

**STATE TRANSPORTATION BOARD MEETING
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE
9:00am, April 21, 2023
City of Winslow
533 West 2nd Street
Winslow, Arizona 86047**

Call to Order

Chairman Gary Knight called the State Transportation Board Meeting to order at 9:02 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, Board Member Ted Maxwell, Board Member Jesse Thompson. **(Via WebEx)** Board Member Jenn Daniels, Board Member Jenny Howard, Board Member Jackie Meck. **Absent:** Vice Chairman Richard Searle. 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 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
STATE TRANSPORTATION BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

WebEx and In-Person Meeting

City of Winslow
523 West 2nd Street
Winslow, Arizona 86047

April 21, 2023
9:02 a.m.

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

Perfecta Reporting
(602) 421-3602

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

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

6

7 PARTICIPANTS:

8 Board Members:

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

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CALL TO THE AUDIENCE

SPEAKER:	PAGE:
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Steve D'Amico, Mayor, Bullhead City.....	6
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Wallace Youvella, Jr., Hopi Tribal Council Rep/Hopi Tribe Transportation Task Team.....	11
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Kate Morley, Interim Executive Director, MetroPlan.....	15
Jonah Begay, Navajo DOT.....	17
Dawnfe Whitesinger, Navajo County Supervisor District V....	19
Vincent Gallegos, Executive Director, CYMPO.....	21
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1 (Beginning of excerpt.)

2 CHAIRMAN KNIGHT: We're moving on to call to the
3 audience. I will -- would like to remind everyone that
4 telephonically and WebEx, everyone will be muted when they call
5 in to the meeting. When your name is called, please provide
6 your comments. You will indicate your presence by virtually
7 raising your hand with your phone keypad or through the WebEx
8 application. I think with your phone it's star three. The
9 WebEx host will guide you through the unmuting and muting
10 process following the instructions included with the agenda.

11 In person, this is an opportunity for members of
12 the public to discuss items of interest with the Board. Please
13 fill out the Request For Public Input Form and give it to the
14 board secretary if you wish to address the Board, but in the
15 interest of time, a three-minute time limit will be imposed for
16 each speaker, both virtually and in person.

17 So Floyd, if you will call the first speaker,
18 please.

19 MR. ROEHRICH: Yes, Mr. Chairman. We are very
20 pleased to have Mayor Cano here to welcome us in the City of
21 Winslow. So Mayor Cano.

22 MAYOR CANO: Good morning. (Speaking Native
23 language) Roberta Wilcox Cano. Hello. I am Roberta Wilcox
24 Cano. I'm the mayor of Winslow and I'm also the first Navajo
25 woman to ever be elected to this capacity.

1 Welcome guests. I'm so happy we have so many
2 people engaged. Thank you for being here today. So I'm just
3 tremendously pleased to see the Board come, distinguished
4 guests. We are just so excited that you have come to our city.
5 We welcome you with open arms, and we are hoping to be more
6 engaged and have a great relationship in the future with the
7 State Board of Transportation. We definitely have a lot of
8 projects in the -- in the works and on our minds and things that
9 will actually really assist Winslow and this region to be a huge
10 opportunity zone for Arizona.

11 So again, thank you so much for coming to our
12 fine city, and we hope that you find all of our amenities
13 pleasing and fun and engaging, and I hope that you could come on
14 another time where you can spend some true quality time with our
15 people and the things we have to offer here in Winslow.

16 So again, we're completely promoting our bypass,
17 and I think we might be discussing that in a bit, but welcome.
18 Thank you. (Speaking Native language.)

19 MR. THOMPSON: Thank you, Mayor.

20 CHAIRMAN KNIGHT: Thank you, Mayor.

21 MR. ROEHRICH: Our next speaker is Mayor Steve
22 D'Amico.

23 MAYOR D'AMICO: Thank you, Chair and Board, for
24 the opportunity to come up here and give a small presentation.
25 I'll be speaking on Item Number 9B, Highway 95 resurfacing --

1 excuse me -- resurfacing in Bullhead City. I did give you a
2 handout there, and I'm just going to give you a very brief
3 presentation here.

4 Highway 95 runs straight through the center of
5 Bullhead City. It's the most heavily trafficked road in town.
6 It also by far is the most business activity, as there are
7 several critical businesses and large retailers located along
8 the roadside. From the connectivity and economic standpoint,
9 it's the most important roadway in the city.

10 It also is the most worn and damaged road in the
11 city. After several decades of wear and tear, there are now
12 countless potholes in areas where the roadway is also worn away
13 and there is a major safety hazard for the drivers. As people
14 drive the road, they have to swerve to miss holes and -- or they
15 hit potholes with so much force, it makes it difficult to
16 control the vehicle. Either way, it's a really dangerous
17 situation for the drivers.

18 Over years the city has continuously supported
19 ADOT in maintaining the road by having city road crews work at
20 night to fill potholes and patch damaged areas. However, due to
21 the age of the road, these normal quick fixes and patchwork
22 repairs no longer work.

23 The last major upgrade for Highway 95 was done in
24 1996 when the highway was widened to two lanes each way. That
25 was 27 years ago. In the interest of public safety, the road

1 has to be resurfaced this year.

2 In 2022, ADOT officials recognized the critical
3 need for the resurfacing of Highway 95. They approved a project
4 to remove existing asphalt concrete compiling milling and
5 replace the old surface with new asphalt concrete. This plan
6 would give the drivers a safe and structurally sound roadway
7 that could be properly maintained in the future.

8 I come before you today to garner the support and
9 ensuring the project continues forward, regardless of the
10 differences in the project estimate and the price bid. ADOT
11 planners were correct when they originally recognized the
12 critical need to resurface Highway 95. It is vital to this
13 project to continue to go forward as originally planned, both in
14 the interest of driver safety and protecting human life.

15 Again, I thank you for the opportunity to give
16 this presentation. I would appreciate your support in moving
17 this forward.

18 CHAIRMAN KNIGHT: Thank you, Mayor.

19 MR. ROEHRICH: Our next speaker is Mr. Ivan
20 Sidney. Mr. Sidney.

21 MR. SIDNEY: Good morning, Board. (Speaking
22 Native language.) In my own language. Thank you for coming,
23 remembering us and welcome to northern Arizona.

24 I want to state to the Board that we remain to be
25 the only village on the Hopi reservation that has had their

1 state highway system within our community since the 1950s with
2 no significant improvements. We are a consolidation of three
3 villages, and thereby it's the largest community. Throughout
4 the years, traffic increased, self-constructed residential and
5 entrances, pedestrians, school bus stops, speeding vehicles, et
6 cetera. This has resulted in motor vehicle collisions,
7 pedestrian fatalities, and including a student fatality at a bus
8 stop.

9 We regret that the Hopi Tribe never required our
10 law enforcement to report these accidents to the state. We ask
11 your support to include in your statewide planning for a widened
12 road with pedestrian sidewalk, street lighting, speed-reducing
13 signages, especially during school hours.

14 A widened road will improve for safe entrances
15 and exiting of vehicles. The majority of our daily traffic is
16 from Tuba City to Window Rock and vice versa, being the only
17 route.

18 Today, there is a potential danger of a collapse
19 of Polacca Bridge by (inaudible) waters. That's just our
20 PowerPoint recently presented at a meeting with Navajo County
21 and at our community meeting. This likely occurrence will
22 result in no passageway being the only state highway system.

23 We are working on a federal proposal to provide a
24 levy within the Polacca Wash, but to -- but our crucial need is
25 an immediate temporary drainage to protect the bridge and nearby

1 homes. This will require construction work from the bridge that
2 requires approval of right-of-way clearances. Our office has
3 the responsibility to initiate these clearances prior to the
4 approval by the Hopi Tribe and the Bureau of Indian Affairs.

5 Today we have not received any requested
6 information of the plans for remedy by the Holbrook ADOT office.
7 These plans are important to request approval from the
8 landowner. We request that this -- the submittal of this letter
9 with your statewide planning of the state highway system
10 improvements. On request we can provide additional information,
11 along with supporting documents.

12 Being here is very important to personally
13 request this, and I just met the state director earlier, and she
14 didn't know that I was a former state highway patrolman here in
15 Arizona in the '70s. I worked here in Winslow, also in northern
16 Arizona. So I do know the system up there, and so it would just
17 be a great pleasure to work with the Board and our very
18 respected representative, Mr. Thompson.

19 We look forward to moving with you. Our village
20 is very much concerned with our issues and we look forward to
21 working with you. And one more comment, Board, is that we are
22 also working with Navajo Nation to (inaudible) from 13 mile road
23 from 264 north toward Chinle, Arizona, all (inaudible) system,
24 and that will open a gate for the Four Corners as the shortest
25 route to Phoenix, so you know.

1 addressed on Highway 264 and (inaudible) as Chairman Ivan Sidney
2 had alluded to, and one of them being the Polacca Wash Bridge,
3 which is very, very concerning as it is the main conduit for
4 most of the reservation, high school and junior high school kids
5 to get to the educational facilities on the east side of the
6 reservation. And if that bridge were ever to be compromised in
7 any way, shape or form, we would have a very difficult time
8 getting these kids to school.

9 Also, you know, I wanted to recognize Mr. Ed
10 Wilson. In our various ADOT and Hopi DOT meetings, working with
11 Mr. Wilson has been a great pleasure, and he's done a lot for --
12 on the behalf of ADOT to help Hopi. And Mr. -- Chairman Sidney
13 is also correct in that we realize the importance of crash data
14 to improve the roads -- the state roads on Hopi, and that we are
15 lagging behind in that area. However, because Highway 264 is
16 noted -- on the Hopi Reservation is noted as one of the safest
17 roads in the state, because of the lack of crash data, I would
18 encourage ADOT to go up there and see why it is one of the
19 safest, because you will find out it is not, and it is quite to
20 the contrary.

21 Then -- and -- but we do thank -- the Hopi tribe,
22 on behalf of the Hopi tribe, we do thank with the various
23 projects that are taking place this summer, and it's -- I hope
24 that this partnership with ADOT continues, and we would just
25 like to get some further projects that are long outdated on this

1 stretch of Highway 264. We'd like to get them to the forefront
2 and be of some priority.

3 Thank you very much for your time.

4 CHAIRMAN KNIGHT: Thank you for your comments.

5 MR. ROEHRICH: Our next speaker is Mr. Jim
6 McCarthy.

7 MR. MCCARTHY: Chair and members of the Board,
8 I'm Jim McCarthy. I serve on the Flagstaff City Council and as
9 the chair of MetroPlan, which is the MPO for the greater
10 Flagstaff region. We are seeking approval for the \$6 million
11 SMART Fund request for the city of Flagstaff \$60 and a half
12 million Downtown Mile project.

13 This project was recently awarded \$53 million
14 through an USDOT INFRA construction grant, which makes the
15 project eligible for the SMART funds. The project is a
16 collection of transportation improvements. They include a
17 railroad underpass improvement project for Milton Road, which,
18 of course, is the state highway, two pedestrian and bicycle
19 underpasses, a connection center for our public bus system, and
20 Amtrak platform improvement project. We are coordinating with
21 BNSF railroad on their three-track expansion project and with
22 the Army Corps of Engineers on a separately funded flood control
23 project.

24 This planned transportation corridor improvement
25 project aligns resources from public and private partners and

1 provides a wide variety of benefits. The improvements include
2 improvements to ADOT State Highway 89A, which is the I-40
3 business route, otherwise known as Milton Road, to accommodate
4 future possible widening. The improvements will provide a
5 standard height bridge clearance, multimodal facilities, flood
6 protection, and will also include redesign of the troublesome
7 intersection immediately north of the rail bridge, which is the
8 Sante Fe/Sitgreaves intersection.

9 It includes improvements to vehicular transit,
10 bike pad safety and efficiency in the community, and connects
11 and improves services to underserved neighborhoods. It includes
12 improvements of the national rail safety capacity and
13 efficiency. It includes connectivity improvements to the Amtrak
14 station and the future connection center for the metro bus line.

15 Its benefits include integration with an already
16 funded Army Corps of Engineers flood control project, which will
17 protect the state highway and the rail corridor from flooding
18 impacts. Partners are contributing \$23 and a half million in
19 financial match and property distribution for this critical
20 project.

21 Our ask is a \$6 million contribution from the
22 State of Arizona, which is at 25 percent of the match required
23 for INFRA grant funding portions of the project. We understand
24 that the ask is significant, but in the perspective of the
25 project to be delivered and the significant financial

1 contributions from the City of Flagstaff, from the railroad and
2 from MetroPlan, we believe that a 25 percent match is
3 reasonable.

4 And thank you for your time. And I'll just in
5 closing mention that the bridge under that railroad on Milton
6 Road, it's not adequate clearance and, you know, trucks hit that
7 thing. And the other thing I might mention casually is this
8 last week it was flooded. So we need the improvements to the
9 pumping system. We had to close down one of the lanes under
10 that bridge, and it was -- it was pretty fun to go through
11 there. The water was about that thick.

12 Any questions? If not, I'll sit down. Thank
13 you.

14 MR. ROEHRICH: Thank you.

15 CHAIRMAN KNIGHT: Thank you for your comments.

16 MR. ROEHRICH: Our next speaker is Ms. Kate
17 Morley.

18 MS. MORLEY: Good morning, Mr. Chair, members of
19 the Board. I'm Kate Morley, the interim executive director of
20 MetroPlan, the MPO in the Flagstaff region.

21 I'm also here to request the Board (inaudible)
22 Downtown Mile SMART Fund grant application. The benefits of the
23 Downtown Mile can be simply expressed by the fact that it was
24 awarded a \$53.6 million INFRA, one of the most competitive grant
25 programs in the United States. Several partners have come

1 together to provide match for the project, including
2 \$12.8 million from the City of Flagstaff, 11 million from BNSF,
3 and 400,000 from Metro (inaudible).

4 The project has (inaudible) coordinated with
5 ADOT. The core component of the project is a new railroad
6 bridge over ADOT -- or over Milton, an ADOT right-of-way.
7 Partners are building the new bridge and associated improvements
8 to meet ADOT requirements. This includes lengthening the span
9 of the bridge to accommodate the widening of Milton, if the
10 state should choose to do so in the future. It also includes
11 changing the road profile of Milton to lower the grade and meet
12 bridge clearance requirements that are currently substandard.
13 It improves a pump house currently on site, which as our Chair
14 just mentioned, if you've driven through in the last couple
15 weeks, (inaudible). And finally, it includes the redesign of an
16 intersection just north of the underpass to make safety
17 improvements there.

18 ADOT's been a great partner in planning this
19 project, but unfortunately has not had resources to contribute
20 to it. These improvements -- with many improvements that do
21 benefit the state highway system. Awarding the application will
22 bring the state in as a financial partner on the project and
23 recognize the significant benefits being made to the state
24 highway of behalf of the partners.

25 As a reminder, those partners are contributing

1 23.5 million in match to the overall project. Our ask is
2 6 million from the State of Arizona, 25 percent of the match
3 requirements. Again, we understand this is a significant ask of
4 the SMART Fund, but when you consider what is being delivered
5 and that the partners will still be contributing \$17 million,
6 even if awarded. We believe that's reasonable.

7 So thank you for your time.

8 CHAIRMAN KNIGHT: Thank you for your comments.

9 MR. ROEHRICH: Our next speaker is Mr. Jonah
10 Begay. Mr. Begay.

11 MR. BEGAY: Good morning, everybody. Good
12 morning, Board. Again, my name is Jonah Begay. I'm with the
13 Navajo Nation. I just want to thank you, everybody, for here,
14 and I have a few things that I -- first I want to thank ADOT
15 Northeast Central for being up there this winter, doing all the
16 snow removal during emergency situations and continuing to do
17 so.

18 Several projects on Navajo that's happening, I
19 also want to express my appreciation to ADOT. It's the
20 (inaudible) bridge rehabilitation that's going on on US-191 and
21 the shoulder widening between Chinle and Many Farms up in the
22 Chinle area. And also the pavement preservation that's
23 happening from Window Rock on 264.

24 As well, heard that 264 (inaudible) Navajo Nation
25 (inaudible) so that -- that that is a very important arterial

1 for Navajo, including Navajos, as mentioned earlier, that 264 is
2 also important to the Hopis. So it is important to continue to
3 do the pavement preservations and expansions on 264.

4 So -- and then, I'd also like to kindly request
5 that -- to take consideration for the US-163. 163 is from
6 Kayenta going towards Utah. That's the major gateway to
7 Monument Valley, Utah, which is a major tourist attraction on
8 Navajo. So kindly request a shoulder widening on that, because
9 right now we're getting an influx of tourists, and lot of
10 tourists are just pulling off the highway. The highway has no
11 shoulder, so people are pulling off over to the dirt roads, and
12 it's very -- a safety concern. So I really appreciate if that
13 can be considered -- consideration in the near future.

14 So thank you. I appreciate it, and we're also
15 looking forward to working with ADOT. We just had a couple
16 meetings on the -- this week with ADOT, northeast, the --
17 regarding planning. So looking forward to working with ADOT
18 again and the Board. Thank you. Appreciate it.

19 CHAIRMAN KNIGHT: Thank you for your comments.

20 MR. ROEHRICH: Mr. Chair, Chris is going to swap
21 out that microphone. We weren't sure if it was cutting out or
22 something. We just want to make sure that we have...

23 Thank you, Chris.

24 Our next speaker is Dawnfe Whitesinger. I
25 apologize for...

1 MS. WHITESINGER: (Inaudible.)

2 MR. ROEHRICH: Ms. Whitesinger. Did I get the
3 Whitesinger, right?

4 MS. WHITESINGER: Yes, you did.

5 MR. ROEHRICH: Oh, okay. Well, I got half of it.

6 MS. WHITESINGER: Good morning, everyone. Thank
7 you, Chair Knight, and I always love seeing my fellow colleague,
8 Jesse Thompson. We served on the Board of Supervisors together.
9 I'm Dawnfe Whitesinger, serving Navajo County, the most -- most
10 southern part of the county, which includes Pinetop-Lakeside.

11 And I know that you are not a stranger to some of
12 the weatherization that has impacted our state, and that's why
13 I'm here today. And I'm speaking on Addendum No. 1, which
14 includes Item 29 and 30, and consideration for a long-term
15 mitigation.

16 Certainly, Navajo County and -- is appreciative
17 of the work that you do and ADOT does to be able to help in
18 mitigating our roadways and ensuring that we have safe,
19 driveable roadways. We certainly acknowledge that there are
20 numerous challenges, and I do not envy the position that you sit
21 in in being able to determine how the funding is most needed in
22 creating those prioritizations. But when we think about a
23 particular roadway within our county, an 11-mile stretch that
24 encompasses Pinetop-Lakeside and goes to Hon-Dah is of most
25 concern. This area was deeply impacted by the roads, and I

1 don't know if any of you have had recent opportunity to drive,
2 but some have called it worse than a dirt road, and that itself
3 is a major interstate thoroughfare, or SR-260.

4 So the current condition is going to get
5 extremely worse as spring and summer season approaches.
6 According to ADOT traffic data, the traffic has been increasing
7 over the years in the region, and if you've been through
8 Pinetop, you certainly know during the summertime that we have
9 hundreds if not thousands of people who are driving that
10 roadway. And this will cause or increase the damage to the
11 current road conditions.

12 The conditions this -- this stretch of highway is
13 of regional significance in terms of the impact on economic
14 growth, and therefore providing a safe infrastructure is very
15 important. Due to the worsening conditions of the pavement over
16 the years, this project was ranked as number one, and you'll see
17 that in the addendum for the last three years for pavement
18 rehabilitation for ADOT's Northeast District. However, this
19 project was not selected for inclusion in the five-year program
20 during ADOT's transportation planning and programming process
21 due to fiscal constraints.

22 A cost effective approach will improve the
23 conditions of the existing pavement in the short-term so that it
24 is safe for local road users and visitors. We ask that you
25 consider the support of that addendum. It is certainly

1 appreciated. That road continues to deteriorate and will have
2 thousands of people throughout the summer traveling along that
3 roadway. So your support in being able to support that addendum
4 is very much appreciated.

5 Thank you very much.

6 CHAIRMAN KNIGHT: Thank you very much for your
7 comments.

8 MR. THOMPSON: Thank you, Supervisor Whitesinger.

9 MR. ROEHRICH: Our next speaker is Mr. Vinny
10 Gallegos.

11 MR. GALLEGOS: Good morning, Mr. Chairman,
12 members of the Board, Director Toth. Good to see you all this
13 morning.

14 I just wanted to share some good news with you.
15 The project that you approved, the pavement preservation in the
16 town of Prescott Valley is starting this week. State Route 69
17 in the town of Prescott Valley. If you remember, we have shared
18 with you previously that this is a great example of, again,
19 partnership with ADOT, with CYMPO, with the local
20 municipalities, and most especially our state legislature.

21 So representative Quang Nguyen, who is in our
22 area, was instrumental in getting funds for this pavement
23 preservation project, went ahead and pursued around \$6 million
24 for this project about a year ago, along with President -- or
25 Senator Fann at the time. They were champions of this project.

1 So a year ago, they were able to obtain the funding and provide
2 that to ADOT. The state board last month approved the project,
3 and the project is beginning. So we do thank you very much for
4 that.

5 We'd like to also acknowledge the other project
6 of -- part of last year's legislative funding is just to the
7 east -- just to the east of Prescott Valley and this pavement
8 preservation project. It's the intersection of State Route
9 69/169. As you're coming into Prescott Valley, it's the border
10 of Dewey-Humboldt, Prescott Valley. There's Mortimer Farms next
11 to that.

12 At that intersection, we've been working with
13 ADOT, the region, the municipalities to improve that
14 intersection to a roundabout. With ADOT's initial support, they
15 were able -- you were able to identify minor funds. I believe a
16 little over \$3 million for the project. Early concerns were
17 expressed, inadequate funding for that particular project. So
18 CYMPO did again work with the State Legislature to add another
19 \$1.5 million to that project.

20 So with that said, we're sitting on -- the
21 region's sitting around \$5 million for that. We look forward to
22 that project moving forward. We want to acknowledge previous
23 staff. Most especially, district engineer Alvin Stump, who's
24 not with the district anymore but was really a champion for that
25 project, and we appreciate his effort, staff and everyone on

1 that. So stay tuned and look forward to that.

2 So again, thank you very much.

3 CHAIRMAN KNIGHT: Thank you, Vinny.

4 MR. ROEHRICH: Our next speaker is Ms. Freida
5 Thompson.

6 MS. FREIDA THOMPSON: (Speaking Native language.)
7 Hello. My -- I live here -- just to say a little bit about
8 myself. I live here for a long time, went to school here for
9 ten years. I -- like I said, I live here 37 years of my life.
10 And I won't tell you my age either.

11 So I -- just in looking around, we've had several
12 meetings here in this building. I'm looking around and look at
13 all the pictures, and we often said that when I was a little
14 girl, maybe about three years old, we used to come here. My
15 dad, he used to bring us, my mother, with the wool, the lamb,
16 and they used to weigh them somewhere over here. And there was
17 kind of like a little store where we used to get our candies and
18 sometimes buy our moccasins and our blankets. So this brings
19 back a lot of memories for me.

20 And so -- but I do live here, and we have a group
21 here. It's called Winslow Dinah Residents, and also Little
22 Colorado Community Development Corporation. But the one we want
23 to -- group that we want to speak for is the Winslow Dinah
24 Residents. We have that group. We often bring in people from
25 Window Rock because -- for our people living here, they have a

1 hard time -- there's some of them that have just moved here to
2 the -- the reservation's just right out here. As we all know,
3 the Hopi, the Navajos, and then some from way deep, like Pinon.
4 So we kind of have a group here that we help with their --
5 whatever their -- resources they need from Window Rock. Window
6 Rock's kind of far. So we're kind of like a go-between, Window
7 Rock and here. The county and also Winslow city. So that's who
8 we are.

9 The reason why I want to -- I came here is
10 because we -- I also serve on the Winslow Community liaison
11 committee with the PD. We have several issues that we've
12 addressed, crime here in Winslow, mainly due to the people who
13 are people coming off the reservation. They have -- some of
14 them have substance abuse problems. We've had to deal with a
15 lot of that here in the city, and our mayor is here, and so she
16 knows a lot about what's going on and what happened in the past.
17 And sometimes we made the *Arizona Republic* news and -- about 15
18 years ago. So that's -- that's who we try to address.

19 And also, the one that I really want to address
20 is I would like for all of us to know, especially the people
21 here, the ADOT members, thank you for coming and hearing us out.
22 There's a bridge under -- right across from Wal-Mart. Really
23 quick. That's the one that always people congregate under,
24 people hide, the water goes through. We've had several crimes
25 happen there, murder, stabbing. Also other stuff. So too many

1 to mention. So if you could do something with that bridge for
2 us right across from Wal-Mart on the I-40. So that's my main
3 concern there.

4 There's my brother. I don't know how many
5 minutes he's got. I took all the three minutes.

6 MR. ROEHRICH: Yeah. Mr. Alvin Thompson is next.
7 So you have your time next, unless you want to defer it to
8 Freida. Looks like she's ready to keep going.

9 MR. ALVIN THOMPSON: Okay. Thanks for that
10 suggestion. I do concur with pretty much everything she said,
11 and I do have -- I do have to have the same concern about our
12 people here in town, that they seem to be out of their luck or
13 in a phase where they do need some help in their re-arranging
14 their lives in hopes of doing things better with their families
15 and such.

16 But there is that problem she mentioned with the
17 tunnel under the I-40 bridge where there has been some instances
18 of crime. She mentioned murder and some stabbings and deaths,
19 and so we'd like to have the Board consider that or rectify that
20 as soon as possible, because summer's coming along, and there
21 will be people tending to congregate under there. There's
22 supposed safe places where there may be shade and things like
23 that.

24 So I am a member of the organization called
25 Winslow Dinah Residents here in town also, and we do get

1 together a lot and talk about things that may be of interest to
2 our people here in town, not only Native Americans as a whole,
3 but it -- everything is affecting everybody here in town, you
4 know, where perhaps about a third of the population, as Native
5 American populations concerned. So we do like to express as
6 much as we can our concerns to the community of Winslow and as
7 far as our transportations around here, and we like to have them
8 as safe as we can. And there are some areas where there needs
9 to be -- maybe the city's prerogative, but where there are
10 markings on the road that have disintegrated, and you can hardly
11 see the markings on the road where there's some unsafe passages
12 there.

13 So other than that, thank you for your concern
14 and having us express these things. Thank you.

15 CHAIRMAN KNIGHT: Thank you for your comments.
16 Floyd?

17 MR. ROEHRICH: Our next speaker is Mr. Bob Hall.
18 Mr. Hall.

19 MR. HALL: Good morning. My name is Bob Hall,
20 CEO of the Winslow Chamber of Commerce. I wanted to talk a
21 little bit about something.

22 I've been the CEO of the Chamber here for the
23 past 18 years, and every once in a while throughout these 18
24 years, I hear that ADOT is talking about -- I don't know if this
25 is actually true, but I've heard it a number of times, so I

1 suspect it may be -- that they are talking about building some
2 type of highway or freeway from the Valley going up into --
3 through Kingman. I just want to express that we're really
4 opposed to this. One of the things that we enjoy up here is
5 in-state tourism, and a highway going up through Kingman is just
6 creating an expressway to Las Vegas, which is going to be a big
7 loss and tax revenues (indiscernible) state of Arizona. It's
8 northeast Arizona's turn to benefit from something like that
9 especially.

10 87, I watched 87 widened up into Payson from the
11 Valley and watched Payson explode. It was a tremendous impact,
12 positive impact on that community. It would have a
13 tremendous -- more of a tremendous impact on northeast Arizona
14 if 87 was widened from Payson to Winslow. It would also benefit
15 the Navajo Nation. Their tourism would increase. Ours would
16 benefit from that, of course.

17 I think there would be -- I just would like for
18 you to consider that as an option to building a new expressway
19 to Las Vegas. The western part of the state is doing great.
20 Kingman's doing fabulous. I'm very happy for them. That's why
21 I say it's our turn for here. So just something to think about
22 there. It would save a lot of money too. The road's already
23 there. You just are widening it.

24 Thank you.

25 CHAIRMAN KNIGHT: Thank you for your comments.

1 MR. ROEHRICH: Mr. Chairman, that's all the
2 in-person requests I have to speak. We can now go to the online
3 requests.

4 Our first online request is Mayor Nancy Smith.
5 Mayor Smith, please raise your hand.

6 WEBEX HOST: Mayor Smith, you are now unmuted.
7 You may speak.

8 MAYOR SMITH: Thank you very much. Are you able
9 to hear me?

10 MR. ROEHRICH: Yes, ma'am. We are. Please make
11 your comments.

12 MAYOR SMITH: Perfect. Thank you.

13 I want to thank Mr. Chair and the board members
14 for the opportunity to speak and definitely thank you to
15 Director Toth. I believe over the last three months I have
16 spent a significant amount of time at the ADOT facility, and
17 getting to know many of the members very well, and I just so
18 appreciate all that they do for our entire state, and I
19 reiterate what one previous speaker indicated. I don't envy
20 ADOT or this board for having to make all of the decisions that
21 are necessary, just as I have heard this morning from many of
22 the needs.

23 As you know, I'm here to speak on behalf of the
24 City of Maricopa and the needs for State Route 347. I wanted to
25 let the Board know that recently, just this week, we had the

1 results of our road safety analysis given and presented to us
2 from the ADOT members, and they just did a terrific job. I
3 really appreciate all of the dialogue that we had during this
4 meeting. This meeting was with representative Teresa Martinez
5 as well.

6 I wanted to give you just a few highlights out of
7 the data. There's so much to share, but just to show you what
8 I've been sharing with you over the months since August when I
9 became mayor, and the importance of State Route 347 and the
10 challenges, so based on the road safety analysis, there were
11 1,000 total crashes between July 1, 2017, and June 30th of 2022.
12 68 percent of those are rear-end crashes typically dealing in
13 the intersection areas, and they -- ADOT shared with us that
14 when we see rear-end crashes, we're talking about a road that is
15 challenged with capacity. In fact, I love their quote. They
16 basically said 347 is trying to fit what's in a 10-inch pipe
17 through a 5-inch pipe, and that's exactly what we're seeing and
18 experiencing.

19 Within that time period, we had 15 fatal
20 accidents and 21 serious injury collisions. And Riggs Road
21 being the intersection that is most significant is ranked number
22 four in regards to signalized intersections that create a
23 problem. The other three are all in the city of Phoenix or in
24 the Phoenix region, and so it helps to identify what the problem
25 is on 347. And as I indicated, that ADOT has concluded that

1 it's basically capacity constraint, and the need for additional
2 lanes and grade separation in various intersections is very,
3 very needed.

4 And lastly, I'll close with there -- one of their
5 recommendations, and they had many, and we talked through a lot
6 of them, was a project review process with ADOT, MAG, City of
7 Maricopa, and GRIC, and so you know I'll be working hard to make
8 sure that that evaluation of that project is held and held as
9 often as necessary.

10 But I just really appreciate all that ADOT has
11 done, and I didn't get to personally thank you in your last
12 meeting. I had a conflict, but -- and it was funny. During
13 this ADOT review, I first thanked them for filling the potholes
14 on 347 within the city and on 238. They were very dangerous
15 potholes, and one of the board members said, Mayor, we've never
16 been thanked for filling potholes. And I'm like, well, now you
17 are, because it was a huge challenge for our drivers to avoid
18 those potholes, and now it's like butter. So we really
19 appreciate all of the support, and thank you very much.

20 CHAIRMAN KNIGHT: Thank you, Mayor Smith.

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

23 WEBEX HOST: Ms. Thompson, you are now unmuted.
24 We can hear you.

25 MS. JENNIFER THOMPSON: Okay. Great. Thank you.

1 Good morning, everybody. Happy Friday. A
2 special good morning to Chairman Knight and all the members of
3 the Board. I'm Jennifer Thompson, and I'm the controller and
4 site utilities manager for Freeport-McMoRan in Bagdad. It's
5 located in Yavapai County, about an hour northwest of
6 Wickenburg.

7 I want to start off by thanking you for the
8 progress in widening the US-93 near Wickenburg, and I know more
9 is in the budget to progress that work. This is a great start
10 in widening a very dangerous road that continues to experience
11 fatalities and serious injuries on a much too regular basis.
12 And as a result of all this, of course, our extensive business
13 and personal travel interruptions in these days often result in
14 rerouting traffic through narrow rural roads, which makes those
15 conditions dangerous as well. So thank you for starting that
16 work.

17 We anxiously await the award announcement for the
18 RAISE grant for the SR-97 reconstruction, which is the cutoff
19 road from US-93 into Bagdad. This will provide safer access to
20 and from our mine site for the hundreds of commercial and
21 private vehicles that use it every day, and it also facilitates
22 better access and readiness for first responders who also use
23 this road to reach emergencies on US-93.

24 For those of you that don't know, Bagdad's
25 mine -- Bagdad mine's main product is copper, the metal of

1 electrification and a key component to the 2050 net zero
2 emissions energy transition plan. And in an effort to provide
3 resources necessary to meet the domestic and global
4 decarbonization goals, we're currently conducting a feasibility
5 study to potentially expand our operations starting in the next
6 two years.

7 We expect the go/no go decisions the first part
8 of next year, but this could potentially double our -- the
9 potential expansion could double the current production,
10 bringing us to, of course, double all of the commercial and
11 private vehicle usage on that road. So an important aspect of
12 them being able to get to and from Bagdad and wherever their
13 destination is safely is very important.

14 So in conclusion, I'd like to thank Mr. Chairman
15 and members of the Board for the opportunity to speak, and many
16 thanks to Director Toth and the ADOT team, and we continue to
17 work closely with the Northwest District staff, especially
18 District Administrator Brozich and just thank them for the
19 partnership and the efforts on this project.

20 I hope you all have a great rest of the day today
21 and a great weekend. Thank you.

22 CHAIRMAN KNIGHT: Thank you very much for your
23 comments.

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

1 MR. ANGERAME: Can everyone hear me?

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

4 MR. ANGERAME: Thank you.

5 Yes. So I just wanted to -- I want to thank the
6 Board for giving us this opportunity to chat. I do want to
7 thank the Board for all their efforts. I want to echo Mayor
8 Smith's regard that you guys have a tough job and a lot of tough
9 decisions to make, but I did want to share some social media
10 comments regarding 347.

11 I know I've reported in the past some of the --
12 some of the specific social media comments from 347 boards, but
13 I came across one that I wanted to share, which was actually on
14 the Maricopa Arizona community information, which isn't really
15 targeted towards 347. And a person, a Ms. Lori Swanson, on
16 March 24th wrote: Thinking of moving there soon from Seattle.
17 Exciting. Which are the best subdivisions to live in? Be nice.

18 So there were, like, eight comments I just wanted
19 to share that I think are highly relevant. So the first one
20 was -- the person responded: 90 percent of the community is
21 amazing until you drive on the 347 highway. Then it's like the
22 Twilight Zone and all bets are freaking off. Get home and the
23 same people who tried to run you off the road are offering a
24 helping hand and give support to you when you're faced with a
25 hard time in life. Other than that, this town is beautiful.

1 Next comment is: I think people are trying not
2 to have any more people move here due to the fact that it takes
3 three hours some days to complete what used to be a 20-minute
4 drive just to get home from work every day.

5 Next comment: We absolutely love Maricopa, but
6 please be aware there's only one in -- one way in or out -- one
7 way out. Unless you work in Maricopa, not likely, you plan --
8 you have to plan on having a long backdoor commute out of town.

9 The next comment is: I wish we lived further
10 north in town, because we commute out of town and the traffic
11 sucks. The only drag is 347 is if you must commute to work.

12 Next comment is: The best thing to do is to come
13 back in the area in person. Make sure you drive the 347 in rush
14 hour traffic if you are planning to work in Phoenix.

15 The next comment is: I work in Maricopa, so I
16 don't deal with 347, thankfully.

17 And I think the last comment, which sort of sort
18 of infuses, I think, all the previous comments, and I think it's
19 the most succinct is that: We love Maricopa. It just doesn't
20 feel like it will be a long-term home because of the commute my
21 guy has to work every day.

22 So, you know, my request to the Board is I know
23 there's a lot of activity and things going on to try and help
24 347, and anything that could be done to accelerate those plans
25 or move them up as quickly as possible. I think the 70,000

1 people of Maricopa would immensely appreciate it.

2 Thank you.

3 CHAIRMAN KNIGHT: Our next speaker is Ms. Sandra
4 Paulow. Ms. Paulow, please raise your hand.

5 WEBEX HOST: Ms. Paulow, a reminder. Please
6 press star three to raise your hand or click the raise hand icon
7 next to your name.

8 I'm not seeing a raised hand at this moment.

9 MR. ROEHRICH: Thank you, Bryce. We'll come
10 back. Let's see if she does get on.

11 Our next speaker is Mr. John Moffatt.

12 Mr. Moffatt, please raise your hand.

13 WEBEX HOST: John, I have requested to unmute
14 your line.

15 CHAIRMAN KNIGHT: Bryce, can you go over the
16 unmuting process real quickly for Mr. Moffatt?

17 WEBEX HOST: Of course. So to unmute your line,
18 please press star three, and you should have a request. I'll
19 send you again... Request to unmute your line (inaudible)
20 quick -- there we go. It looks like you are unmuted. Please
21 speak.

22 MR. MOFFATT: Can you hear me?

23 WEBEX HOST: We can hear you.

24 MR. ROEHRICH: Yes, we can, Mr. Moffatt. Go
25 ahead.

1 MR. MOFFATT: Thank you very much.

2 Good morning, Chairman Knight, Board Members and
3 Director Toth. I'm John Moffatt, Director of Infrastructure
4 Policy at the Southern Arizona Leadership Council.

5 I'm speaking about the -- again, the Tentative
6 Five-Year Construction Plan under consideration on the next
7 couple of months. In particular, the growth of cross-border
8 traffic and potential impact of the Sonoran corridor.

9 The pandemic has generated a significant
10 reshoring growth in Mexico, particularly in Sonora. In
11 February, there was no vacant manufacturing space in Nogales due
12 to rapid growth. The maquila employment in Nogales has grown by
13 roughly one-third, or 10,000 jobs, since the beginning of the
14 pandemic. Hermosillo is growing faster, and much of that
15 traffic then crosses the boarder at Nogales.

16 (Inaudible) Route 15 approaching the Mariposa
17 port of entry now from the south, and recently the coal
18 inspection facility, thanks to some state funding and some -- as
19 well as local funding, the state -- coal inspection facility was
20 completed at the Mariposa port, which will attract even more
21 cross-border traffic.

22 Historically, 50 percent of the produce consumed
23 in the U.S. comes through Nogales. Cross-border transportation
24 volume has exceeded prepandemic levels significantly. Truck
25 traffic has grown as much as 10 percent here. Passenger cars,

1 roughly 3 percent, with most headed for I-19 and I-10 in Tucson.

2 Often (inaudible) trucks a day at peak times
3 cross the border, and which in turn turns into traffic coming
4 north. I've spoken in the past of the logistics growth of
5 Tucson. State land is planning 8,000 acres along the Sonoran
6 corridor route right now. So we need to be ready when that's
7 ready, and the region has identified the right-of-way funding
8 for the RTA Next program.

9 So there are a number of opportunities as
10 (inaudible) Sonoran corridor designated as a high-priority
11 international trade corridor in the FAST Act. Our request is to
12 complete the (inaudible) -- Floyd, I set my own alarm. The
13 request is complete the Sonoran corridor tier two study as soon
14 as possible, but more importantly, from the Board standpoint,
15 include the segment between U of A Tech Park and the airport
16 (inaudible) of the tentative five-year construction plan.

17 Thank you very much for your time.

18 CHAIRMAN KNIGHT: Thank you for your comments.

19 MR. ROEHRICH: Our next speaker is Ms. Christine
20 Cameron. Ms. Cameron, please -- oh, she's already raised her
21 hand.

22 MS. CAMERON: Good morning, Chair Knight and
23 Board. I'm Christine Cameron. I'm a project manager from City
24 of Flagstaff. Thanks for the time to speak with you today on
25 our Downtown Mile Safety and Connectivity Project, and this is

1 in reference to Item No. 7 on the agenda.

2 So this project is a cooperative project between
3 the city, BNSF Mountain Line Transit, MetroPlan, ADOT, U.S. Army
4 Corps, Amtrak. I think we're hitting all the big players here
5 in northern Arizona and elsewhere. It includes roadway and rail
6 transportation improvements and important multimodal connections
7 across the rail corridor in our historic downtown.

8 This project has been in the planning for a long
9 time, and we're very pleased to have received the USDOT INFRA
10 grant last year to help move it forward. The centerpiece of
11 this project is the ADOT B40/Milton Underpass, BNSF bridge
12 reconstruction. This is a facility that has a list of deficient
13 conditions that will see, you know, vast safety and connectivity
14 improvements with the Downtown Mile.

15 The bridge is a substandard height, at 13'9".
16 Vehicles do get caught underneath that bridge, and that
17 clearance will be increased to BNSF and ADOT standard specs. It
18 has a drainage pump system that will be increased in capacity.
19 That's also problematic with flooding.

20 The multimodal facilities will be improved to
21 make it a much safer and welcoming connection for bike and ped
22 transportation, and we'll be rebuilding the Milton/Santa
23 Fe/Sitgreaves intersection, which currently has a difficult
24 configuration to navigate and is one of our highest accident
25 rate intersections here in town.

1 The bridge itself will also be constructed wider
2 to comply with the recommendations in ADOT's Milton corridor
3 master plan. So we will easily accommodate future widening of
4 ADOT corridor.

5 The INFRA grant match funds are provided by the
6 city at \$12.8 million, BNSF at 11, and MetroPlan at 400,000.
7 And specifically, the city match is utilizing \$10 million in
8 Proposition 419 funding for partnering opportunities. The
9 City's also dedicating a large portion of our front lawn at City
10 Hall to make that new Milton/Santa Fe intersection configuration
11 work.

12 So we've tried to leverage every dollar we have.
13 We've procured, you know, the INFRA grant and developed funding
14 partnerships, you know, to make this possible. And we're
15 definitely stretching, you know, the City's funding capacity.
16 And also, any cost overruns, which have, you know, become the
17 norm in our industry, will be 100 percent borne by the City of
18 Flagstaff, but we're committed to seeing this through.

19 So this is a critical community project that
20 provides a lot of benefit to the state. The City is asking for
21 a portion of our match to be covered by the Arizona SMART funds
22 in the amount of \$6 million. I -- we very much appreciate your
23 consideration for this request, and thank you again for your
24 time today.

25 CHAIRMAN KNIGHT: Thank you for your comments.

1 MR. ROEHRICH: Mr. Chairman, I do want to go back
2 to see if Sandra Paulow is on, on the WebEx.

3 Ms. Paulow, please raise your hand.

4 WEBEX HOST: Again, a reminder. Please press
5 star three to raise your hand or press the raise hand icon next
6 to your name. I'm still not seeing any....

7 MR. ROEHRICH: Mr. Chairman, I don't -- yeah,
8 Bryce. I don't see anything either.

9 Mr. Chairman, that's all the requests to speak
10 that we received.

11 CHAIRMAN KNIGHT: Thank you, Floyd.

12 We'll now move on to Item 1, the Director's
13 report. This is for information and discussion only. And we're
14 happy to have our new director present with us, Jennifer.

15 DIRECTOR TOTH: Good morning. It's great to be
16 here in Winslow, and a big thank you to the Mayor and the
17 Winslow City Council, along with City staff hosting us today. I
18 want to share a few ADOT updates with you this morning.

19 Next slide, please.

20 First I'd like to give a big shout-out and
21 congratulations to ADOT senior deputy state engineer Rob Samour,
22 along with ADOT's Business Engagement and Compliance Office,
23 also known as BECO. Both Rob and the BECO team were recognized
24 earlier this month by the WTS Metropolitan Phoenix Chapter. The
25 BECO team received the Rosa Parks Diversity Leadership Award for

1 supporting women and minority-owned businesses in the
2 transportation industry. And as you may know, the BECO team
3 worked very hard to make sure that ADOT and its sub-recipients,
4 contractors and consultants, comply with the federal regulations
5 related to the disadvantaged and small business inclusion. So
6 we're very proud that BECO received this reward, because it
7 recognizes all the great work that the team is doing, which also
8 includes managing the construction academy pre-apprentice
9 training program, which is great for our industry workforce.

10 Rob Samour was also honored by WTS. He received
11 the honorable Ray LaHood Award for his efforts to support
12 advancing women in the transportation industry. And just a
13 shout-out to Rob. He was the engineer in training who was in
14 the year before me, and he helped mentor me as well. So really
15 appreciate that. He oversees our major projects group and
16 manages our public-private partnerships. And we're very proud
17 of Rob for earning this honor, and it speaks to his leadership
18 skills as well as his commitment to ADOT's mission.

19 Next I want to let you know that ADOT is very
20 close to launching our new website, and it's much improved. You
21 will find that the design -- it's been in the works for over two
22 years. We're almost there. A tentative date, don't quote me on
23 this, is sometime next week, but you'll find that it's still at
24 its current address, AZDOT.gov, but it's going to -- it has just
25 a fresh, clean, modern look. We are trying to become more

1 modernized, quick links for better navigation, an updated,
2 easier-to-use motor vehicle homepage for our customers. That's
3 especially critical as more than half of the site's visitors are
4 seeking that MVD-related information. And so it will also be
5 mobile responsive, meaning that it's, you know, very easy to use
6 on your smartphone or your tablet to have that optimized
7 experience. So I encourage you to let your contacts know about
8 the new website and changes. I think everybody will be really
9 impressed with the new layout.

10 And then next I want to share that today we're
11 wrapping up National Work Zone Awareness Week. As an agency,
12 this is extremely important for ADOT, because it brings
13 attention to work zone safety. This year's theme is Work With
14 Us, which stresses the role that everyone plays when it comes to
15 work zone safety. And to recognize the week, ADOT
16 communications and public involvement put out a news release.
17 We hosted a media event on Wednesday at the Broadway Curve
18 Improvement Project, and we used our dynamic message signs to
19 display work zone safety-related messages, including pay
20 attention and slow down. So that's a critical message. So I
21 thank you for that.

22 In terms of our legislative updates, the
23 Legislature entered a mini recess on April 13th and will convene
24 on April 25th. The mini recess allows the focus to shift to the
25 budget as negotiations continue.

1 Anthony provided an updated bill list that
2 includes all infrastructure project bills and information on the
3 status of each of those bills. So please note that even if a
4 project bill has stopped moving through the process, the budget
5 could still include funding for that particular project. So as
6 we get more information, we'll continue to keep the Board
7 updated on that.

8 That concludes my report.

9 CHAIRMAN KNIGHT: Thank you. Thank you,
10 Director.

11 Yeah. If there are any questions for the
12 Director from board members?

13 MR. MAXWELL: Director, thanks for the update,
14 and I just want to thank you and your staff particularly on
15 keeping us informed on the legislative action. There's been
16 discussion amongst this board on what our role should be when it
17 comes to the Legislature, but the most important thing is for us
18 to be informed. So we appreciate getting all that information.

19 And to the point -- I want to emphasize the point
20 you just made. There's a lot of bills that have transportation
21 funding from the rural community, from others, that may not have
22 moved as far as -- some more than others, but it really is a
23 budget discussion. So a lot of the speakers today were talking
24 about specific projects, and if any of your projects are a part
25 of that legislation, I encourage you to continue to reach out to

1 your legislators, because a lot of things are determined during
2 the budget discussions, and then those bills get approved very
3 quickly and effectively afterward.

4 So appreciate that update, and appreciate the
5 staff's desire really to keep us informed legislatively, because
6 that's a big part of the funding we get now is from the some of
7 the surplus money that the State Legislature has.

8 CHAIRMAN KNIGHT: Any other comments from -- or
9 questions from our board members?

10 Yes, Jesse.

11 MR. THOMPSON: Chairman (inaudible) like to have
12 more communication with the Governor's liaison. I think there's
13 a new appointee, and I just wanted to share that with you. If
14 you can in a way relate to the Governor or the person that is in
15 the position of working directly with the tribal liaison, maybe
16 you can get the word to those individuals. So thank you again.

17 CHAIRMAN KNIGHT: Thank you, Jesse.

18 Any other members that are attending virtually
19 have any comments or questions?

20 That takes care of Items A and B. It looks like
21 that -- is that correct, Floyd?

22 MR. ROEHRICH: Mr. Chairman, there are no last
23 minute items.

24 CHAIRMAN KNIGHT: No last minutes. Okay. Thank
25 you.

1 That being said, we'll move on to Item 2 on the
2 agenda, which is the district report. I'll turn the mic over to
3 Brenden Foley.

4 MR. FOLEY: Good morning, Chairman Knight,
5 members of the Board. My name is Brenden Foley. I'm the
6 Northcentral District Administrator. I want to thank you for
7 the opportunity to be here and tell you just a little bit about
8 what the district's got going on this year.

9 Next slide, please.

10 So quickly, from an operations perspective, it's
11 been a busy a year. About a year ago we had a pair of fires
12 near Flagstaff that damaged some watersheds, resulted in
13 flooding, particularly along 89 north of Flagstaff. You can see
14 in those pictures in the center there our crews working to clear
15 water off the roadway and working to unclog clogged drainages to
16 keep the roadway functioning.

17 We also had a record-setting snow year this year.
18 At the North Rim, we got 228 inches, which is the second highest
19 since -- reported since 1978, when they got 305 inches. On the
20 left-hand side there, you can see our crews working right now to
21 open up State Route 67 to the North Rim.

22 And then after all that snow and rain and weather
23 that we've had over the year, we've had some resultant potholes
24 that our crews have been working diligently on for the last few
25 months. Just in the last couple of months alone, we've placed

1 more than 375 tons of mix in potholes along many of the routes
2 in the Northcentral District.

3 Next slide.

4 So moving on to our construction program. We've
5 got a lot of continuing projects from previous years, as well as
6 a few new starts this year. We've got about \$172 million worth
7 of work that was started prior to this year. 65 percent of that
8 was completed in prior years, about 111 million of that, and
9 then we've got about 61 million that is going to continue this
10 year, and hopefully largely wrap up. We've got another 29
11 million so far this year that will be starting.

12 Next slide.

13 So some of the continuing projects that we have
14 from '21 on, projects along I-40 through the city of Flagstaff,
15 I-40 east of Flagstaff, I-40 east of Winslow. Mentioned work on
16 I-17, work on I-15 and US-89, SR-260 and some of our other major
17 routes.

18 This is our project on I-17. We started this
19 last year in May. It's a \$35 million project that Fann
20 Contracting has. You can see on the left-hand side there the
21 condition of the asphalt on I-17 southbound. So we've been
22 working diligently with our contractor to reconstruct a good
23 portion of that. There's about ten minutes of -- ten lane
24 miles, excuse me, of reconstruction and then resurfacing the
25 balance of the roadway, placing friction course. So we hope to

1 have all of the major reconstruction and resurfacing done this
2 year and (indiscernible) friction course next summer.

3 Next slide.

4 This is on I-40, east of Ash Fork to Devil Dog
5 Road. That is a life extension project that we had started last
6 year. We're going to come back this year and finish this one
7 up, keep I-40 in usable, good condition for the years to come.

8 Next one, please.

9 This is another project on I-40 that we have.
10 This is the one going through town. Again, similar to what we
11 had on I-17. This started in April of '21. This is a
12 \$16.4 million project. Was reconstructing portions of I-40, the
13 worst spots, roughly 500 to 1,000 feet long, as you can see on
14 the left there, and then repaving the entire stretch. Due to
15 the monsoons and some of the weather we received last year, we
16 weren't able to get the friction course down, but we will be
17 back shortly this year to finish the friction course and any
18 other minor paving items.

19 Next slide.

20 In Oak Creek Canyon, we have a project that
21 started in March last year. It's an \$11 million project. It's
22 actually a combination of three different projects. On the left
23 there you can see Pumphouse Wash Bridge, a fairly old bridge
24 built in the early 1900s. He replaced the deck on that last
25 year. In the middle there, we see crews working on rock fall

1 mitigation, scaling and moving rocks, removing some overhangs.
2 And we have some full closures coming up in -- likely around
3 June this year to finish the rock wall portion of that project
4 at the south end, near Sedona.

5 And then -- if you'd go back to that one just for
6 one moment, please.

7 On the right-hand side there, we also had a third
8 component. Did some erosion control and sediment control in the
9 canyon there to try and control all the rock fall that we get.
10 So you can see that has worked out really well with the rock
11 fall that we got after the weather this season.

12 Next slide.

13 On State Route 260, we have a safety improvement
14 project. It's widening shoulders on 20 miles on State Route
15 260, Milepost 282 to Heber, roughly. You can see on the left
16 there crews are doing a lot of earth work, extending pipes,
17 regrading, and then they'll paving those shoulders this year and
18 into next year.

19 Next one.

20 And then one of our bigger bridge replacement
21 projects is up on I-15. This is Virgin River Bridge Number 1.
22 This is a \$56 million project. Kiewit is completely replacing
23 that bridge. It's one of the longest steel girder bridges in
24 the state. Crews have so far completed all the substructure
25 components. They've set the girders and placed the deck for one

1 of the (indiscernible). We switched traffic, and now we're
2 working on the demolition for the other side. Again, weather
3 has impacted this just a little bit. There's been a lot of flow
4 in the Virgin River, but crews are making good progress, and we
5 anticipate being completed with this project in November this
6 year.

7 A couple upcoming projects that we have starting
8 this year. Cornville Road. This is a local government project
9 we'll be administering for the county, doing some shoulder
10 widening and rumble strips. We'll be rehabilitating the
11 McGuireville rest area on I-17. Some tree removal projects on
12 SR-87 and SR-260 and a little bit on State Route 179 as well.
13 It's a (indiscernible). We have some bridge rehabilitation
14 projects on US-89 north of Cameron. State Route 89A in the
15 Cottonwood city limits, we're rehabilitating pavements through
16 there, doing some ADA upgrades. That project should be starting
17 shortly. It's advertised currently. And then on US-89 north of
18 Flagstaff, we have a pavement preservation project starting soon
19 to, you know, fix pavements in that area, do some milling and
20 paving. So we're looking forward to getting those kicked off.

21 Next one, please.

22 And then potential programming. We are looking
23 to eventually program some funds for US-180. I mentioned the
24 fire and flooding that we had that impacted US-180 a little bit
25 as well. Working with our partners at the City of Flagstaff to

1 design some improvements there. Looking to potentially program
2 some money to either improve or replace culverts on 180.

3 And that is all I have for you today. So thank
4 you again for your time. I appreciate it.

5 CHAIRMAN KNIGHT: Any board member have questions
6 for Brenden?

7 MR. THOMPSON: Brenden, I think several months
8 ago there was an issue here in the town of Winslow. There was
9 people gathering under -- in a tunnel under I-40 on the -- in
10 Winslow on the west side. Have you -- I think that was brought
11 up again today. Would you be able to respond to them now or did
12 you do that later? When can you do that?

13 MR. FOLEY: I can't respond to that right now,
14 but I will work with my staff and leadership to give a
15 dignified, appropriate response to that.

16 MR. THOMPSON: Thank you, Brenden.

17 MR. FOLEY: Yes, sir.

18 CHAIRMAN KNIGHT: Ted.

19 MR. MAXWELL: Thank you, Mr. Chair, and Brenden,
20 thank you. First off, I want to thank your team. This winter,
21 between the fires, leading into the snow pack, and I think we're
22 all grateful that the snow pack is as big as it is this year,
23 both here and in the Colorado Rockies, because that's going to
24 have a huge impact, hopefully, on the levels of Lake Mead for us
25 in the near future.

1 I want to thank your teams, because the snow was
2 so heavy. I know, you know, that when it's -- when it's needed,
3 you need them all, and it's a big project, a big lift, and I
4 know there was a lot of heavy lifting going on in your crew. So
5 make sure you let them know the Board greatly appreciates it,
6 because you are actually the face of ADOT to the communities.
7 So they see when you're out there working hard, when you're
8 responding, when you're being responsive. So thank you for all
9 that.

10 Speaking of responsive, one of the words we got
11 when, you know, that SR-89A -- particularly the rock mitigation
12 was a project that took several times through the board before
13 it got approval because of a lot of concerns from the locals.
14 How has that feedback from the locals as you've been working
15 through that project -- obviously that's a -- the road in and
16 out of Sedona, connecting Sedona and Flagstaff. So can you give
17 us any feedback on how that project's been received so far by
18 the community?

19 MR. FOLEY: I think that the project's been well
20 received. I haven't heard any negative comments. We don't
21 always get a lot of feedback otherwise if things don't go well,
22 but the project's gone well. They've worked very well with the
23 community. Stakeholders have been engaged. They've been
24 proactive in getting the message out, along with our
25 communications staff. So from our perspective, the project's

1 gone very well. They've been very communicative, and I think
2 people have been appreciative of that.

3 MR. MAXWELL: Well, I appreciate that too, and
4 the lack of negative comments when people's lives are impacted
5 is a good thing. So that means it's -- either the
6 communication's been sufficient or the project's going kind of
7 as it was designed to not have too big of an impact on the
8 community there. So thank you.

9 MR. FOLEY: Sure. Thank you.

10 DIRECTOR TOTH: Mr. Chairman.

11 CHAIRMAN KNIGHT: Yes, Director.

12 DIRECTOR TOTH: I have something to add. I just
13 want to also thank Brenden for that responsiveness. I was
14 approached by the Game & Fish director, and specifically called
15 out Brenden and his team and how caring they are in terms of
16 making sure that the information is getting to everyone on 89A.
17 So I really appreciate that. And echo your words in terms of
18 making sure that we are getting out there, but also, it is
19 coming back that they are very caring and informative. So thank
20 you for that.

21 MR. FOLEY: Thank you.

22 CHAIRMAN KNIGHT: Thank you.

23 Do any of the board members attending virtually
24 have any questions for Brenden?

25 Hearing none, thank you, Brenden.

1 MR. FOLEY: Thank you, Chairman.

2 CHAIRMAN KNIGHT: We will move on to the consent
3 agenda. Item Number 3. Does any member want an item removed
4 from the consent agenda for separate consideration?

5 Hearing none, I will entertain a motion to
6 approve the consent agenda as presented.

7 MR. MAXWELL: So moved.

8 MR. THOMPSON: Second.

9 CHAIRMAN KNIGHT: I have a motion by Member
10 Maxwell and a second by Member Thompson to approve the consent
11 agenda as presented.

12 All those in favor signify by saying aye.

13 BOARD MEMBERS: Aye.

14 CHAIRMAN KNIGHT: Any opposed? Motion passes.

15 MR. ROEHRICH: Mr. Chairman, could I get the --
16 do the check on the vote online so we get their -- their record?

17 CHAIRMAN KNIGHT: Oh, yes. I'm sorry. They've
18 been so quiet, I almost forgot they were there. Yeah. Would
19 you -- would you please poll the virtual members for their vote,
20 please?

21 MR. ROEHRICH: Yes, sir, Mr. Chairman.

22 I'd like to start with Ms. Daniels.

23 MS. DANIELS: Aye.

24 MR. ROEHRICH: Mr. Meck.

25 MR. MECK: Aye.

1 MR. ROEHRICH: Ms. Howard. Mrs. Howard.

2 MRS. HOWARD: Aye.

3 MR. ROEHRICH: Thank you. The motion does carry,
4 Chairman.

5 CHAIRMAN KNIGHT: Thank you.

6 We'll move on to Agenda Item Number 4, which is
7 the financial report with Kristine Ward.

8 MS. WARD: Good morning, Chairman Knight and
9 Board Members. I have a very brief report for you this morning,
10 because we are running right on -- right on target forecast.

11 If you can give me the next slide. Go to the
12 next slide for me.

13 We are .1 percent below forecast. We collected
14 about \$143 million in revenues for the month of March year to
15 date. We're -- we are pushing 400 million at about -- it's
16 about 394, if we're -- get more specific.

17 Moving on to the Regional Area Road Fund. Oh,
18 actually, excuse me. We have -- the next slide is the
19 individual revenue categories.

20 Next slide for me. Very cool. Thank you.

21 So what this table provides you is a look at the
22 individual revenue categories that flow in and support HURF, and
23 for the individual, for the month of March, we were a little
24 behind forecast at 1.4 percent.

25 Next slide, if you would.

1 Now Regional Area Road Fund. (Inaudible.)
2 Excuse me. As you can see, we're a little -- we're still within
3 target range, but we're running a little bit ahead of forecast,
4 but within the range, and we've collected \$477 million year to
5 date.

6 In terms of the individual categories, on the
7 next slide, you can see -- so for the month of February, the
8 Regional Area Road Fund revenues ran a little ahead of our
9 forecast at 4.2 percent ahead.

10 Next slide.

11 I have no further comments and information to
12 provide, and if you have any questions, I'd be happy to answer
13 them.

14 CHAIRMAN KNIGHT: Does any member have any
15 questions for Kristine?

16 Hearing none, we'll now move on to Agenda Item
17 No. 5 with Paul Patane for discussion and possible action. The
18 Multimodal Planning Division's report.

19 MR. PATANE: Thank you, Mr. Chair, Board Members.
20 Thank you for the opportunity to give you the Multimodal
21 Planning Division update. Again, my name is Paul Patane.

22 Next slide, please.

23 So the items I'll cover today are our tribal
24 transportation update. I've give you an update on the truck
25 parking, give an overview of the comments received to date on

1 the tentative '24 -- 2024-2028 Five-Year Program, also then will
2 build from our discussion last month regarding route transfers.

3 Next slide, please.

4 We have reached out to our Native American
5 partners regarding the call for project nominations for the --
6 our P2P process. The P2P process will prioritize our
7 construction projects for the FY '25-'29 Five-Year Construction
8 Program, and so the -- the tribal nations are invited to
9 complete the nomination form, which is due May 5th, and so we
10 can begin the next process.

11 And also, we've done some outreach with our
12 tribal partners related to the traffic data coordination. So
13 our traffic monitoring group has reached out to collaborate with
14 the tribal governments in making sure this data is accessible.
15 The traffic data is important for us, as we have the -- use that
16 as one factor as we allocate our resources throughout the state.

17 Next slide, please.

18 And so our Intertribal Council of Arizona, the
19 ITCA working group meeting, they met last month, and the items
20 they covered in March were the -- the Bureau of Indian Affairs
21 was there. They gave an overview of the traffic count data and
22 the National Tribal Transportation Facility inventory, but also
23 staff provided updates on the Statewide Traffic Count Program.

24 And also, just an update on the Tribal
25 Transportation and Injury and Prevention Summit, and we have a

1 proposed date of August 9th, and we look forward to getting
2 that -- those logistics finalized and to have that conference
3 available for our tribal partners.

4 Any questions on the tribal update?

5 CHAIRMAN KNIGHT: Yes. We have one question from
6 Member Thompson.

7 MR. THOMPSON: Paul, I just want to say thank
8 you. I know you are all making every effort to reach out to
9 those communities, including on the Native American communities.
10 I under -- I know that a lot of those rural and remote
11 communities, it takes them quite a while to (indiscernible) upon
12 the new programs (inaudible) of the SMART program is one of
13 those and then the electric car. You know, those kind of
14 information, that takes quite a while, but you're making all
15 that effort to reach out to them and make them aware of their
16 resources that are available. So thank you very much.

17 MR. PATANE: That kudos goes to staff. Don
18 Sneed, Paula Brown and Dez (phonetic) is here. They're the ones
19 who are out there, I mean, answering the questions, you know,
20 building those partnerships and, you know, we're -- you know,
21 MPD is more than happy to go over these programs. If they need
22 multiple meetings, you know, that's what we're here for to
23 serve.

24 So a little update on the truck parking. Next
25 slide, please.

1 Just to kind of quick recap. You know, our 2017
2 freight plan did allocate 10 million set aside for truck
3 parking, and so from that we built from the 2019 truck parking
4 study, which identified and we constructed over the last couple
5 years 100 new -- 120 new spaces within our rest areas.

6 Next slide, please.

7 And so we've continued that momentum with the
8 2022 freight plan that recently was approved by the Board which
9 allocated -- set aside additional 50 -- 50 million for truck
10 parking. And also, to keep that going, we -- the ongoing '23
11 rest area study, you know, we actually -- because I think
12 initially a lot of our focus should be on our rest areas for
13 additional truck parking, because we have the facilities there,
14 and I think we get the biggest bang for our buck when we look at
15 how to increase the amount of truck parking within the state
16 system. So we -- within that 2023 study, we actually did a
17 contract mod to find out or have a consultant do some truck
18 parking efficiencies as part of the rest area study.

19 Next slide, please.

20 And so as part of that, you know, we assessed the
21 current condition and identified deficiencies within the truck
22 parking, and so we developed an evaluation criteria for the
23 truck parking prioritization.

24 Next slide.

25 So what we did here is -- what I have here is

1 the -- from the rest area study and the prioritization is a list
2 of potential -- I want to and emphasize potential projects,
3 because we still have the truck parking plan that I'll talk
4 about here in a little bit. But -- and so we -- you know, we
5 identified the needs and the different rest areas as far as the
6 truck parking deficiencies.

7 Then at the request of Board Member Daniels, we
8 broke it down through looking at three different types of
9 surface treatments, either to be gravel, asphalt and concrete.
10 And so those will be evaluated case by case, depending on the
11 location of additional parking, the rest area, and so -- but,
12 you know, that was a good effort for us to begin to, you know,
13 get the biggest and the best benefit with the funding available.
14 So we have -- you know, the first list there is, you know, the
15 top 11, you know -- many of the high priority locations, you
16 know, are on the interstate, I-10 and I-40

17 So we go to the next slide, please.

18 You know, with this effort, we were to identify
19 an additional 6,000 truck parking spaces that we'll be able to
20 provide if -- you know, if -- depending on how the truck parking
21 plan incorporates this information. So within the rest area,
22 and I'll show you a couple examples of how we looked at
23 expanding truck parking within the rest area.

24 Next slide, please.

25 So this one here is Texas Canyon. Okay? And

1 because of the adjacent topography, this one was difficult to
2 really expand outwards, you know, to different areas within the
3 rest area footprint. And so here we were able to -- to add, you
4 know, 17 spaces, but when we do the benefit cost analysis as
5 part of the truck parking plan, you know, look at the costs
6 associated with, you know, the Texas Canyon -- for example, you
7 know, per space, we're looking at close to 90,000 if they were
8 to use concrete, and also, you know, if we were to use asphalt,
9 your costs go down to 53,000 per space.

10 Next slide, please.

11 So, you know, as part of the looking -- out --
12 thinking outside of the box, you know, as part of the truck
13 parking plan, we're further going to look at areas, you know,
14 within traffic interchanges that have the potential to safely
15 provide additional truck parking. So this is, like, 15, 20
16 miles east of Texas Canyon, and so this one here is -- it's on
17 the list as the safe truck parking so we're able here to add an
18 additional 140 spaces and so at a much lesser cost than it
19 would to -- per space as it were to expand the Texas Canyon. So
20 these are the analysis we'll go through when we come up with a
21 prior -- a reprioritized list within the truck parking plan.

22 Next slide, please.

23 So this one here, this one is on I-10. It's on
24 Bouse Wash Rest Area. It's about 50 miles east from the
25 California state line, and so here we're looking at additional

1 truck parking and the rest area footprint, but, you know, not so
2 much with -- you know, kind of an additional safe pull out area
3 as well. And so here we're potentially adding using the
4 eastbound and westbound sides, a potential, like, 226 additional
5 spaces.

6 Next slide, please.

7 And so here there's another -- this is the
8 opposite side, the north side of the interstate and where
9 there's additional truck parking as well. On these two
10 locations, there is additional right-of-way needed. So we'll
11 have to work with those adjacent landowners to -- and I'm pretty
12 sure it's federal here that will work with BLM or the proper
13 jurisdiction.

14 Next slide, please.

15 So this is San Simon Rest Area here. We're
16 looking at extending the truck parking as well. See, when
17 things that we have to keep an eye on when we begin to increase
18 the truck parking, how are you affecting the -- the on and off
19 ramps to these facilities? Do they make geometric improvements?
20 Because you need to have the proper acceleration distance as you
21 get onto these high-speed corridors. So we don't want to
22 compromise those, and so those will drive up the cost as well if
23 we have to get into, you know, geometric ramp improvements.

24 Next slide, please.

25 So kind of building off -- I kind of mentioned it

1 earlier, the statewide truck parking plan, just to give you a
2 quick update there. On the schedule, we gave -- we issued the
3 notice to proceed in March, late March. Then we anticipated a
4 six-month -- six-month study process, and we -- we anticipate
5 kicking off or having our kickoff meeting next week.

6 And so, you know, some of the items in the scope,
7 the one I really like is the benefit cost analysis, because all
8 this information we got from the rest area study we can use to
9 really prioritize where we're going to get the most benefit out
10 of the truck parking areas. Then we want to look at other
11 states. A lot of other states are being real innovative,
12 because this is a nationwide problem, and I think we can benefit
13 from reaching out to our partners as well.

14 Then most importantly, we want to have a sound
15 implementation plan where we can bring to the Board where we can
16 show where those costs and where those projects will be. But
17 the tentative program has some projects in there, but, you know,
18 the tentative program was built prior to this information I'm
19 sharing today. So we'll be making adjustments to the tentative
20 program as well.

21 Any questions?

22 MS. DANIELS: Chairman Knight, I have a couple
23 questions.

24 CHAIRMAN KNIGHT: Have any questions from any of
25 the board members for Paul? Just Jenn?

1 MS. DANIELS: Just me. Yeah.

2 CHAIRMAN KNIGHT: Go ahead, Jenn.

3 MS. DANIELS: Thank you, Chairman.

4 Can you go back to the Texas -- yeah.

5 UNIDENTIFIED SPEAKER: That one there. Yeah.

6 MS. DANIELS: Texas Canyon. There we are.

7 First of all, Paul and team, thank you. This is
8 helpful, and I'm relieved to see that we're adding or looking to
9 add so many more spaces. I just wanted to make sure I
10 understood the math on this one. I was -- as you know, we were
11 sort of looking comprehensively. It makes sense that some of
12 these truck parking spaces will be more expensive than others,
13 but when we look at this and, you know, to say we are going to
14 add 17 spaces for 3.3 million if we choose gravel, that still
15 ends up being about 200-and-something-thousand a spot. I'm not
16 sure that that is the right cost benefit for this particular
17 site, recognizing we can get a lot more spaces in other areas
18 for much, much less.

19 How will you determine whether to move forward
20 with Texas Canyon versus another location? I realize that we
21 still need spots in remote locations that -- and it may cost a
22 little bit more, but what will be the analysis or framework used
23 as far as where to put these dollars and address the need?

24 MR. PATANE: I think the framework that will be
25 used would be the actual benefit cost analysis, because when I

1 was kind of preparing, you know, the FHWA truck parking handbook
2 has -- it can calculate the benefit from the additional truck
3 parking spaces. And we have the cost here today, and I
4 completely agree with you on this particular rest area. It is
5 not advantageous for us to make that heavy investment as, you
6 know, this would definitely go down to the very low priority as
7 one of the locations to increase parking. And this is why the
8 team looked at that additional area to the east of here where it
9 was kind of a safe pullout area where it was at another
10 interchange but kind of away from the rest area.

11 MS. DANIELS: So there's a formulaic way, meaning
12 we're being totally and completely objective in this analysis
13 rather than being sort of subjective.

14 MR. PATANE: Yes.

15 MS. DANIELS: Okay. That's helpful. And I had
16 no idea that there was an FHWA handbook on truck parking.
17 That's...

18 MS. CAMERON: It's brand new. September '22, I
19 think.

20 MS. DANIELS: Oh, I'm sure that was a riveting
21 chapter to write. (Indiscernible.)

22 MR. PATANE: We can -- we can send it to you if
23 you would like.

24 MS. DANIELS: I feel like I've learned so much
25 about truck parking, I'm going to let the experts stick to the

1 technical details. That is not me.

2 MR. PATANE: And those, you know, are -- the
3 team, as we move forward with the truck parking plan, we are
4 going to have a good -- a big stakeholder list, including the
5 trucking agency. As you all know, they're very vocal and we
6 want them part of the team, along with their freight advisory
7 committee members to help us navigate through that plan.

8 MS. DANIELS: Thank you.

9 MR. PATANE: Thank you.

10 CHAIRMAN KNIGHT: Thank you, Jenn.

11 Paul, one quick question. Is there a benefit
12 cost ratio that you're looking at when you -- when you look at
13 each one of these, you do a benefit cost ratio on each one, is
14 there a number that if it's above or below, you can disqualify
15 the project?

16 MR. PATANE: Well, typically if it's one or
17 above, it's favorable. Okay? But, you know, we'll have to, you
18 know, look at all situations. It's because it -- you get a good
19 benefit cost ratio, you have to use some good judgment making
20 sure that's the best location, you know. I think their focus
21 really should be where the I-10 and I-40, the interstates is
22 where we have all the commerce flowing through the state. So,
23 you know, that -- to me that's where we'd want to prioritize our
24 locations.

25 CHAIRMAN KNIGHT: Thank you.

1 Ted.

2 MR. MAXWELL: Paul, thank you for the hard work
3 on this. This has obviously become an issue, and I do believe
4 that the slide following this Texas Canyon is the one that's
5 showing the alternative to Texas Canyon; is that correct?

6 MR. PATANE: Yes, Mr. Maxwell.

7 MR. MAXWELL: Okay. And as a fresh build, I
8 think then gravel becomes an option. You know, adding gravel to
9 a concrete parking area already is very difficult, but my
10 question is about that, and I appreciate Board Member Daniels
11 adding that kind of detail to these conversations, gravel versus
12 concrete versus asphalt.

13 But what I want to make sure that we're also
14 considering is the long-term maintenance costs, because I'm
15 assuming the amount of personnel and time based if it's concrete
16 versus if it's gravel is going to be different. So I -- so in
17 this analysis, I would ensure that you're incorporating the
18 continuation maintenance costs. I mean, we know our budget is
19 now predominantly on preservation. And so anything we build, we
20 have to take care of. So I just want to make sure that you are
21 including that in the analysis as well.

22 MR. PATANE: Yes, we will. Thank you.

23 MR. MAXWELL: Thank you.

24 CHAIRMAN KNIGHT: Any other questions for Paul?

25 MRS. HOWARD: Chair Knight, I have a question.

1 CHAIRMAN KNIGHT: Yes. That was (inaudible).

2 MRS. HOWARD: Paul, do you have --

3 CHAIRMAN KNIGHT: Board Member Howard.

4 MRS. HOWARD: Yes. Paul, do you have a milestone
5 schedule for this study, when it will be complete and different
6 milestones along the way?

7 MR. PATANE: You know, we have the -- the task
8 order contract is for six months. We -- as -- you know, when we
9 have the kickoff meeting, that will be something that's
10 discussed as far as the project milestones, and so we'll be able
11 to bring back updates to the Board with the -- you know, the --
12 you know, scope, schedule, budget all the way through. I mean,
13 this is a very high priority item for industry as well as the
14 agency, and so you'll -- you'll be kept abreast along the way.

15 MRS. HOWARD: Perfect. Thank you.

16 MR. PATANE: Thank you.

17 CHAIRMAN KNIGHT: Any other questions?

18 MR. THOMPSON: Chairman, I'd just like to say
19 that for the city of Winslow, for their information, you've also
20 included on your priority rank that you've also included
21 (indiscernible) as well. So I do appreciate that. I believe
22 it's good for the City of Winslow to know. Thank you.

23 CHAIRMAN KNIGHT: Okay. Thank you.

24 So are there more?

25 MR. PATANE: Oh, a lot more. No, not on truck

1 parking.

2 MR. ROEHRICH: Mr. Chairman, I think we're ready
3 to move on to Item Number -- PPAC.

4 MR. PATANE: No. We've got --

5 UNIDENTIFIED SPEAKER: Wanted to make sure Paul
6 was --

7 MR. ROEHRICH: Oh, no. He's -- I'm sorry.

8 MR. PATANE: I barely started on my update, so...

9 MR. ROEHRICH: I looked at the time. It was
10 almost eleven o'clock. I'm trying to get --

11 MR. PATANE: No, it will go quick. It will go
12 quick.

13 Can you advance a few slides, please, to the
14 public comment slide? Yeah. Right there.

15 So continuing on the division update here, I'll
16 provide just a summary of the comments received to date on the
17 tentative '24-2028 Five-Year Transportation Construction
18 Facilities Program.

19 Next slide, please.

20 So kind of our delivery methods for public
21 involvement. We used the news releases, two government delivery
22 notices, social media posts on Facebook, Twitter and Nextdoor.
23 ADOT websites with the update -- updated information. Then we
24 have the media articles written from the ADOT news releases.

25 So to date we have received -- this is as of

1 April 14th -- ADOT has received 639 comments to date. 594 of
2 those have been online. 43 people mailed -- emailed their
3 comments, and two phone calls, and each one of these will get a
4 response.

5 And so the model themes for the comments are we
6 had 470 comments on -- related to state highways, 111 on local
7 projects, 22 comments on transit, and 4 on airports and 32 on
8 other topics.

9 And so next slide, please.

10 So some of the major themes related -- for
11 project-related themes, we had 235 comments on pavement
12 condition for State Route 260, 105 comments related to I-10,
13 adding the traffic interchange at Jackrabbit Road and widening
14 I-10 from Phoenix to Casa Grande. Also widened I-10 from Tucson
15 to Benson, widening I-10 in the Tucson area. We had 24 comments
16 on I-40 related to pavement conditions and the need for painting
17 from -- particularly on I-40, Flagstaff to the California
18 border. 14 comments on I-17 pavement conditions, and 21 again
19 related to interchange improvements, also pavement conditions.
20 That's along US-60.

21 Any questions on the comments received?

22 CHAIRMAN KNIGHT: Do any board members have
23 questions for Paul on the comments that have been received?

24 Hearing none.

25 MR. PATANE: So kind of -- next side, please.

1 Next one.

2 So kind of going over the route transfer
3 discussion. Kind of building off from last month's board
4 meeting, just kind of wanted to take another step forward and
5 talk about some of the criteria and evaluation effort we use,
6 along with the 2017 Low Volume Route Study.

7 So some of the criteria, you know, on the right
8 there is kind of the evaluation sheet that we use. We have all
9 the listed criteria there on the left, and we go through, like,
10 for example, right-of-way -- there's a series of questions that
11 we evaluate when we're looking at the right-of-way needs. For
12 example, you know, under right-of-way, the key is the ownership.
13 Who's -- you know, who's got the ownership, and what rights
14 does -- if it's a county facility, state facility, what are our
15 rights when it comes to the transfer of the facility?

16 Most importantly, when we -- if we do move
17 forward in the transfer process, it's important that those
18 parties are at the table as well as we -- as they -- they can be
19 part of the stakeholder team and aware of what direction this
20 potential transfer could go.

21 And the other key item is trip character. You
22 know, does the route, you know, provide regional -- statewide
23 regional connectivity. You know, it is important for the state
24 highway system to focus -- you know, to function as a regional
25 connectivity, not as a local street. So those are things that,

1 you know, we realize that many of the communities of Arizona are
2 built along the state highway system, and that's great. I come
3 from rural Arizona and realize the importance of the state
4 highway system to the communities, but some just over time and
5 the cities have grown, and is it really -- is it really serve as
6 a state highway? And vice versa. Does the -- does the county
7 road really provide regional connectivity to be part of the
8 state highway system?

9 And so next -- and so we look at again highway
10 function, again, the regional connectivity. Another part is the
11 land use. You know, what is the land use for the area? What
12 does the local -- the local county, city, what are their land
13 use plans showing? You know, is it going to decommercialize?
14 Is it a long-term vision for the community? So that's, again,
15 an important part as we begin to look for facilities to be part
16 of the state highway system.

17 Then access management is critical. You know, we
18 want to keep traffic flowing. Each new access point is a
19 potential point of conflict, so we to make sure that we have
20 manageable access along the system. I'm from the Yuma area, and
21 you look at old Business 8. You know, we have driveways, like,
22 every 50 feet, you know, and that's just how the community has
23 grown, and that one was turned back to (inaudible), so...

24 Jurisdictional interests. Again, you know,
25 what -- you know, what -- you know, is it tribal communities'

1 interest? You want to hear feedback from all of the folks with
2 jurisdictional interest. Then along with the maintenance and
3 operations component of this.

4 And so there's a series of questions that, again,
5 this part of the evaluation, it's just a guide. It's not --
6 makes the final decision, but it helps us to ask those
7 questions. How does this route serve? Is it best for a local
8 system, or is it best to consider to be part of the state
9 highway system?

10 So next slide, please.

11 And so then there's also the financial
12 considerations that need to be -- need to be, you know, put on
13 the table as far as the right-of-way, the access value. Then
14 the required capital investment, especially for roads that are
15 coming into the system. You know, what does it take to bring
16 that road up to, you know, the state highway standards? And so
17 what -- you know, what does that long-term investment look like?
18 Then again, the maintenance and operating costs. Then also the
19 law enforcement, you know, because typically state highways are
20 patrolled by DPS. So you bring in a new system. How does that
21 affect their resources as well -- as well? And all this is part
22 of the negotiation process, and -- and so...

23 Next slide, please.

24 So, you know, the -- the turnback route transfer
25 was developed in 2012, and this study we did in 2017. It's a

1 low volume route transfer study. What it did, it evaluated
2 sections of current state highways that have approximately 400
3 vehicles per day or less to see if they could be eligible
4 candidates for potential turnback.

5 So we use the route transfer evaluation matrix
6 that you saw in the previous slide, along with we analyze some
7 performance of our -- of the bridges and of pavement conditions,
8 and we came up with a list of -- next slide, please -- with a
9 list of -- it's really not a project priority list. It should
10 be a route transfer list.

11 And so we came up with a prioritized list of
12 potential routes that would be good candidates for route
13 transfer. And I bring this up because typically in a
14 negotiation process of the turnback, you know, in some cases we
15 looked to turn back facilities to the locals as well. In the
16 case of, you know, the Naco Highway, you know, what -- as we get
17 into negotiation there, is there potential any routes that we
18 can turn back as part of that process? So it's kind of an open
19 dialogue, and again, those are all negotiation issues, but just,
20 you know, I wanted to -- just to put everything on the table
21 that these are things that will come up if we look to transfer
22 routes into the state highway system.

23 Any questions? Next slide, please. Any
24 questions on the route transfer process?

25 CHAIRMAN KNIGHT: Do we have any questions for

1 Paul on -- so far on what he's presented? I know we don't have
2 Board Member Searle present, so any other board member like to
3 make -- have any comments? Questions?

4 MR. MAXWELL: Chairman.

5 CHAIRMAN KNIGHT: Yes, Ted.

6 MR. MAXWELL: Paul, I appreciate the effort
7 you've put on this. Obviously it came up at one of the previous
8 board meetings, and it is something I think this Board's ready
9 to look at, but I do think your last comments were what I hope
10 everybody also heard. It's not a one-way ticket. It's -- you
11 know, there are some highways that probably belong in our state
12 highway system. There's probably some highways that no longer
13 belong in our state highway system, and we can't just continue
14 to add where our budget is already stretched by our preservation
15 dollars that are needed to it. So it's got to go both ways.

16 And I know we've had -- you know, was it just
17 Member Searle who brought up, you know, the Naco Highway, but
18 we've heard on a lot of different roads that folks including
19 some of the -- some of the nations that would like to add to the
20 state highway system because it's a heavily -- you know, heavily
21 used road. So I do think its usage is important, and we've got
22 to remember that as cities do take over the roads, I can think
23 of a couple state highway systems that really are more for local
24 use versus connections of large regions.

25 MR. PATANE: Thank you.

1 CHAIRMAN KNIGHT: Thank you.

2 Any other comments?

3 Jesse.

4 MR. THOMPSON: Paul, I think you and I had
5 discussion before, and I thought the individual that is
6 recommending this to Navajo Nation will be here, but she's not.
7 Her idea and the community's idea is transfer a road, paved road
8 between Pinon and Black Mesa over to the state of Arizona, to
9 give you a heads up on it.

10 MR. PATANE: Thank you, Mr. Thompson.

11 CHAIRMAN KNIGHT: Yeah. So my biggest concern,
12 as always, is still as soon as a road is taken back into the --
13 into the state system, immediately the residents in that area
14 are going to expect some maintenance to be done on that road.
15 And I'm -- you know, we have to make sure that we can afford to
16 do that maintenance, whatever might need to be done, and they
17 need to understand that, okay, if we put it back in the system,
18 then it goes into the five-year plan, and the maintenance may
19 not be immediate, although that's what they're going to expect,
20 I'm afraid.

21 Thank you.

22 MR. THOMPSON: Chairman.

23 CHAIRMAN KNIGHT: Yes.

24 MR. THOMPSON: One other comment.

25 Again, the individuals I thought that was going

1 to be here is not here, and this has to do with Homolovi Park.
2 I don't know if you're familiar with that park, I mean, I-40, as
3 you're going on 87, going about three, four miles, right on top
4 is Homolovi Park there. The entrance to that park has been
5 crumbling, and I think we did a little work little work here and
6 there, but -- so my understanding prior to my becoming a board
7 member, that that was on the list of ADOT projects, but somehow
8 it got dropped. So that's the one, I think, that we need to get
9 back on. Again, heads up. I'll have to wait until that's
10 officially submitted.

11 MR. PATANE: Thank you.

12 CHAIRMAN KNIGHT: Thank you, Jesse.

13 Any other comments from any other board members?

14 MRS. HOWARD: Chairman Knight, this is Jenny. I
15 do have one more comment.

16 CHAIRMAN KNIGHT: Yeah. Go ahead.

17 MRS. HOWARD: I'd like to also see us take heavy
18 account in condition of the road that's being asked to be taken
19 by us and the improvements that have been made so that these
20 roads aren't being in such disrepair knowing that someday,
21 hopefully, ADOT will take it back or take it. I hope that we
22 develop a type of criteria for that existing roadway needs to
23 meet in order for us to look at taking that roadway over.

24 MR. PATANE: Now, I understood, Chairman Knight,
25 Board Member Howard, yeah, it's part of the criteria where we're

1 evaluating the performance, pavement performance, bridge
2 condition. All those factor into, you know, the financial
3 component of what this would cost the state of Arizona.

4 MRS. HOWARD: Thank you.

5 CHAIRMAN KNIGHT: Thank you, Board Member Howard.

6 Any other questions for Paul?

7 All right. Are we continuing Item 5 or does that
8 wrap -- does that wrap up Item 5?

9 MR. PATANE: Chairman Knight, Item 6 is
10 (inaudible) --

11 CHAIRMAN KNIGHT: Okay. Then we will move on to
12 Item 6, PPAC items, and this is for discussion and possible
13 action.

14 Paul, go ahead.

15 MR. PATANE: Thank you, Chairman Knight, Board
16 Members. For your consideration are the recommended changes to
17 the FY 2023-2027 Statewide Transportation Facilities
18 Construction Program, Items 6A through 6G project modifications.

19 CHAIRMAN KNIGHT: I do have a question on
20 Item 6C. I'm having a little problem understanding why we have
21 to spend over \$3 million for disposing of excess property. I
22 guess my question is are we going to sell it for enough to
23 recoup the 3 million or what are we spending the 3 million on?
24 Appraisals or...

25 MR. ROEHRICH: Mr. Chairman, Paul, if you'd like,

1 that is exactly what we're spending on. There are a number of
2 excess parcels that we need to do the title searches. We need
3 to put together the plans. We need to put together the
4 appraisals that -- and the documents so we can put them out to
5 bid so we can go ahead and get the value back.

6 I can't tell you if we expect to get more than
7 the \$3 million we're going to spend. We usually do, especially
8 when they're in the urbanized areas, since that didn't go into
9 that level of detail, but what it is, it's to do all the prep
10 necessary to get excess properties out so we can dispose of them
11 to get funds back into the program.

12 CHAIRMAN KNIGHT: Okay. I kind of expected that
13 for an explanation, but I just -- I have to wonder if it's going
14 to cost us over 3 million to sell it and we're not going to get
15 3 million back, maybe we should just keep it, but anyway...

16 MR. ROEHRICH: Well, sometimes keeping it is more
17 money if it costs us in maintenance and it costs us in liability
18 issues and --

19 CHAIRMAN KNIGHT: Sure. I understand.

20 Any other questions for Paul on items -- PPAC
21 Items 6A through 6G?

22 Hearing none, I will entertain a motion to
23 approve PPAC project modifications Items 6A through 6G as
24 presented.

25 MR. THOMPSON: Chairman, I will go ahead and

1 motion, do as recommended.

2 MR. MAXWELL: Second.

3 CHAIRMAN KNIGHT: I have a motion from Member
4 Thompson and a second from Member Maxwell to approve the PPAC
5 project modifications, Items 6A through 6G, as presented.

6 All those in favor signify by saying aye.

7 BOARD MEMBERS: Aye.

8 CHAIRMAN KNIGHT: And Floyd, would you poll our
9 virtual members?

10 MR. ROEHRICH: Member Daniels.

11 MS. DANIELS: Aye.

12 MR. ROEHRICH: Member Meck.

13 MR. MECK: Aye.

14 MR. ROEHRICH: Member Howard.

15 MRS. HOWARD: (Inaudible.)

16 MR. ROEHRICH: And Member Searle is not present.

17 You have -- motions carries, Mr. Chairman.

18 CHAIRMAN KNIGHT: Thank you.

19 Go ahead, Paul.

20 MR. PATANE: Thank you.

21 Chairman Knight, Board Members, for your
22 consideration are the additional recommended changes to the
23 2023-2027 Statewide Transportation Facilities Construction
24 Program, Items 6H through 6W. New projects. New -- yeah. New
25 projects.

1 CHAIRMAN KNIGHT: I do have one request on 6K,
2 which is the EV charging stations. Looks like we're having
3 to -- we've got a match of \$50,000. This is to actually
4 construct the stations? Is that -- or is it just...

5 MR. PATANE: I believe this is for the next phase
6 of the EV plan that's due for the next year. An updated -- NEVI
7 requires an updated plan every year, and so this --
8 (indiscernible) 250,000 is for -- to update the new -- the new
9 NEVI plan for the State of Arizona.

10 CHAIRMAN KNIGHT: Okay. And the \$50,000 that
11 we're having to put in, is that coming from our money that we
12 normally would spend for road projects?

13 MR. PATANE: Yeah. The NEVI is the form of the
14 program which has a state match requirement.

15 CHAIRMAN KNIGHT: Okay. I'm watching this really
16 close, because I'm not wanting to spend any project money on
17 electric charging stations, which I've often said is my -- in my
18 opinion is a private sector, but...

19 MR. ROEHRICH: So Mr. Chairman, just to be clear,
20 this is not -- we're not putting any money into electric
21 charging stations. As we said before and presented to the
22 Board, what we -- we're in the process of preparing our
23 solicitation to go out to private industry. The private
24 industry to access those federal dollars has to provide the
25 match for the installation and operation of maintenance of those

1 charging stations, but the state does have an obligation that we
2 have to update that plan annually every year. That is in the
3 NEVI law for us to do that, and that's why we do have to have
4 the match for us to do the plan every year. But that's as far
5 as any funds we are putting into this program, will be limited
6 to that. Nothing with installation, operation or maintenance of
7 charging stations.

8 CHAIRMAN KNIGHT: Okay. Thank you, Floyd.

9 MR. MAXWELL: Mr. Chair.

10 CHAIRMAN KNIGHT: So are there any other
11 questions?

12 Yes, Ted.

13 MR. MAXWELL: So just a follow-up question on
14 that, because as we know, a lot of times there's requirements we
15 have to meet to get the federal funding in the long run, and
16 since this is an annual plan in a five-year plan, with the
17 IIJA -- I believe that's -- covers the five-year segment -- are
18 we -- so we're looking at 50 million that we're going to have to
19 approve to update it every five years, but once the station -- I
20 mean, once we get past that and we've now gone to bid and the
21 funds roll in from the federal government to actually build the
22 stations, how would they work that? We -- is this a plan that
23 we have to keep current for the foreseeable future, or is it
24 just for the execution of the current NEVI funding from the
25 IIJA?

1 MR. ROEHRICH: Mr. Chairman, Member Maxwell, it's
2 just current for this law that was the IIJA that covers the five
3 years. And what's important to remember is we're two years into
4 that plan area. It covered '22 and '23. This takes us to '24,
5 so there's really only three years left of what we will have to
6 do as far as our NEVI plan.

7 Now, if they approve that program, extend it
8 beyond that, we will -- it will get requirements at that point,
9 but this is only for this five-year plan.

10 MR. MAXWELL: Okay. Thank you. Thank you,
11 Mr. Chairman.

12 CHAIRMAN KNIGHT: Thank you, Ted.

13 Any other questions for Paul?

14 MR. THOMPSON: Paul, beyond the program that
15 we're talking about, is there any continuation of studying what
16 we can do for those other roads that comes off these federal
17 highways or state highways?

18 MR. PATANE: Right now we -- I know we've
19 identified -- we -- are we going to submit for the additional
20 alternative fuel corridors. Okay? And I think right now
21 (indiscernible) with the interstates, but I believe that our
22 team is -- the MPD team is in the process of identifying and
23 submitting those alternative fuel corridors, and we could
24 provide you -- I don't have the list of routes, but we could
25 provide you that information, Member Thompson.

1 MR. THOMPSON: Thank you, Paul. Appreciate it.
2 Thank you, Chairman.

3 CHAIRMAN KNIGHT: Thank you.

4 MR. PATANE: And excuse me. Chairman Knight,
5 Mr. Byres will be presenting Item 6X.

6 CHAIRMAN KNIGHT: Yes, but --

7 MR. ROEHRICH: We need the motion --

8 CHAIRMAN KNIGHT: Before he does that, we --

9 MR. ROEHRICH: Sorry.

10 CHAIRMAN KNIGHT: Before he does that, we need to
11 hold the vote on the last one, which -- so I will entertain a
12 motion if there are no further questions from any other board
13 member.

14 MR. MAXWELL: Mr. Chair, so moved.

15 CHAIRMAN KNIGHT: Yes.

16 MR. THOMPSON: Second.

17 CHAIRMAN KNIGHT: So I will entertain a motion to
18 approve PPAC new projects Items 6H through 6W as presented.

19 MR. MAXWELL: So moved.

20 CHAIRMAN KNIGHT: And I have a motion from --

21 MR. THOMPSON: Second.

22 CHAIRMAN KNIGHT: -- Ted and a second from Jesse.
23 All in favor please signify by saying aye.

24 BOARD MEMBERS: Aye.

25 CHAIRMAN KNIGHT: And would you please poll our

1 virtual members, Floyd?

2 MR. ROEHRICH: Board Member Daniels.

3 MS. DANIELS: Aye.

4 MR. ROEHRICH: Board Member Meck.

5 MR. MECK: Aye.

6 MR. ROEHRICH: Board Member Howard.

7 MRS. HOWARD: Aye.

8 MR. ROEHRICH: And with one absent, it -- the
9 motion carries.

10 CHAIRMAN KNIGHT: Thank you, Floyd.

11 Now, Mr. Byres will present amendment Item 6X.

12 MR. BYRES: Thank you, Mr. Chairman, Board
13 Members. This particular item is -- comes about -- let me kind
14 of give you a little bit of history here. As everybody is
15 aware, over the last 10 years, at least, we've documented the
16 somewhat degradation of our system. So we've seen good pavement
17 go to fair. We've seen some fair pavement go to poor, and
18 that's a continuing trend.

19 So our system is somewhat stressed. This past
20 winter, we had, as Mr. Foley had mentioned, we had a record
21 winter, particularly in the northern part of the state, with
22 lots of precipitation. And so consequently, our stressed
23 pavements got stressed even further. And as such, lots and lots
24 of potholes started developing.

25 So what we did is I specifically asked each one

1 of our districts to go through and identify a minimum of three
2 to five projects that are the areas where we are spending the
3 most maintenance dollars trying to go through and take care of
4 potholes. They did just that. We were able to put together a
5 list of 32 projects that are in desperate need of being done as
6 soon as possible. We have had numerous complaints coming in on
7 our potholes. Our maintenance crews have been working overtime.
8 We've used over 900 tons of pothole mix over the last four
9 months. So it's a big endeavor.

10 So what this particular item is is to fund
11 \$50 million worth of projects right now. There's a total of
12 \$90 million worth of projects that were identified. 50 million
13 is what we're asking for in this particular item. The
14 40 million that's remaining will come through the tentative
15 program, will be adjusted to account for those 40 million, which
16 we will take an endeavor to take care of as soon as possible.

17 These particular \$50 million worth of projects
18 will get -- as soon as this board, if the Board approves this,
19 they will get done as soon as we possibly can. This is -- this
20 is an extremely high priority. So that's kind of what we're
21 looking for with this, and we're looking for -- we bring this to
22 you with a recommendation for approval.

23 CHAIRMAN KNIGHT: Thank you, Greg.

24 Do any board members have any questions for Greg
25 on this item?

1 Hearing none, I will entertain a motion to
2 approve the 2023 preservation project list Item 6X as presented.

3 MR. THOMPSON: I'll motion.

4 MR. MAXWELL: Second.

5 CHAIRMAN KNIGHT: I have a motion from Member
6 Thompson and a second from Member Maxwell.

7 All those in favor please signify by saying aye.

8 BOARD MEMBERS: Aye.

9 CHAIRMAN KNIGHT: Would you please poll our
10 virtual members?

11 MR. ROEHRICH: Board Member Daniels.

12 MS. DANIELS: Aye.

13 MR. ROEHRICH: Board Member Meck.

14 MR. MECK: Aye.

15 MR. ROEHRICH: Board Member Howard.

16 MRS. HOWARD: Aye.

17 MR. ROEHRICH: And with one absent, Chairman, the
18 motion carries.

19 MR. BYRES: Thank you.

20 CHAIRMAN KNIGHT: I guess you could get to work,
21 Greg.

22 MR. BYRES: We need to.

23 CHAIRMAN KNIGHT: We'll move on to Item 7. The
24 AZ Match Advantage For Rural Transportation AZ SMART Fund
25 Program, with Paul Patane, for discussion and possible action.

1 MR. PATANE: Chairman Knight, Board Members,
2 thank you. We have some projects we want to present to you
3 today.

4 Again, the AZ SMART Fund, the eligible uses
5 include reimbursement up to 50 percent for grant development,
6 and this is for counties with a population of less than 100,000
7 and cities and towns with a population of less than 10,000.

8 The SMART eligibility also includes match for a
9 federal grant. It also includes reimbursement for design and
10 other engineering service that meet federal standards for
11 projects eligible for a federal grant.

12 Next slide, please.

13 And so the two federal grants associated with the
14 pending request that will be presented today are from the RAISE
15 grant, which the NOFO recently closed in 2023, and also the
16 INFRA, which the NOFO closed in May of 2022.

17 Next slide, please.

18 So the first project I present today is within
19 Camp Verde. It is for \$896,500. It is for design and other
20 engineers services. The project will finalize plans and specs
21 and construction for the improvements to the Finnie Flat Road
22 corridor and the tri-intersection. It will cover environmental.
23 It will cover post design services. They plan to submit for the
24 RAISE grant in 2024. Construction will improve economic
25 development and safety. Then Camp Verde, they're intending to

1 be a direct recipient if the NOFO allows.

2 Any questions on this one?

3 CHAIRMAN KNIGHT: Any questions from the board
4 members on the Camp Verde proposal request?

5 Hearing none, go ahead, Paul.

6 MR. PATANE: Thank you.

7 The next request is from Yuma County. Their
8 request is for 610,000 for design and other engineering
9 services. The request will fund 7.6 miles of new roadway from
10 SR-95 north to County 23rd Street to County 16th Street. The
11 project will construct a north/south corridor and improve
12 regional competitiveness, create a shorter, more efficient route
13 between Yuma and the airport and San Luis PO Entry 2, Port of
14 Entry 2, improves access to Rolle Airfield.

15 The applicant submitted a RAISE grant in 2023 for
16 all project phases, and they plan to submit 2024, if necessary.

17 This project has also been requested for a
18 legislative appropriation, and if -- the intent is the applicant
19 receives an award from RAISE grant, he intends to not use the
20 \$610,000. And this one they are -- ADOT -- they are requesting
21 ADOT to administer the project if they're successful getting a
22 RAISE grant.

23 CHAIRMAN KNIGHT: Thank you, Paul.

24 Do any board members have questions for Paul on
25 this item?

1 MR. MAXWELL: Chair, I've got one question.

2 CHAIRMAN KNIGHT: Yeah.

3 MR. MAXWELL: Paul, when you were speaking, you
4 said that the funds would be used for construction of the road.
5 I just wanted to confirm it's for the -- as it says on the
6 slide, it's for the engineering and design services?

7 MR. PATANE: Yeah. My mistake, Board Member
8 Maxwell. The 610 was for design and engineering services.

9 MR. MAXWELL: I just didn't want anybody in Yuma,
10 you know, going to go Gary and saying, hey, you voted for the
11 construction. I didn't think that 610 would get us very far.

12 MR. PATANE: And just for Director Toth's
13 information, this corridor has received border infrastructure
14 funds. This is the ongoing study that ADOT has administered for
15 the county, so...

16 CHAIRMAN KNIGHT: Thank you. Thank you, Paul.
17 Any other questions for Paul on this -- on this
18 request?

19 We'll move on to the next one.

20 MR. PATANE: Yes. The next request is from the
21 City of Flagstaff. We've had a few members speak on it today
22 already. It's for -- the project is a Downtown Mile Safety and
23 Connectivity Project. Flagstaff was successful in the 2022
24 INFRA grant award. The project will improve pedestrian safety
25 and connectivity, freight and passenger rail efficiency and

1 safety improvement of a substandard clearance. They have
2 project partners whose contributions were -- include 11 million
3 from BNSF and 490,000 from MetroPlan in Flagstaff, and their
4 request is for 6 million for match.

5 CHAIRMAN KNIGHT: Do any members have questions
6 for Paul on this one?

7 I do have a concern on this particular
8 request. 6 million is 60 percent of the 10 million that's
9 available. I think I would really prefer that we didn't award
10 that much, maybe half that, 3 million, but I'd like to spread
11 the 10 million as far as we can to benefit as many projects
12 across the state as we possibly can. 6 million, in my opinion,
13 is the lion's share of that pot, and I would prefer to award --
14 and we can take this one as a separate vote if we need to, but I
15 would prefer to award 3 million out of the SMART funds to -- for
16 this project.

17 MR. MAXWELL: Mr. Chair.

18 CHAIRMAN KNIGHT: Yes, Ted.

19 MR. MAXWELL: Yeah. I had the same concern.
20 However, the amount of other matching funds that are coming into
21 play on this project is pretty impressive, to include from the
22 rail partners and the other partners throughout. But I know on
23 the last time we approved a block of these, you had a slide that
24 showed us what percentage of the funds in each bucket, because
25 there's five separate buckets amongst those --

1 MR. PATANE: Right.

2 MR. MAXWELL: -- that 50 million. Is that slide
3 coming up?

4 MR. PATANE: Yes, sir.

5 MR. MAXWELL: Okay.

6 MR. PATANE: We can move on to -- go one more.

7 And so here's the -- the recap of the funding to
8 date. As far as I'll focus on the municipalities, 10,000, 10K
9 plus. We currently awarded 2.7 to the City of San Luis. That
10 leaves us with the balance of the 7.3, and so the request here
11 today, we had Camp Verde, who's 180 -- 189 -- 896,500, that's
12 Camp Verde. Then we have the Palo Verde there for the
13 6 million. I mean, Flagstaff for 6 million.

14 MR. MAXWELL: So Paul, I guess I've got a follow-
15 up question then on this. One, we've got 50 million for this
16 fiscal year. So do we have any other applications or intents of
17 application for the money in that category for the remainder of
18 the year?

19 MR. PATANE: I -- to my knowledge, we have not
20 received...

21 MR. MAXWELL: And when does the funding -- I
22 should probably know, but the fiscal year, is it -- it's -- our
23 fiscal budget's -- these moneys, I should say, are they also
24 aligned with the state budget? So does this --

25 MR. PATANE: No.

1 MR. MAXWELL: -- July 1st, this goes --

2 MR. PATANE: No.

3 MR. MAXWELL: -- this 50 million has --

4 MR. PATANE: These funds do not lapse, sir.

5 MR. ROEHRICH: Yeah. Exactly. Mr. Chairman,
6 Mr. Maxwell, these are not lapsing funds. This program will
7 stay open as long as there's money in that pot. So people who
8 may not this year be ready, if there's money next fiscal year,
9 can go after these funds as well and in future years. As long
10 as money's in the pot, it's available for application.

11 MR. MAXWELL: Follow-up to that question then.
12 Thank you for that (indiscernible). Is there any discussion at
13 the State Legislature of increasing these funds, because at -- I
14 thought there had been some discussion of it being a year-to-
15 year -- I mean, obviously we know the budget gets negotiated
16 every year, but are they looking at putting some money to up
17 these, Director, or is --

18 DIRECTOR TOTH: So the Governor did include it in
19 her budget proposal, but as you know, we're in the budget
20 negotiations right now. So to be determined.

21 MR. MAXWELL: And Director, another follow-up on
22 that. Did -- what was the amount that -- do you recall?

23 MR. PATANE: It was 25 million.

24 MR. MAXWELL: So it was another 25 million?

25 MR. PATANE: Yes.

1 CHAIRMAN KNIGHT: However, these are one-time
2 funds. I mean, they're not going to -- is that correct?
3 They're not going to do this -- so what we've got --

4 MR. ROEHRICH: Mr. Chairman, these are due to
5 annual appropriation. It would have to be additional funds
6 appropriated through some budget bill in order to add funds in
7 the future.

8 CHAIRMAN KNIGHT: Right. But right now this is
9 one-time funding. We don't -- we -- there's nothing certain
10 about any future --

11 MR. ROEHRICH: That is correct. That's correct.

12 CHAIRMAN KNIGHT: So we've got 50, and if the
13 Governor were to get her additional 25, that would make each pot
14 15, but that's -- we -- that's -- you know, we can't count on
15 that. We don't know what the -- so far the Governor and the
16 Legislature have not been too eager to agree on anything. So
17 that being said, I -- you know, we've got 10 million in each
18 pot. 2.7 is the most so far. I would be comfortable with 3.

19 MR. MAXWELL: Mr. Chair, could I real quick?

20 CHAIRMAN KNIGHT: Go ahead.

21 MR. MAXWELL: I'd like to make a motion that we
22 approve the Camp Verde and the Yuma batch and then continue this
23 discussion, if I can get a second.

24 CHAIRMAN KNIGHT: Second?

25 MR. THOMPSON: Second.

1 CHAIRMAN KNIGHT: I have a second. I have motion
2 from Member Maxwell, a second from Member Thompson to approve
3 the first two. That was the Camp Verde and the Yuma awards.
4 Any further discussion?

5 Hearing none, all in favor signify by saying aye.

6 BOARD MEMBERS: Aye.

7 CHAIRMAN KNIGHT: Any opposed? Will you poll the
8 virtual members, please?

9 MR. ROEHRICH: We'll start with Member Daniels.

10 MS. DANIELS: Aye.

11 MR. ROEHRICH: Member Meck.

12 MR. MECK: Aye.

13 MR. ROEHRICH: And Member Howard.

14 MRS. HOWARD: Aye.

15 MR. ROEHRICH: With one absent, the motion
16 carries.

17 CHAIRMAN KNIGHT: Thank you, Floyd.

18 Okay. So we'll continue the discussion on the
19 Flagstaff request.

20 My other comment would be with the approval -- if
21 we were to approve a \$6 million award, that pot is essentially
22 gone, and it would only be benefiting two, three -- what, three
23 awards.

24 MR. MAXWELL: Correct. Three.

25 CHAIRMAN KNIGHT: So it would -- at 6 million,

1 it's going to make that pot -- it's not -- we're not going to be
2 spreading that pot over the state. It's going to be used by
3 primarily a couple of awards, and I would much rather see us
4 limit that to a 3 million award so that we have additional
5 moneys for other projects throughout the state.

6 MR. MAXWELL: Mr. Chair, I've got one process
7 question, and it's actually a process of the funds. So they
8 submit an application asking for 6. If we were to approve
9 3 million today, could we add a tag to that line that we could
10 reconsider the following three if there are further funds
11 approved in this year's budget? So if the Governor is
12 successful and it establishes at a high enough priority that
13 it's going to be part of her budget, we get 25 million coming to
14 the pot, then we could reconsider any additional funding to the
15 match? Is that viable or do they get one application and we
16 make a decision, it's over?

17 MR. ROEHRICH: Mr. Chairman, Mr. Maxwell, they
18 can have more applications than one. I would only say if you
19 make a motion to approve, do not add conditions to your motion,
20 because then that becomes a bigger issue later on if you try to
21 undo the motion or add to the motion.

22 What I would recommend, if you choose to do a
23 lesser number, the Board adopts whatever the lesser number is.
24 You approve that, and then as part of the description of your
25 decision identify that additional funds could come back in

1 future years if applications of funds become available. Do not
2 make that part of the motion, because the motion's the legal
3 part and then that complicates it.

4 MR. MAXWELL: And Floyd, clarification on that.
5 Would there be any requirement other than them changing the
6 dates on their thing and resubmitting? There's costs associated
7 with putting these grants together. So I hate to say no on
8 something that we do know we may want to consider funding again.

9 MR. ROEHRICH: In this case, they already got the
10 grant. So to me it's a question of the application. What they
11 do is -- due date on the application, but I think you would have
12 to modify it and say we received 3 million before. Now we're
13 asking for --

14 MR. MAXWELL: Absolutely. Understood that.

15 MR. ROEHRICH: But -- no other part of the RAISE
16 grant. It's just the application.

17 CHAIRMAN KNIGHT: That's kind of what I was
18 getting at. They can -- they can put in if at a later date the
19 fund is increased or we get no further applications, although I
20 have other -- I've had other rural communities indicate that
21 they will be applying for the SMART funds. If we allowed
22 6 million, it would quickly take that away from them, but I
23 think if we -- if we just do 3, and then if they want to submit
24 a new application for consideration for an additional amount at
25 a later date, there's nothing to keep them from doing that. And

1 it's not like -- it's not like a grant where it does cost
2 considerably to apply for it for the SMART funds. It's a simple
3 matter of filling out an application, so...

4 Yes. Member Thompson.

5 MR. THOMPSON: Thank you for the discussion. I
6 think this is a good project. It's justifiable for the amount
7 that is requested, but we all know under -- realistically, we
8 only have on 10 million. Therefore, I know that as I stated
9 earlier, there's other small communities are looking at this,
10 because they're kind of late in getting the information to them.
11 That's always the case in any new program. You know, it takes
12 time to penetrate to the smaller communities.

13 But on the other hand, we have -- you, the board
14 members, we can't lobby for additional dollars, but certainly we
15 can demonstrate that we're doing good with the moneys that we
16 get, and that way I believe that if the Flagstaff MetroPlan and
17 the City of Flagstaff do what they say going to do and begin
18 being successful in their plan, this is going to be a leverage
19 to the Governor as well as to our director here, that we need to
20 do -- we need to continue this program into the future.

21 So those are my thoughts, and I'll have the
22 (inaudible) about 4 -- 4 million, but I think believing that
23 there's got to be consensus, we can do 3.

24 MR. PATANE: Chairman --

25 MR. MAXWELL: And Mr. Chair -- oh.

1 MR. PATANE: Chairman Knight -- excuse me,
2 Mr. Maxwell. Can I just throw in a couple comments before you
3 make a motion?

4 See, the reason why Flagstaff is eligible now,
5 because their grant was from 2022. The actual federal grant
6 agreement has -- hasn't been executed. Once the grant agreement
7 is executed, they're no longer eligible for additional SMART
8 Funding for that grant.

9 MR. MAXWELL: Paul --

10 MS. DANIELS: May I present a comment as well
11 when there's an opening?

12 CHAIRMAN KNIGHT: Go ahead.

13 MS. DANIELS: Thank you, Chairman.

14 If we wanted to put a cap on the amount of money
15 that people can apply for, we really should delineate that.
16 This is a lot of work and effort on behalf of the MPOs, on
17 behalf of the city. You know, they've spoken on behalf of it.
18 So I do feel like we're kind of changing the rules. It's, of
19 course, within our purview to award less than, but I don't know
20 that we should state as a -- as a caveat that they -- they
21 qualify for the grant. So even if we wanted it to be for
22 smaller communities or we wanted the dollar amount to be less,
23 you know, we can make a determination or a vote based on that,
24 but I think it's really important that we don't add new rules
25 halfway through the grant process.

1 CHAIRMAN KNIGHT: Any other comments from the
2 Board to -- go ahead, Ted.

3 MR. MAXWELL: Chair, I've got one follow-up,
4 because Paul, you put a twist on some of the conversation.

5 When do they expect this grant to execute?

6 MR. PATANE: I'd have to refer that to the City
7 of Flagstaff.

8 MR. ROEHRICH: Is there a representative from the
9 city online who can speak to -- oh, I see -- is that Christine?
10 Bryce, could you unmute Christine Cameron?

11 WEBEX HOST: Sorry. One second. I have
12 requested to unmute your line.

13 MS. CAMERON: Yes. Thank you, Chair and Board.

14 We expect a grant agreement to be executed by the
15 end of the calendar year of 2023.

16 CHAIRMAN KNIGHT: Okay.

17 MR. MAXWELL: Mr. Chair.

18 CHAIRMAN KNIGHT: Yes. Go ahead.

19 MR. MAXWELL: If I could. Thank you.

20 There's obviously a lot of discussion going
21 around throughout the room on this one. Procedurally, are we
22 allowed to ask further questions of Christine?

23 MR. ROEHRICH: Mr. Chairman, Mr. Maxwell, yes,
24 the agenda does say that representatives of the application may
25 be available for questions.

1 MR. MAXWELL: Okay. So I'm going to ask
2 Christine. What impact if this board was to award a \$3 million
3 grant to you today is it going to have on your ability to
4 execute this program?

5 MS. CAMERON: Sir, I -- it would help us execute
6 this program. We also have a lot of other concerns and
7 community needs around Flagstaff and the region regarding, you
8 know, forest fire and flooding and transportation facilities.
9 And so, you know, any money that we can get allows us to kind of
10 put a little bit more relief around the community as a whole.
11 But yeah, it would be a great benefit. You know, the City would
12 request the 6 million. You know, it -- anything that can get us
13 closer to that number would be greatly appreciated.

14 MR. MAXWELL: Mr. Chair, based on that answer,
15 I'd like to move that we award \$3 million to the City of
16 Flagstaff as part of the RAISE grant -- or sorry -- of the SMART
17 Fund grant at this time.

18 MR. THOMPSON: I'll second that.

19 CHAIRMAN KNIGHT: I have a motion from Member
20 Maxwell, a second from Member Thompson to award the Flagstaff
21 project 3 million in SMART funds.

22 MR. MAXWELL: Mr. Chair, can I make a further
23 comment?

24 CHAIRMAN KNIGHT: Yes. Go ahead.

25 MR. MAXWELL: As we've discussed, there's no

1 restrictions or modifications on this, but I would highly
2 encourage the City to submit a further application for the
3 funding, but there's no limitations. This is the 3 million,
4 correct, towards that project is what's as proposed.

5 CHAIRMAN KNIGHT: All right. Any other -- any
6 other comments or discussion?

7 MR. THOMPSON: I guess the only thing I can add
8 to it, I know they have a really fine, strategic plan in place,
9 and I know they'll be timely, and they'll be able to use the
10 funding within the period that they have scheduled. So I think
11 that's going to be really big help as we move forward with those
12 improvements. Thank you very much.

13 CHAIRMAN KNIGHT: Yes. Go ahead. Oh, okay.

14 MR. MAXWELL: Mr. Chair, I would ask one
15 clarifying thing from the director and the staff is if -- today,
16 obviously, this execution was a new wrinkle, if it's -- it's
17 occurred. I'd like to get clarification on if the SMART funds
18 limit and do actually restrict further -- you know, further
19 grants coming from us in -- under that program once execution is
20 secured.

21 MR. ROEHRICH: So Mr. Chairman, Mr. Maxwell,
22 that's what the director and I were just talking about. She had
23 advised me that she thinks the language in the actual agreement
24 with the federal government would limit, once that agreement is
25 in place, what the funding categories are. If it's not executed

1 until the end of the year, we will have the next fiscal year,
2 you know, right after July 1st where maybe additional funds
3 could come in or they could -- the City could come back and ask
4 for those funds again before the execution of that agreement.
5 But I do think we need to follow up and agree with that because,
6 we had not heard -- I personally had not heard that agreement
7 before, but the director felt that that might be one of the
8 conditions.

9 MR. MAXWELL: Thank you. Director, Floyd, and
10 thank you, Mr. Chair.

11 CHAIRMAN KNIGHT: Okay. Any further discussion?

12 All those -- we've got a motion and a second.

13 All those in favor, signify by saying aye.

14 BOARD MEMBERS: Aye.

15 CHAIRMAN KNIGHT: Would you poll the virtual
16 members, please?

17 MR. ROEHRICH: Board Member Daniels.

18 MS. DANIELS: Aye.

19 MR. ROEHRICH: Board Member Meck.

20 MR. MECK: Aye.

21 MR. ROEHRICH: Board Member Howard.

22 MRS. HOWARD: Aye.

23 MR. ROEHRICH: And with one absent, that motion
24 carries, Chairman.

25 CHAIRMAN KNIGHT: Thank you.

1 MR. PATANE: Thank you.

2 MR. THOMPSON: Again, thank you to the people in
3 the audience as well. Thank you for your understanding and
4 support, being here today.

5 CHAIRMAN KNIGHT: Now we'll move on to Agenda
6 Item Number 8, state engineer's report with Greg Byres.

7 MR. BYRES: Thank you Mr. Chairman, Board
8 Members.

9 As far as the state engineer's report goes today,
10 I'll just kind of go through what we've got for projects. We
11 have 108 projects under construction worth \$2.1 billion. Six
12 projects were finalized in March for \$25.5 million. Fiscal year
13 to date, we've had 54 projects that have finalized. Three
14 projects did bid this past month, for a total of \$52.7 million.

15 And that is the state engineer's report.

16 CHAIRMAN KNIGHT: Does any member have a
17 questions for Greg? Hearing none, thank you, Greg.

18 Now we'll move on to -- you're still up. We'll
19 move on to Item 9.

20 MR. BYRES: Yes. We -- yes, I am. So I will go
21 on to new constructions contracts. I would like to call to
22 attention we did include an additional table that we haven't in
23 the past. This is basically a running total of projects that we
24 have for the fiscal year. This was at the request of Board
25 Member Howard. So hopefully this is the information that she

1 was looking for. It does take and show the number of projects
2 that we bid each month as well as the low bids, the state
3 estimate and the differences, as well as the percent difference
4 that we see across each of the different projects.

5 So next slide, please.

6 So I would like to go on to Item 9A. This is a
7 pavement rehabilitation project on SR-95, Sara Park to I-40.
8 The low bid was \$18,500,000. State's estimate was \$23,313,967.
9 It's a difference of \$4,813,967, or 20.6 percent under the State
10 estimate.

11 The biggest items that we saw in differences here
12 was the trucking costs were quite a bit less than what was
13 expected with our estimate, as well as -- this is a twist that
14 we haven't seen in a while -- the cost of asphalt binder
15 actually came in under, what we had seen in past months, as well
16 as the bridge deck overlay was a little bit less than what it's
17 estimated.

18 So with that, after analyzing the low bid, it
19 appears that the bid is responsible and responsive, and we
20 recommend award to Fann Contracting, Inc.

21 CHAIRMAN KNIGHT: Thank you, Greg.

22 This particular project is in my district, so I
23 would move to award Item 9A to Fann Construction, Inc., as
24 presented.

25 MR. THOMPSON: Second.

1 CHAIRMAN KNIGHT: I have a motion from me and a
2 second from Member Thompson. Any further discussion or any
3 other discussion?

4 All those favor signify by saying aye.

5 BOARD MEMBERS: Aye.

6 CHAIRMAN KNIGHT: Would you please poll our
7 virtual members?

8 MR. ROEHRICH: Board Member Daniels.

9 MS. DANIELS: Aye.

10 MR. ROEHRICH: Board Member Meck.

11 MR. MECK: Aye.

12 MR. ROEHRICH: Board member Howard.

13 MRS. HOWARD: Aye.

14 MR. ROEHRICH: With one member absent, the
15 motions carries.

16 CHAIRMAN KNIGHT: Thank you, Floyd.

17 Go ahead, Greg.

18 MR. BYRES: Thank you.

19 Item 9B is another pavement rehab project. This
20 is on SR-95 from Courtwright Road to Bullhead Park. With this
21 the low bid was \$26,110,387. State's estimate was \$19,933,890.
22 This is a difference of \$6,176,497, or 31 percent over the State
23 estimate.

24 The biggest items that we had on this was the
25 cost of milling was much higher. One of the reasons for that is

1 through this stretch there's more than 200 manholes. There's
2 also 150 turnouts in this section. So, consequently, the
3 production rate is much slower than what we had anticipated.
4 The other item that we had is the high cost of aggregate
5 production from the pits nearby. It -- the aggregate pits in
6 this area are actually very low on production, so consequently,
7 there's a little higher cost.

8 After analyzing the low bid, it appears to be a
9 responsible and responsive bid, and we recommend award to FNF
10 Construction, Inc.

11 CHAIRMAN KNIGHT: Thank you, Greg. And this -- I
12 hate to see it come in so far over, but those are very good
13 explanations. This is also in my district, and I would move to
14 award Item 9B to FNF Construction as presented.

15 MR. MAXWELL: Second.

16 CHAIRMAN KNIGHT: I have a motion and a second
17 from Member Maxwell. Any discussion, further discussions from
18 members?

19 MR. MAXWELL: Mr. Chair, real quick.

20 CHAIRMAN KNIGHT: Go ahead, Ted.

21 MR. MAXWELL: Again, I appreciate the fact that
22 we've again had nothing come to us with only a single bidder.
23 So you're doing a good job reaching out, and the estimates -- as
24 you can tell by the number of issues that we've proved on --
25 from the PRB, the estimates are -- on the consent, the estimates

1 are getting closer, and this one, yes, this one's over. The
2 other one's under. I guess we could call it a wash.

3 CHAIRMAN KNIGHT: No further discussion? All
4 those in -- I have a motion and a second.

5 All those in favor signify by saying aye.

6 BOARD MEMBERS: Aye.

7 CHAIRMAN KNIGHT: Would you please poll our
8 virtual members?

9 MR. ROEHRICH: Board member Daniels.

10 MS. DANIELS: Aye.

11 MR. ROEHRICH: Board Member Meck.

12 MR. MECK: Aye.

13 MR. ROEHRICH: Board Member Howard.

14 MRS. HOWARD: Aye.

15 MR. ROEHRICH: With one member absent, the motion
16 carries.

17 CHAIRMAN KNIGHT: Thank you.

18 MR. BYRES: Thank you.

19 CHAIRMAN KNIGHT: Moving on to Agenda Item
20 No. 10, suggestions from -- do any board members have
21 suggestions for future agenda items?

22 MR. ROEHRICH: Just a reminder, Mr. Chairman.
23 Next month's meeting is Friday, May 19th, and it will be at the
24 Town of Gilbert.

25 CHAIRMAN KNIGHT: Thank you. That being said, we

1 have finished the agenda, all the agenda items, and if there's
2 no further business for this board, we're adjourned.

3 (Meeting adjourned at 11:52 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 108 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 30th day of July 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 April 21, 2023.

Meeting adjourned at 11:52 a.m. PST.

Not Available for Signature

Gary Knight, Chairman
State Transportation Board

Not Available for Signature

Jennifer Toth, Director
Arizona Department of Transportation