opposed? Motion passes.
20 Thank you, Paul.

21 MR. PATANE: I'm up here for a little while
22 today.

23 CHAIRMAN KNIGHT: We'll now move on to -- we'll
24 now move on to Agenda Item Number 6, which is also Paul's, for
25 information and discussion only. The Multimodal Planning

1 Division Report.

2 MR. PATANE: Thank you.

3 So today, current, the planning activities I'll
4 discuss are the tribal transportation update, along with just a
5 high level overview of where we're at with the Long Range
6 Transportation Plan and some of the next steps with that Long
7 Range Transportation Plan.

8 So the first update is regarding the Intertribal
9 Council of Arizona. The objective of this group is to improve
10 consultation, coordination and cooperation between ADOT and the
11 tribes in Arizona. The working group meetings are formed to
12 provide information and receive feedback on issues or concerns
13 from our tribal partners. And so they had the meeting. The
14 transportation working group had a meeting yesterday, and the
15 topics of discussion were the ADOT Transportation Alternative
16 Program, the ADOT Intergovernmental Fund Transfer Agreement
17 process, along with the ADOT IFTA, the tribal experience. The
18 next meeting -- working group meeting is on March 16th.

19 So here's an update on US-DOT Tribal
20 Transportation Program Safety Fund. Tribal grants were awarded
21 in Arizona. On February 2nd, the US DOT released notice of that
22 the following projects were awarded safety funding. The
23 Colorado River Indian Tribes were awarded a little over 277,000
24 for design and pedestrian improvements along Agency Road.

25 The second award of a little over 514,000 for

1 systematic application of roadway departure countermeasures.
2 Also, Fort McDowell received funding for Indian Route 106 and
3 hundred -- a little over 191,000 for road safety improvements.

4 So some ongoing activities with the Northern
5 Arizona region. We have newly-elected leaders. Ms. Parker is
6 the newly-elected chairwoman of the Hualapai Nation. She was
7 elected on special -- she was elected by a special election on
8 January 14th to replace Dr. Damon Clarke. With the Navajo
9 Nation, the newly-elected leader was -- let's say this right --
10 Buu Nygren. He's the new Navajo Nation president, took oath in
11 the office in -- earlier on January 10th.

12 Then we have our ongoing Hopi and ADOT
13 partnership meeting. We meet on a quarterly basis at the
14 Northcentral District office discussing issues such as road
15 safety assessment, the process there, data sharing, as well as
16 updates on upcoming projects from both the ADOT Northeast
17 District and NACOG.

18 Any questions on the tribal updates?

19 CHAIRMAN KNIGHT: Any questions from the Board?

20 MR. THOMPSON: Yes.

21 CHAIRMAN KNIGHT: Board Member Thompson.

22 MR. THOMPSON: You know, just right now, we just
23 passed the Five-Year Transportation Plan for public hearings.

24 MR. PATANE: Yes.

25 MR. THOMPSON: I'd like a little more emphasis

1 put to the tribal governments as to the importance of having
2 them, you know, make a lot these comments that pertain to their
3 communities. And I certainly do appreciate -- I believe that
4 we've (inaudible) a good degree of progress, in doing this,
5 communicating with the public and tribal governments and having
6 them be part of the process. So again, I'd just like to extend
7 thank you to you and also the staff here, and for on the Board
8 as well. So thank you, Paul.

9 MR. PATANE: No. Thank you. It's important that
10 we hear from our tribal partners and, you know, because of the
11 emphasis, we've added two staff members dedicated to improving
12 those tribal relations. We added one working directly for Greg.
13 Then we have -- we added another tribal liaison in our
14 Environmental Planning Group. So we're looking to improve those
15 relationships.

16 CHAIRMAN KNIGHT: Any further questions or
17 comments from the Board?

18 Carry on, Paul.

19 MR. PATANE: Okay. Just a little quick update on
20 the 2050 Long Range Transportation Plan update. As you know,
21 federal and state requirements, required to update the plan
22 every five years, and that's where we're at. We're currently
23 updating the new plan.

24 And so the plan provides a blueprint for the
25 vision for the state's future transportation system over the

1 next 25 years. And I just want to -- you know, a lot of the
2 documents -- going to begin to share those with you over the
3 next couple months, because it's important we get your feedback
4 on some of these documents, because we will look to -- we will
5 look to give you a detailed briefing on the June 1st study
6 session followed -- and we anticipate it -- having it go to the
7 Board in June as well for final approval.

8 So I'll cover these documents, the vision, the
9 schedule, some of the deliverable status, our public
10 involvement, some of the great things we did there, the
11 multimodal needs analysis, and the revenue analysis. Both the
12 needs and revenue analysis are still draft, and so those need to
13 be currently updated, but I want to share with you what we have
14 to date and the next steps.

15 So our vision for Arizona is "Connecting Arizona.
16 Better Lives Through Better Transportation." And to support
17 that vision, we have nine goals, and the goals are, you know,
18 enhance safety and security, support economic vitality, preserve
19 and maintain the system, improving mobility, reliability and
20 accessibility, strengthen partnerships, along with support
21 equitable access to the state highway system.

22 And so, you know, with, you know, some of these,
23 just like enhanced safety and security, you know, our vision is
24 still for a state highway system where we have zero fatalities,
25 and so our efforts will be focused to really reduce and actually

1 eliminate the fatalities on our state highway system.

2 We've all heard about preserving and maintaining
3 our infrastructure. Our infrastructure is aging. It's over
4 50-60 years old, and so all the emphasis we need to make sure we
5 improve and dedicate as much funding as possible to
6 preservation.

7 Improving mobility, you know that has to do with
8 travel time reliability. Our freight -- is our freight plan,
9 kind of eliminating some of those bottlenecks along our state
10 highway system, along with strengthening our partnerships. I
11 kind of alluded to that -- alluded to that earlier, but it's
12 important that we're all working together with a common vision,
13 because we all know what a good transportation system can do to
14 this state and to our economy.

15 So here's our schedule. We're moving along, and
16 right now we're really in the meat of what the Long Range
17 Transportation Plan is all about, because at the end of the day,
18 we're looking at determining what our recommended investment
19 choices will be, which guides how we program the five-year
20 program and develop it.

21 And so right now we're in February, and so we
22 look forward to the conclusion over the next few months, but
23 this is an important time, I want to stress, if we can get your
24 feedback on the documents that we begin to share with you.

25 So some of the deliverables. Some of these are

1 completed. The vision, goals and objectives, we'll get that to
2 you over the next week. Then the drafts, as mentioned, for the
3 needs analysis and the revenue analysis. And the future -- our
4 future deliverables are the gap analysis and final long range
5 plan, but we also added a couple items to this was a resiliency
6 plan, as part of the long range plan, along with updating our
7 key commerce corridors.

8 So I'll start with our public involvement. So
9 some of the (inaudible) we use with social media, e-blasts and
10 keys stakeholder outreach. As you can see, we kind of exceeded
11 our expectations. We were anticipating 7,100 responses. We got
12 closer to the 7,900, and so, you know, we were really pleased to
13 even increase it from 5,900 over the last long range plan. So
14 those efforts are paying off where we're reaching out and
15 getting feedback from our customers.

16 So this kind of shows the survey coverage of the
17 feedback we received. Naturally, the Maricopa was the highest
18 at 54 percent, Pima County in 19. Several others at 1 percent
19 and 3 percent, and along with Pinal County, we got good response
20 at 10 percent.

21 So we asked -- as part of the survey, we asked
22 them, as you've seen earlier, I referenced the seven goals that
23 were part of the Long Range Transportation Plan vision, and so
24 the survey respondents were asked to rank those, the priority of
25 the goals, okay, and you can see where enhanced safety and

1 security was real close with two, mobility, followed up by
2 preservation and maintaining the system. Then as -- the others
3 are listed there as well. So in this question, they were asked
4 to rank the goals of -- to their importance.

5 Then on this second survey, this other survey
6 question we ask is -- we gave the respondents, you know, a fixed
7 budget, and where would they put their coins, you know, in
8 the -- in these categories, and as you can see, preservation was
9 the number one, followed by expansion, modernization, innovation
10 and accessibility.

11 As part of our public outreach, we had tribal
12 consultation sessions. We reached out to all 22 tribes. Twelve
13 tribes responded. We met with ten. Some of the takeaways from
14 those meetings were district communication on projects. They
15 feel it's important that they know not just during the
16 development of the project, but they want to get -- you know,
17 even when construction starts, get those notifications.

18 The roadway, lighting was an issue. Then
19 pedestrian safety. Widen shoulders and crash data sharing. The
20 crash data sharing is really huge, because we're not able to,
21 you know, put those numbers in the system and see if they
22 qualify, depending on the type of serious crash or fatals. And
23 so I really highly recommend we really need to do all we can to
24 get the data sharing issue taken care of, so...

25 Then also, you know, our regional partners, NPO,

1 COG outreach, you know, it's the continuing updates with the MPO
2 COGS. You know, we were able to do upon request any one-on-one
3 meetings, in-depth presentations as needed, but that group has
4 provided a lot of good input. Good input throughout this
5 process.

6 And these are our future public meetings coming
7 up. They're just around the corner. These are a combination of
8 in-person and virtual. The first three are in-person meetings
9 at -- both in the Phoenix area, Tucson and Flagstaff, and we
10 have a statewide virtual meeting followed up by a telephone town
11 hall on March 22nd.

12 So when we looked at the multimodal needs
13 analysis, you know, the purpose of the needs analysis is really
14 to define as funding amount required to bring -- to bring our
15 facilities to desired level. And so when we look at how the
16 transportation system is made up, now, we have the ADOT
17 infrastructure, which is our -- you know, our state highway
18 system, our ports of entry, our other facilities. These are
19 assets owned and operated by ADOT.

20 Then we have ADOT stewardship needs, and the
21 needs are -- are, like, programs -- ADOT stewardship needs
22 reference the amount of typical -- or excuse me -- the
23 stewardship are areas of programs that we administer on behalf
24 of the locals. Okay? And a big one is the transit, the 5311 --
25 53T -- 5310 money, which all comes through ADOT as passthrough.

1 Then we have the aviation funding. Also, the non- -- the
2 bridge -- the bridge funds, non-AH bridge funds. We do the
3 passenger rail, the 5329 program. We provide the state
4 oversight for that program, along with the Section 130 funding
5 associated with public at grade crossings. And so then we have
6 the complementary transportation systems, which is really owned
7 and operated by the local agencies.

8 So when we -- when we looked at the needs for --
9 you know, for the 2026-2050 horizon, you know, for the ADOT
10 infrastructure, we're looking at the need of \$154 billion. The
11 ADOT stewardship is based on current program funding levels,
12 because a lot of those are federal, federal aid highway programs
13 that we just projected the same levels of funding. Then we did
14 not include the complementary transportation funding as part of
15 the multimodal needs analysis. And so for the total in our
16 draft document that -- the total needs is currently at 211
17 billion.

18 So when we did our revenue analysis, we looked at
19 three scenario assumptions. A base forecast, ADOT official
20 revenue forecast for HURF and RARF. Current federal
21 authorization levels. And we did alter alternative forecasts on
22 the high end, with ADOT risk analysis focused on -- of 10
23 percent for HURF and RARF, a \$200 million increase per year,
24 with IIJA and BIL replacement funding. Along with alternative
25 forecasts lower. The ADOT risk analysis forecast of 90 percent

1 for HURF, termination of RARF funding in 2026, and return to
2 lower FAST Act funding levels.

3 So on the -- so I'm the one making those green
4 marks, huh? So I --

5 (Inaudible crosstalk.)

6 MR. PATANE: I won't mess with it.

7 And so on the revenue analysis, for the base, the
8 base extended -- the base forecast extended, we're looking at a
9 need of 74.8 billion. On the alternative high forecast,
10 94.5 billion, along with the low forecast of 42.5 billion.
11 Again, these are draft numbers. They still -- we still need to
12 have more collaboration with our consultant and our FMS group to
13 make sure we get the right numbers out, but we'll be sharing
14 with you these documents for your input and feedback.

15 MS. DANIELS: Let's go ahead and delete those
16 green marks if we can, just because it's hard to read a few
17 things on the slide.

18 UNIDENTIFIED SPEAKER: Good question. I don't
19 know how to do this. Is it an invisible one?

20 UNIDENTIFIED SPEAKER: I didn't touch it. Didn't
21 touch it, Floyd.

22 UNIDENTIFIED SPEAKER: (Indiscernible.)

23 UNIDENTIFIED SPEAKER: You did it. All right.

24 MR. PATANE: (Inaudible.) Step back.

25 So the next steps are we've got to -- once we

1 have the needs analysis and revenue analysis completed, we'll do
2 a gap analysis to find out what the funding needs are, and we'll
3 have a draft Long Range Transportation Plan that will go out for
4 public comment review, followed by a study session in June.
5 Then look for -- anticipate bring to the Board for
6 recommendation for approval on the board meeting in June.

7 CHAIRMAN KNIGHT: Do any members of the Board
8 have questions or comments for Paul?

9 Hearing none, you're -- don't go anywhere.

10 MR. PATANE: I'm not going anywhere. I told
11 them --

12 CHAIRMAN KNIGHT: Moving on to Item Number 7.

13 MR. PATANE: I told (inaudible). We've got to
14 make a change next meeting.

15 CHAIRMAN KNIGHT: PPAC items with Paul.

16 MR. PATANE: Okay. Chairman Knight, Board
17 Members, for your consideration are the recommended changes to
18 the FY2023-2027 Transportation -- Five-Year Transportation
19 Facilities Construction Program, Items 7A through 7F project
20 modifications.

21 CHAIRMAN KNIGHT: Any questions or comments for
22 Paul? I'll enter -- Board Member Thompson.

23 MR. THOMPSON: I would so -- I would so move for
24 approval as presented, approving the projects.

25 CHAIRMAN KNIGHT: I have a motion from Board

1 Member Thompson to approve the PPAC modifications Item 7A
2 through 7F as presented; is that correct? Do I have a second?

3 MR. MECK: Second.

4 CHAIRMAN KNIGHT: I've got to -- I've got a
5 second from Board Member Meck.

6 All those in favor signify by saying aye.

7 BOARD MEMBERS: Aye.

8 CHAIRMAN KNIGHT: Any opposed? Motion passes.
9 Okay, Paul.

10 UNIDENTIFIED SPEAKER: (Inaudible.)

11 MR. PATANE: It should be the one that says --
12 okay.

13 (Inaudible crosstalk.)

14 MR. PATANE: Okay. Chairman Knight, Board
15 Members, for your consideration are the recommended changes to
16 the FY '23-2027 Five-Year Transportation Facilities Construction
17 Program, Items 7G through 7I, new projects.

18 CHAIRMAN KNIGHT: Any questions or comments from
19 the Board? Then I'll entertain a motion to approve PPAC new
20 projects Items 7G through 7I as presented.

21 MS. DANIELS: So moved.

22 MS. HOWARD: I'll second.

23 CHAIRMAN KNIGHT: I have a motion from Member
24 Daniels and a second from Member Howard to approve as presented.
25 Any other questions or comments?

1 If -- hearing none, all those in favor signify by
2 saying aye.

3 BOARD MEMBERS: Aye.

4 CHAIRMAN KNIGHT: Any opposed? Motion passes.
5 Thank you.

6 MR. PATANE: Okay. One more. Okay. Item 7J.
7 I'm kind of excited about this one. I'll give you an update
8 on -- well, all of them. The AZ SMART Fund, because, you know,
9 to date we've only received three applications, and so I
10 really -- Board -- Chairman, Knight, Board Members, you know,
11 we've talked to our MPO's, our COGs, and everybody's aware we
12 have a website. You know, they -- we really like to see the
13 locals take advantage of this program. It's -- the program was
14 developed for the locals to have competitive application for
15 grants, and the way it's set up, you know, we can reimburse them
16 for the grant, the design services, and, you know, then they
17 have the -- you know, for the match. So it's all of -- all the
18 processes in place for them to really go for a grant from, you
19 know -- from submitting it to up to the match requirement, so...

20 So just real quick. You know, House Bill 2872
21 appropriated 50 million for the -- for the AZ SMART program.
22 The program provides grants to assist rural cities and towns and
23 counties to effectively compete for federal district
24 discretionary grants. And so just some real quick highlights.
25 As you know, they broke the applicant category into five areas,

1 and available funding was 10 million for each area. And so the
2 eligible uses are reimbursement up to 50 percent of grant
3 development submission costs.

4 This is for counties with a population of less
5 than 10,000, or 100,000 in cities and towns with a population of
6 less than 10,000. Can be used for a match for a federal grant
7 and reimbursement for design and other engineering services that
8 meet federal standards for projects eligible for a federal
9 grant. Unfortunately, there is -- there is some ineligible
10 applicants. Eligible applicants are all ADOT -- all cities and
11 towns and counties, except Maricopa and Pima Counties. Then
12 Guadalupe, Paradise Valley, Tempe, Tolson, Youngtown and South
13 Tucson are not eligible.

14 So the current grant that's available is the
15 Rebuilding American Infrastructure With Sustainability and
16 Equity grant, known as the RAISE grant. It's a multimodal,
17 merit-based competitive program funding a wide variety of
18 transportation projects. The emphasis: To improve safety,
19 environmental sustainability, mobility, economic
20 competitiveness, state of good repair, and partnership and
21 innovation. Available funding is a little over 1.1 billion for
22 urban and rural areas. The minimum reward is 5 million for
23 urban and 1 million for rural, and the application deadline is
24 February 28th.

25 So we received three applications that we

1 received of all our eligible applicants, eligible projects that
2 have submitted the COG, NPO and approval as required by statute.
3 Summary of the full applications was provided in the Board
4 packet. All have been approved by PPAC to be considered for
5 Board award. Total -- the total requested for the match was
6 29,000. Total requested for design and other engineering
7 services was a little over \$1,016,000. Total requested for
8 grant development submission, zero. The Board may approve, deny
9 -- approve, modify, deny or request more information.

10 So I'll go through each of these real quick, the
11 projects.

12 The first one is in Navajo County. It will
13 provide a match on the already awarded RAISE grant for a
14 regional multimodal study. It covers 16 miles on State
15 Route 260 between US-60 and State Route 73. The study will look
16 for areas to -- for improvement, to address inadequate safety
17 measures. It'll prepare pre-construction documents, conduct the
18 necessary community outreach, create a technical advisory
19 committee, which ADOT will be a part of, and to develop a
20 comprehensive plan. So the ask here is 29,000 for match from
21 Navajo County.

22 Next we have the town of Clarkdale. Their
23 request is for 807,500. This is for design and other
24 engineering services. AZ SMART request will fund design of a
25 new two-lane bridge to replace the 105-year old single-lane

1 bridge. The new bridge will improve emergency response vehicle
2 access/connectivity. Will facilitate tourism to the Verde
3 Canyon and improve nationwide connectivity for the Arizona
4 Central Railroad. The old bridge will be converted to a
5 pedestrian bicycle use. The applicant will submit right-of-way
6 and construction phases for RAISE grant in 2024.

7 Next AZ SMART request is from the City of Bisbee,
8 in the amount of 208,500 for design and other engineering
9 services, and the fund -- the request will fund design of a new
10 bridge on Commerce Street. Current -- the current bridge has
11 no -- has moisture damage or wood rot and is a safety concern.
12 It spans the Mule Gulch Channel and major drainageway recognized
13 by FEMA. Collapse could damage utilities, block channel,
14 resulting in flooding and property damage? Applicant will
15 submit the construction phase for a RAISE grant in 2024.

16 So our ask here is we'll recommend approval for
17 all three applications. There's -- sufficient funding is
18 available and will be set aside for awarded applicants. This
19 being Clarkdale, contracts for design and other engineering
20 services will be executed within 120 days of Board approval.
21 The Navajo County contract for match will be executed after
22 applicant executes the federal grant agreement. And all
23 applicants are responsible for all costs exceeding the amount
24 awarded by the Board.

25 And I have a requested action.

1 VICE CHAIR SEARLE: I'll make a motion to approve
2 the Arizona SMART applications.

3 CHAIRMAN KNIGHT: Before we do that, I've got one
4 quick question, that Governor Hobbs, it was my understanding,
5 added 25 million to the AZ -- to the SMART Fund. Is that --
6 does that have to be approved by the Legislature or is she just
7 able to add 25 million?

8 MR. ROEHRICH: Mr. Chairman, Board Members, that
9 was in her budget.

10 CHAIRMAN KNIGHT: Yes.

11 MR. ROEHRICH: But that is still being
12 negotiated.

13 CHAIRMAN KNIGHT: Okay. Okay.

14 MR. ROEHRICH: That has not been approved yet.

15 CHAIRMAN KNIGHT: It was in the budget.

16 MR. ROEHRICH: So the SMART Fund is only at
17 50 million at this point.

18 CHAIRMAN KNIGHT: That's what I wanted to
19 clarify.

20 MR. PATANE: Thank you, Floyd.

21 CHAIRMAN KNIGHT: Okay. Very good. Then I have
22 a motion from Board Member Searle to approve the SMART Fund
23 applications as presented. Do I have a second?

24 MR. THOMPSON: Second, with a question.

25 We make -- there's a lot of individuals or

1 leadership in the Native American communities that were very
2 interested in the SMART program, and we recommended that they
3 work with their counties. Do you know if there was any
4 applications that came in? (Inaudible), for an example?

5 MR. PATANE: No, I -- the -- I don't know. Clem,
6 do you know? Yeah. We haven't received any. The only ones we
7 received are these three to date.

8 MR. THOMPSON: Very good. (Inaudible.)

9 CHAIRMAN KNIGHT: And I have a second from Member
10 Thompson. Any further discussion?

11 MR. MAXWELL: Chair, I got a quick question.

12 CHAIRMAN KNIGHT: Yes.

13 MR. MAXWELL: So we've got 50 million in there
14 right now for these -- the SMART Fund. What's the time frame we
15 have to -- I mean, this is --

16 MR. PATANE: It doesn't lapse.

17 MR. MAXWELL: Does it lapse at all or can we --

18 MR. PATANE: No. We -- I know -- I know --
19 Kristine, maybe you could help me, how we invested the money,
20 the SMART Fund.

21 We invested the SMART -- so it's gaining
22 interest. Okay? So there -- it doesn't lapse.

23 MR. MAXWELL: I'm just curious if it expires at
24 some point, if there was any -- you know, this is a one-year
25 availability of these -- this 50 million or is it two, three,

1 five?

2 MS. WARD: Mr. Chair, Board Member Maxwell, I
3 believe this is a non-lapsing appropriation, and we invest those
4 funds, and it's part of our cash management.

5 MR. PATANE: Thank you.

6 MS. WARD: You're welcome.

7 UNIDENTIFIED SPEAKER: (Inaudible.)

8 MR. PATANE: Yeah.

9 CHAIRMAN KNIGHT: Okay. Any further questions or
10 discussions? Then I'll call for the vote.

11 All those in favor signify by saying aye.

12 BOARD MEMBERS: Aye.

13 CHAIRMAN KNIGHT: And opposed?

14 Motion passes, and I'm really happy to see
15 movement on the AZ SMART funds. I think you're going to see
16 more after today.

17 MR. PATANE: Yes. Thank you.

18 MR. ROEHRICH: Eli, that's -- you need to back up
19 the slides a little bit. You're on -- that's not the first
20 slide, I believe.

21 MS. MERRICK: (Inaudible.) Yep. You got it.

22 CHAIRMAN KNIGHT: State engineer's report.
23 Sorry. I didn't press the button.

24 MS. MERRICK: No problem.

25 So thank you, Chairman Knight and members of the

1 Board. My name is Audra Merrick. I'm the deputy state engineer
2 over design, and I'll be presenting Greg's report here today.
3 He's unable to make it.

4 So for the state engineer's report today, we have
5 99 projects under construction. There's one point -- we're
6 worth \$1.9 billion. In January, we finalized three projects at
7 the tune of \$62 million. And in fiscal year to date, we have 45
8 projects that have been finalized.

9 And so that concludes the Item 8, state
10 engineer's report.

11 So I do have five projects today, new projects to
12 discuss with you, Items 9A through 9E. And Item 9A, I'll start
13 with that one first.

14 This is a project on I-8. I should move the
15 slides here. I don't want to color on them. This is a project
16 on I-8, approximately 35 miles west of Gila Bend. This is a
17 rehabilitation project. The low bid was 17,478,738, with a
18 State's estimate of 23,046,321, the difference being 5,567,582,
19 for a difference of 24.2 percent. And I see some smiles.
20 Things are going in the other direction.

21 So one big difference we saw with this was the
22 price in the asphaltic concrete. We did speak to the
23 contractor. He was able to find a material pit that was much
24 closer than what we had estimated. So that's a good thing, and
25 so our costs we received were better than to be expected bid

1 prices. Another big difference what we saw was in the binder
2 costs. And we did speak to the contractor, as they are seeing
3 the cost of products coming down compared to just a month ago.
4 The State's estimates based on prices in the previous quarter
5 and this -- 2022 and this project was bid in January. So that's
6 also good as well.

7 So after reviewing and analyzing the bid, we feel
8 this is a responsive and reasonable bid, and we recommend the
9 award to F&F Construction, Inc.

10 CHAIRMAN KNIGHT: Thank you. And having driven
11 that to get here, coming from you -- I can say that it really
12 needs some pavement preservation -- some pavement
13 rehabilitation. It needs to -- it needs to be fixed. It's
14 really in bad shape. But that being said, it is in
15 District 6. I would move to award Item 9A to FNF Construction,
16 Inc., as presented. Do I have a second?

17 MR. MECK: Second.

18 CHAIRMAN KNIGHT: And I have a second from Board
19 Member Meck. Any further discussion?

20 All those in favor, please signify by saying aye.

21 BOARD MEMBERS: Aye.

22 CHAIRMAN KNIGHT: Any opposed? Yeah, it passes.

23 MS. MERRICK: Thank you. Thank you, Chairman
24 Knight.

25 Moving on to Item 9B. This one is going to be

1 somewhat similar. So this is a project on US-93, about 20 miles
2 southeast of Wickiup, in Mojave County. This is another
3 rehabilitation project. The low bid was 18,717,715. The State
4 estimate was 24,689,861, for a difference of 5,972,147. And the
5 difference was 24.2 percent under the State estimate.

6 So the main difference we had, we saw three main
7 differences in this project. Both -- there's two of them that
8 are similar to the last one, where we did speak with the
9 contractor, and the contractor has found a material source much
10 closer to what we had estimated initially, and so we have a
11 savings there. In addition, talking to this contractor, we did
12 find the difference in the binder costs as well, and they too
13 are seeing the cost of oil products coming down just from a
14 month ago and -- our State estimate's based on the prices from
15 the previous quarter in 2022. Again, this one actually opened
16 on the same day, January 20th. So we tall -- saw two savings
17 there similar to the last one. Lastly, we did get better than
18 expected bid prices on the milling and the roadway grading items
19 as well.

20 So after reviewing and analyzing the bid, we feel
21 this is a responsive and reasonable bid. We recommend the award
22 to Fann Contracting, Inc.

23 CHAIRMAN KNIGHT: This also is in my district,
24 and I'm happy to see that both of these projects came in well
25 under bid, but at that, that being said, I would move to award

1 Item 9B to Fann Contracting as presented. And I'll entertain a
2 second.

3 MR. MAXWELL: Second.

4 CHAIRMAN KNIGHT: I have a second from Board
5 Member Maxwell.

6 All those in favor, please signify by saying aye.

7 BOARD MEMBERS: Aye.

8 CHAIRMAN KNIGHT: Any opposed? The motion
9 passes.

10 Next item.

11 Thank you, Chairman Knight.

12 Because it's getting a little bit late in this
13 meeting, if it's okay with you, I won't read the numbers, but I
14 will give you the difference. Is that okay with everyone?
15 We'll save you a little bit of time. I know it's been a long
16 morning for everyone.

17 So moving on then to Item 9C, this is a project
18 up on one -- US-191, located 30 miles north of Clifton. This is
19 an embankment protection ER project, emergency relief project,
20 due to the Bear Fire. And this one came over the State's
21 estimate by a difference of 823,301, which is a 92 -- 90.2
22 percent increase.

23 This is a unique project, we -- where we're
24 addressing the erosion needs and some steep slopes due to the
25 past flooding of the Bear Fire. Due to the remote location and

1 extreme mountainous terrain, construction of this project will
2 be very difficult and was reflected in the cost differences.
3 There is also a specialty item on this project called the
4 articulated block mattress, and this is atypical to ADOT, and we
5 did see higher than expected pricings on that item as well.

6 Upon discussing this project with the low bidder
7 and further reviewing the contract documents, we do believe that
8 this is -- this more accurately reflects the true cost of the
9 project. Therefore, after reviewing and analyzing the bid, we
10 feel this is a responsive and reasonable bid, and we recommend
11 the award to Show Low Construction, Inc.

12 VICE CHAIR SEARLE: Chairman Knight, considering
13 all the savings in the previous two projects, I have no problem
14 with this, and I'd like to make the motion to approve.

15 CHAIRMAN KNIGHT: I have a second from Member
16 Thompson. So is there any further discussion?

17 All those in favor, please signify by saying aye.

18 BOARD MEMBERS: Aye.

19 CHAIRMAN KNIGHT: Opposed? Motion carries.

20 MR. ROEHRICH: Chairman Knight, if I could, just
21 to make sure, I thought the second was by Board Member Meck.
22 Was that --

23 CHAIRMAN KNIGHT: Oh, he's back. I'm sorry.

24 MR. ROEHRICH: So the second, that was by Board
25 Member Meck.

1 CHAIRMAN KNIGHT: Okay. I'm sorry.

2 MR. MECK: I thought I support the idea of saving
3 all that money, so I'm glad we spent it.

4 CHAIRMAN KNIGHT: Yeah, we saved a lot more than
5 that. You didn't spend all of it.

6 UNIDENTIFIED SPEAKER: Give us time.

7 MS. MERRICK: I'm actually glad I had those two
8 projects first.

9 Okay. Moving on to Item D, Item -- or Item 9D.
10 I'm sorry. Item 9D is a project on State Route 386, located
11 from Milepost 4 up to Kitt Peak Observatory, southwest of
12 Tucson, that is on one of our tribal nations. This is a
13 guardrail ER project, emergency relief project, and this one's
14 due to the Contreras Fire. And with this one, similar to
15 Item 9E, we do have a cost over our state estimate, and that
16 amount is 871,955, for a 51.9 percent cost increase.

17 This item is similar to the previous item in that
18 it's a very remote location and extreme mountainous conditions
19 where the fire occurred. Construction of this will be
20 difficult, which was reflected in the cost differences. Because
21 of the rugged terrain, the contractor -- they're removing and
22 replacing the burnt guardrail, and they -- what they will be
23 doing is removing sections of guardrail and then putting back
24 those sections that they can in one shift. So that will never
25 have the guardrail removed and not something put back in its

1 place just because the topography is so steep.

2 Upon discussing with the low bidder and further
3 reviewing the contract documents, we believe the bid accurately
4 reflects the true cost of the project. Therefore, after
5 reviewing and analyzing the bid, we feel this is a responsive
6 and responsible bid.

7 CHAIRMAN KNIGHT: I will entertain --

8 MS. MERRICK: Responsible and reasonable. I'm
9 sorry. We recommend awarding the contract to Ashton Company,
10 Inc., Construction and Engineers.

11 CHAIRMAN KNIGHT: All right. I will entertain a
12 motion to award Item 9D to Ashton Company, Inc., Contractors and
13 Engineers as presented.

14 MR. MAXWELL: Mr. Chair, as this is in
15 District 2. I move this contract to go forward. I'd like to
16 make a comment, though, afterwards.

17 VICE CHAIR SEARLE: I'll second it.

18 CHAIRMAN KNIGHT: I have a motion from Member
19 Maxwell and a second from Member Searle to award Item 9D to
20 Ashton Company, Inc., Contractors and Engineers. All in favor
21 signify by saying aye.

22 BOARD MEMBERS: Aye.

23 CHAIRMAN KNIGHT: Any opposed? The motion
24 carries.

25 MR. MAXWELL: Chairman, can I make one quick

1 comment?

2 CHAIRMAN KNIGHT: You certainly can.

3 MR. MAXWELL: I just want to thank ADOT, and the
4 effort to get multiple bids makes a big difference in these
5 votes, because they're obviously well above, but we've got
6 multiple bids that were all well above. So it shows
7 consistency, and I think, you know, a year ago when we were
8 looking at a lot of overbids that there was only a single
9 project -- or a single bidder it was very difficult for us to
10 move forward. So I appreciate all you've done to go out and
11 encourage more bids on all these projects. So thank you.

12 CHAIRMAN KNIGHT: The only comment I might have
13 is that my district seems to save it and the other district
14 seems to spend it. Oh, well. As long as it all shakes out in
15 the end?

16 9E, go ahead.

17 MS. MERRICK: Okay. Thank you. Thank you,
18 Chairman Knight, and thank you, Board Member Maxwell, for your
19 comment. We appreciate that.

20 Item 9E, this is a local project in Yavapai
21 County. It's actually on Cornville Road. It's a shoulder
22 widening project. It has some rumble strip, striping, signs and
23 such. This project did come over bid at 713,684, which is a 22
24 percent increase over the State estimate. We have been in
25 contact with the County. They do want to move forward with this

1 project and have agreed to provide the additional funding to do
2 that. We expect to receive that funding by the end of the
3 month, and therefore, it's recommended that this project be
4 postponed with the expectation that the contract will be sent to
5 the March transportation meeting for award consideration.

6 CHAIRMAN KNIGHT: I will entertain a motion to
7 postpone Item 9E.

8 MR. MECK: So moved.

9 CHAIRMAN KNIGHT: I have a motion from Member
10 Maxwell -- I mean Member Meck. Do I have a second?

11 MS. DANIELS: Second.

12 CHAIRMAN KNIGHT: I have a second from Member
13 Daniels.

14 All those in favor signify by saying aye.

15 BOARD MEMBERS: Aye.

16 CHAIRMAN KNIGHT: Any opposed? Motion carries.

17 MS. MERRICK: Thank you.

18 CHAIRMAN KNIGHT: Moving on to Agenda Item
19 Number 10, suggestions. Does any board member have a suggestion
20 for future agenda items?

21 MS. DANIELS: It's not a suggestion, but it is a
22 question because --

23 CHAIRMAN KNIGHT: Okay. Member Daniels.

24 MS. DANIELS: Thank you.

25 At our last board meeting, Supervisor English

1 made a request, and I think we put that on a future agenda.

2 VICE CHAIR SEARLE: (Inaudible.)

3 MS. DANIELS: Thank you.

4 CHAIRMAN KNIGHT: We got that, Floyd?

5 MR. ROEHRICH: Yes, sir. Board Member Searle
6 answered, but I was going to answer. It's going to be on the
7 March agenda. We're going to bring the turn back discussion on
8 the March agenda.

9 CHAIRMAN KNIGHT: Any other comments or
10 suggestions for Agenda Item 10?

11 Then we'll move on to -- we have actually
12 covered all the agenda items on this agenda. I'm sure Floyd
13 would like to mention the upcoming board meeting for next
14 month.

15 MR. ROEHRICH: Prescott Valley, as we heard
16 Mr. Gallego say, the CYMPO's area. They're looking forward to
17 us. We have a planning meeting scheduled with Prescott Valley
18 next week, so we will be ready for all of us to meet there,
19 Mr. Chairman.

20 CHAIRMAN KNIGHT: Thank you, Floyd.

21 That being said, if there's no further business,
22 this meeting is adjourned.

23 (Meeting adjourned at 11:44 a.m.)

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

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BE IT KNOWN that the foregoing proceedings were reported by me, TERESA A. WATSON, Registered Merit Reporter, Certified Reporter, Certificate No. 50876, State of Arizona, from an electronic recording and were reduced to written form under my direction; that the foregoing 101 pages constitute a true and accurate transcript of said electronic recording, all done to the best of my skill and ability.

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

DATED at Phoenix, Arizona, this 3rd day of April 2023.

/s/ Teresa A. Watson

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

Adjournment

Chairman Gary Knight adjourned the State Transportation Board Meeting on February 17, 2023.

Meeting adjourned at 11:44 a.m. PST.

Not Available for Signature

Gary Knight, Chairman
State Transportation Board

Not Available for Signature

Jennifer Toth, Director
Arizona Department of Transportation