

**STATE TRANSPORTATION REGULAR BOARD MEETING  
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE**

**10:47am, May 19, 2023**

**Town of Gilbert**

**Municipal Building 1, Community Room 202**

**50 East Civic Center Drive**

**Gilbert, Arizona 85296**

**Call to Order**

Chairman Gary Knight called the State Transportation Regular Board Meeting to order at 10:47 a.m.

**Pledge**

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

**Roll Call by Board Secretary, Sherry Garcia**

A quorum of the State Transportation Board was present. **In attendance (in person):** Chairman Gary Knight, Vice Chairman Richard Searle, Board Member Ted Maxwell, Board Member Jesse Thompson, Board Member Jenn Daniels, Board Member Jenny Howard, and Board Member Jackie Meck. There were approximately 63 members of the public on-line and approximately 25 attendees 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

BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

VIA WEBEX AND IN PERSON AT:

Town of Gilbert  
Town Hall Council Chambers  
Municipal Building 1, Community Room 202  
50 East Civic Center Drive  
Gilbert, Arizona 85296

May 19, 2023  
10:47 a.m.

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

PREPARED FOR:  
ADOT - STATE TRANSPORTATION BOARD

Perfecta Reporting  
(602) 421-3602

(Certified Copy)

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

6

7 PARTICIPANTS:

8 Board Members:

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

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1 (Beginning of board meeting.)

2 CHAIRMAN KNIGHT: Okay. I'd like to call the  
3 regular board meeting to order at 10:47. And that being said,  
4 we'll now move on to Item Number 1, the director's report.

5 MR. ROEHRICH: So Mr. Chairman and Board Members,  
6 Director Toth asked me to express her apologies. She is out of  
7 the office and obviously not available for this meeting. She  
8 will be there for the study session and the June meeting,  
9 obviously, as we to work to finalize the tentative program and  
10 face that action.

11 We do have the legislative update, though, by  
12 Anthony Casselman on the recently approved budget. There are  
13 some things he is going to address, but prior to him starting, I  
14 do need to remind everybody, please get close to your  
15 microphone. We've received a number of requests from people who  
16 are having difficulty hearing, hearing the comments. So please  
17 remember to turn your microphone on and get close. Thank you.

18 MS. DANIELS: Is that from the board members or  
19 from the podium?

20 MR. ROEHRICH: Mr. Chairman, Ms. Daniels, it's  
21 from both. They said they've had a hard time hearing some board  
22 members and some of the speakers.

23 MS. DANIELS: Thank you.

24 MR. CASSELMAN: Awesome. Good morning,  
25 Mr. Chairman, Board Members. I just want to take a quick second

1 to introduce myself. I believe this is the first time I've been  
2 able to present in front of you. First and most of the time you  
3 see my face on the -- on the little square on the screen. So my  
4 name is Anthony Casselman. I work in the ADOT Government  
5 Relations Office. I'm the chief legislative liaison, so I  
6 handle all of our legislative affairs down at the State Capital.  
7 I'm the main point of contact for the legislators, lobbyists and  
8 stakeholders at the capital.

9 As Floyd mentioned, the budget was recently  
10 passed, so I did want to just give a quick update on where we're  
11 in session and then give you a quick overview of what's in the  
12 budget.

13 So next slide.

14 So this is just a quick session timeline that I  
15 put together. You'll see at the top I put the "100-day session"  
16 in quotes. Obviously, you know, (inaudible) have a rule that  
17 the session goes 100 days. It typically does not last actually  
18 100 days, but well beyond 100 days at this point.

19 But I want to take a moment to focus in on that,  
20 that third one, the top right, the budget negotiations/budget  
21 hearings. That's kind of where we find ourselves right now in  
22 session. They just finished up the budget negotiations. The  
23 budget, as has been noted multiple times during this meeting,  
24 was passed by the Legislature and signed by the Governor.

25 As it stands right now, the Legislature is

1 adjourned until June 12th. It can be called back at any time  
2 between now and then, but for right now, the plan is for them to  
3 reconvene on June 12th. So we won't see -- we won't see an end  
4 of the legislative session for at least some time.

5 Next slide.

6 Just want to touch on one quick legislative item  
7 that's still kind of pending out there, the Prop 400 extension.  
8 It's been a wild ride for that. There's been seven different  
9 versions of the enabling legislation that have floated around at  
10 the Legislature. I think at this point they're now pretty much  
11 the two different versions. There's a Cook version and a  
12 Livingston version that are still floating around and alive out  
13 there. They both authorize the 20-year extension, and there's  
14 been multiple stakeholder meetings about that issue. Those  
15 stakeholder meetings are still ongoing, and further amendments  
16 and language tweaks to that bill are likely as it goes forward,  
17 so...

18 CHAIRMAN KNIGHT: Can I -- can I stop you right  
19 there?

20 MR. CASSELMAN: Yeah.

21 CHAIRMAN KNIGHT: When it says both versions  
22 authorize -- okay. So they just authorized putting it on the  
23 ballot, correct?

24 MR. CASSELMAN: Mr. Chairman, that's correct. It  
25 will be (inaudible), correct.

1 CHAIRMAN KNIGHT: Thank you.

2 MR. CASSELMAN: Yeah.

3 MS. DANIELS: I think it's worth noting, though,  
4 Anthony that the major discrepancy between the two bills is the  
5 funding buckets. Can you just briefly go over that so that  
6 particularly the public understands?

7 MR. CASSELMAN: Yes. Mr. Chairman, Board Member  
8 Daniels, that's correct. I think just from a high level  
9 perspective, some of the hot topics have obviously been the  
10 light rail allocation, and then there's funding buckets for the  
11 various pieces of it, and the big discrepancy has been the  
12 funding allocation for the public transit has been the big, I  
13 guess, (inaudible) discussion, so...

14 CHAIRMAN KNIGHT: Thank you.

15 MR. CASSELMAN: Next slide.

16 So now we're just going to do a quick overview of  
17 the fiscal year 2024 budget. I'm going to just highlight a  
18 couple of the different bills that went through, but I'm mainly  
19 going to focus on just the capital outlay bill.

20 So next slide.

21 So the Legislature passed 16 budget bills. They  
22 were signed by the Governor last week. Actually, a week -- a  
23 week ago today. Again, some of the highlights of that are going  
24 to be Senate Bill 1720 is the General Appropriations Act. It's  
25 also known as the feed bill. You'll commonly hear it referred



1 to as that. It contains the general operating budget provisions  
2 for each agency. I'm not going to highlight too much what's in  
3 that bill, but I do want to focus on the next one, which is  
4 Senate Bill 1722.

5           This is the capital outlay bill. This is one  
6 that contains the funding for a variety of highway/airport  
7 projects. One of the things that was a little bit more unique  
8 about this budget compared to some of the previous ones is they  
9 went back and made some tweaks in previous fiscal year budgets  
10 as well, so even as far as back as the FY '22 budget, there were  
11 some tweaks made to some funding in that budget as well.

12           And then one of the other things I just wanted to  
13 note for the Board. There was a 12 and a half million dollar  
14 deposit into the SMART fund.

15           The last bill I have on there is Senate Bill  
16 1735. It's the -- it's called the transportation budget bill.  
17 I wanted to make note of that, because there was a tweak to the  
18 SMART fund language in there that they actually went ahead and  
19 inserted some language, I think, would exclude municipalities  
20 that are partially located in an urbanized area. The statute as  
21 it's currently written said totally and completely located in an  
22 urbanized area.

23           Next slide.

24           All righty. So we have -- highlight the  
25 infrastructure projects that are in Senate Bill 1722. Again,

1 that's the capital outlay bill. I included some links in here.  
2 The presentation was sent out to you, so you'll have all the  
3 links.

4 Also wanted to include some of the section  
5 numbers just so -- you know, obviously these bills are large.  
6 They're sometimes a little bit difficult to navigate, so I  
7 wanted to put some section numbers in there in case you are  
8 looking through the bill and wanted to know where specific  
9 projects are.

10 Next slide.

11 So again, as I mentioned earlier, there were some  
12 tweaks to previous years' budgets. So I kind of wanted to break  
13 this down in terms of what's out, what changed and what's in.  
14 So there were certainly appropriations that were removed. There  
15 were certain appropriations that were changed from previous  
16 years, and then obviously there's, you know, the new projects  
17 for the fiscal 2024 budget.

18 I will make a note on here. Some of the --  
19 there's a couple projects that were stricken. That would be the  
20 \$6 million for the Camino Real. There was appropriations for  
21 the Yuma Proving Ground in both the FY 2022 budget and  
22 appropriation from the inflationary adjustment from last year  
23 that was removed as well.

24 Did want to make a note at the bottom here,  
25 just for the board members, I know that, you know, it says

1 2.625 million for SR-347 and Riggs was removed. I did want to  
2 just make a note that there was also some additional funding  
3 added to that project as well. So while it will show in one  
4 section of the bill that the funding was stricken, there was  
5 additional funding added later in the bill as well, so it was  
6 actually a net increase for that project.

7 Next slide.

8 All right. I'm going to go through everything  
9 that's on here. As I mentioned, there was -- there was a lot of  
10 things that changed. One of the reasons I put this list  
11 together and had the presentation sent out to the Board was so  
12 that you could have a reference point if you're -- if you're  
13 wanting to look at and talk about what was in the budget.

14 So this is a list of everything that changed.  
15 Again, just to highlight a couple projects that are on here.  
16 There was some money last year in the budget for I-10 widening  
17 between SR-85 and Citrus. Again, it's an example of one section  
18 of the bill will show some moneys taken out of that project, but  
19 later in the bill they'll appropriate additional dollars for  
20 that project as well. So again, a net increase there.

21 And then one of the other projects I wanted to  
22 highlight that's been on the radar, again, some of these, you  
23 know, came from bills that were already out there, existing in  
24 the session. It's the redistribution of 13 million from last  
25 year's budget as well. There was a \$19 million appropriation

1 for SR-347. They took a portion of that and reallocated it to  
2 various projects, including more improvements on 347 and 238,  
3 and some moneys to GRIC, and then some moneys to SR-87.

4 Next slide.

5 So a lot of projects. 48 total projects in FY  
6 2024. So this is going to cover everything that's new. Almost  
7 \$600 million, 13 state projects and 35 local projects.

8 Next slide.

9 Just a map that we put together. Again, you'll  
10 see that in red you've got your local projects. In blue you've  
11 got your state projects. Just to give you an idea of how the  
12 money is sort of spread around the state, and obviously we  
13 can -- we can break that down further if needed in the future.

14 Next slide.

15 Just going to cover few of the state projects  
16 that are on here. You know, obviously, there's a few in here  
17 that were mentioned earlier in the board meeting. 18 million to  
18 improve some intersections on SR-347. 8 million for the turn  
19 lanes in Bullhead City was mentioned earlier as well.

20 And then I want to highlight a couple of projects  
21 at the bottom that I think are substantial for the Board to know  
22 about. Obviously, 89 million for the I-10 widening.

23 76.2 million for the I-17 project. And then as we've been  
24 talking about pavement rehab, just wanted to make note. 54.3  
25 for pavement rehab outside of Maricopa and Pima Counties.

1 Next slide.

2 All right. Local projects. So a lot of local  
3 projects. Again, I'm not going to hit every single one of these  
4 projects specifically, but if there are specific questions about  
5 any of these, I'd be happy to answer. I don't have information  
6 on every single project that's in here, but I'd be happy to find  
7 out if there are specific questions that I can't answer today.

8 Next slide.

9 And this is just sort of a continuation of that  
10 list. Again, a lot of local projects. I couldn't even fit it  
11 on one side, so I had to break it up into two slides. One of  
12 the things that was mentioned earlier in the board meeting as  
13 well I just wanted to make note of. You see on the bottom of  
14 the slide there, there is a \$7 million appropriation for the  
15 Phoenix Mesa Gateway Airport. I believe there was a comment  
16 made about one of the projects at that terminal -- or at that  
17 airport. I believe that's for that specific project, but I'm  
18 not 100 percent certain. I need to check.

19 CHAIRMAN KNIGHT: Can I stop you right there? I  
20 believe -- I believe you have a question.

21 VICE CHAIRMAN SEARLE: Yes. Anthony, one of the  
22 questions that has come up on these local projects by the  
23 different communities, especially in my area, is how -- is this  
24 money going to be funneled through ADOT for these local  
25 projects, or are -- is there going to be some discretion on the

1 local communities to get these projects done on their own?

2 MR. CASSELMAN: So Mr. Chairman, Board Member  
3 Searle, yes, the money will be funneled through ADOT on a big  
4 chunk of the projects. So what that means is we will -- as  
5 we've done in previous years, enter into essentially a JPA or an  
6 IGA with each of the respective local jurisdictions, whether it  
7 is written into the bill to receive the money, and the money  
8 will be distributed to that local jurisdiction for  
9 administration of the project.

10 VICE CHAIR SEARLE: Meaning who --

11 MR. CASSELMAN: So we essentially (inaudible).

12 VICE CHAIR SEARLE: -- ADOT is going to  
13 administer the fund?

14 MR. CASSELMAN: Mr. Chairman, Board Member, so  
15 no. We would just pass through the funding --

16 VICE CHAIRMAN SEARLE: Okay.

17 MR. CASSELMAN: -- for most of the local  
18 projects.

19 CHAIRMAN KNIGHT: Member Maxwell.

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

21 Anthony, the budget has -- is over three-year  
22 cycles. Like when you talked about the changes earlier, those  
23 were of the years that have not occurred yet, the changes -- the  
24 ups and downs. It's not -- just want the public to understand.  
25 It's not going back and rewriting what occurred in fiscal

1 year '22. It's just changing what's in the current, ongoing  
2 years and budgets, additions and subtractions. I think that's  
3 where they add up.

4           So my question is: On all these local projects,  
5 are they all in fiscal year '24 dollars, or is this spread over  
6 the three years? Because much like we've seen, the Legislature  
7 will go through with no further (inaudible) allocation and  
8 reduce funds, the program comes out as being advertised as a  
9 billion dollars. It's only dependent on the continued support  
10 from the Legislature. So are these all the current year or are  
11 they spread out over the three years?

12           MR. CASSELMAN: Mr. Chairman, Board Member  
13 Maxwell, yes. So all the local projects I've highlighted on the  
14 last two slides are the current FY 2024 rotation.

15           MR. MAXWELL: Thank you very much. Thank you,  
16 Mr. Chair.

17           CHAIRMAN KNIGHT: Thank you. Continue.

18           MR. CASSELMAN: And then the --

19           CHAIRMAN KNIGHT: Please continue.

20           MR. CASSELMAN: Yeah. The next slide, this will  
21 kind of get to some of the questions that were asked, but again,  
22 I just wanted to highlight sort of a broad overview of our  
23 implementation process for these projects. For the state  
24 projects, you know, we'll work to incorporate them into our  
25 five-year program. For the local projects, as I mentioned

1 earlier, we'll enter into an IPA or JPA with the local  
2 jurisdiction and distribute those funds.

3 So next slide.

4 That's all I've got. That's a lot of  
5 information. If you have any questions, I'm happy to answer any  
6 questions, and again, any follow-up information, I'd be happy to  
7 explain that as well. Thank you.

8 MR. MECK: Mr. Chair.

9 CHAIRMAN KNIGHT: Yes. Member Meck.

10 MR. MECK: Just out of curiosity, the prior three  
11 pages, are those already engineered, or is some of that money  
12 going into engineering before the development of that project?

13 MR. CASSELMAN: Yeah. Mr. Chairman, Board Member  
14 Meck, it's a variety of different things. There's -- I think  
15 there's some moneys for design and some moneys for construction.  
16 It's a variety of different projects.

17 MR. MECK: Thank you.

18 MR. CASSELMAN: But the -- Mr. Chairman and Board  
19 Member Meck, that list will have -- should have a brief  
20 description of the projects. Obviously, if you want more  
21 information, please let me know. I'll be happy to get that to  
22 you.

23 CHAIRMAN KNIGHT: Member Maxwell.

24 MR. MAXWELL: Yes, Mr. Chair. Thanks again.

25 And Anthony, and on the 12.5 that you mentioned



1 was deposited in the SMART Fund, at the last board meeting we  
2 had a couple significant requests, which we probably had one of  
3 the heartiest debates we've had on this board about how  
4 (inaudible) elected not to provide the entire request because we  
5 were concerned about the amount of funding that was coming into  
6 the SMART Fund in the out years.

7           While I appreciate the Legislature putting 12.5  
8 in there, is that number lower than what we had originally  
9 anticipated? Because I recall we were talking putting in --  
10 larger numbers coming into that SMART fund.

11           MR. CASSELMAN: Mr. Chairman, Board Member  
12 Maxwell, I think the Governor's executive budget proposal was a  
13 \$25 million deposit into the SMART Fund, and ultimately, through  
14 the negotiation process, they (inaudible) and a half.

15           MR. MAXWELL: Yeah. I understand, and I know  
16 there's been a lot of good feedback from the folks that we  
17 authorized that use of the SMART Fund, but I think now, 20/20  
18 hindsight, the reflection of our discussion and decision not to  
19 fund it all has made more funds available for other communities  
20 as well, which was probably good in hindsight.

21           CHAIRMAN KNIGHT: And I certainly agree if it  
22 will add 2.5 million to each pot, I think we made a great  
23 decision at the last meeting by limiting the amount to any one  
24 municipality. I think it's best if we could spread it as far as  
25 we can spread it. So the additional two and a half million in

1 each pot will certainly be helpful.

2 Any other comments or questions?

3 Yes. Member Thompson.

4 MR. THOMPSON: Chairman and Board Members, I  
5 notice that this particular allocation that we had made at the  
6 last meeting to the transportation organization, I know they did  
7 a lot of work over the many years just to get to the point where  
8 they're at during the time, and with that extra amount given to  
9 them for the SMART Fund, (inaudible) and I'm sure that all the  
10 projects, you know, experience the same thing. And I really  
11 believe this is a real good program (inaudible) some funding  
12 that the rural, the remote communities can, you know, get ahold  
13 of some. So again, I do really support this.

14 CHAIRMAN KNIGHT: Thank you.

15 Any other comments?

16 Thank you --

17 MR. CASSELMAN: Thank you.

18 CHAIRMAN KNIGHT: -- for your presentation.

19 And Floyd, are there any last minute items to  
20 report?

21 MR. ROEHRICH: Mr. Chairman, there are none.  
22 That would end the director's report.

23 CHAIRMAN KNIGHT: Okay. If there are no further  
24 questions, we will move on to Item Number 2, the district  
25 report.

1 MR. KISER: Good morning, Chairman Knight and  
2 Board Members. My name is Kirk Kiser. I'm the assistant  
3 district engineer for ADOT Central construction district.

4 Next slide.

5 A little bit about Central District, I guess.  
6 That's our location there shown up on the slide, with over 240  
7 personnel, currently at 225 today, and a multimillion operating  
8 budget.

9 Central District has about 10 construction units,  
10 including a major project unit and 16 maintenance units. Our  
11 area serves two counties, 26 incorporated communities and a  
12 resident population of about 6.3 million. Getting larger every  
13 week, it seems. Its boundaries contain 9 to 10 of the largest  
14 cities in Arizona and roughly about 5,500 maintenance lane  
15 miles.

16 Central District takes part in scoping and  
17 designing projects. It fully administers the construction, then  
18 operates and maintains the state's roads and roadsides. Central  
19 District has the highest traffic volumes in Arizona and boasts  
20 an exemplary record for accommodating special events like Super  
21 Bowls or NCAA Final Four events.

22 We also manage risk associated with severe  
23 weather, and in the winter, we also help snow plowing on State  
24 Route 87 on -- our partners up in the Northcentral District as  
25 well.

1                   Our operations and resources include 11  
2 maintenance units, 3 contract units, blue stake, and permits  
3 units. And then our 10 construction units currently oversee the  
4 largest highway construction program for the state in addition  
5 to administering many local public agency projects.

6                   Next slide, please.

7                   So right now we have 11 active state route  
8 construction projects and 3 active operation projects, which are  
9 primarily pavement preservation and/or diamond grinding-type  
10 projects, such as what you see out on the State Route 202 Red  
11 Mountain Freeway and the US-60 Superstition and Grand Avenue.  
12 In addition to that, we have five ongoing LPA or local public  
13 agency projects with a value of about 5.2 million in the  
14 contract.

15                   Next slide, please.

16                   This is an example of our I-10 Broadway Curve  
17 major project. It has a contract of \$615.6 million. We're  
18 about 51 percent spent. 60 percent complete with our time. It  
19 encompasses basically being an alternate delivery-type method of  
20 project. It's ADOT's largest urban freeway reconstruction job.  
21 The major components are -- include widening of I-10, the 6 GPL  
22 lanes, two HOV lanes in each direction between US-60 and I-17  
23 split, and then a fourth general purpose lane in each direction  
24 between Ray Road and the US-60.

25                   Add in some collector and distributor roads on

1 I-10 between Baseline and 40th Street, rebuilding the I-10 and  
2 143 TI, replacing Broadway and 48th Street bridges over I-10,  
3 widening the I-10 bridge over the Salt River, and building two  
4 pedestrian bridges over I-10, including some sound walls and  
5 improving a trail crossing that's on the Guadalupe bridge as  
6 well. And then last but not least, some formal urban freeway  
7 landscape aesthetic treatments.

8 Next slide.

9 This next project is the I-10, State Route 85 to  
10 Verrado Way. It's an \$83.29 million project. It's 99 percent  
11 spent and about 94 percent complete. It's just about wrapped  
12 up. It's a design/bid/build-type project on I-10. Ten miles of  
13 adding a third general purpose lane in each direction in the  
14 city of Buckeye, two new bridges with divergent diamond  
15 interchanges at Miller and Watson, reconstruction of a half mile  
16 of Watson Road, placement of AR ACFC, sound walls, drainage,  
17 signing, striping, lighting, FMS and some other related work as  
18 well.

19 Next slide, please.

20 This project here is the State Route 303, 51st  
21 Avenue and 43rd Avenue TI. Has a contract value of 70 million.  
22 It's about 65 percent spent, 68 percent complete. It's a  
23 three-mile-long project on Loop 303, constructing two bridges at  
24 43rd and 51st Avenues. Roadway excavation has some pieces and  
25 paving, drainage facilities, AC pavement and ACFC, signing,

1 striping, FMS signals, lighting and other related work that's in  
2 coordination then with the City of Phoenix's TSMZ development  
3 site, which we've all heard of in the news. And their schedule  
4 as well, which is adjacent on the project.

5 Next slide.

6 This project is the I-17 drainage, Peoria Avenue  
7 to Greenway Road project. It's 29.6 million is the contract.  
8 It's 107 percent spent and about 186 percent complete. It's a  
9 construction project on the I-17 frontage road to improve the  
10 cross street drainage systems along the I-17 corridors between  
11 Greenway and the ACDC canal at Dunlap, and improving the ADOT  
12 gravity-powered drainage facilities for culverts and the removal  
13 of the existing pump stations that were there at (inaudible),  
14 and some other drainage related work as well.

15 CHAIRMAN KNIGHT: Can I stop you for just a  
16 moment? I think Board Member Searle has a question.

17 VICE CHAIR SEARLE: You know, I understand 107  
18 percent spent, but I don't understand 186 percent complete.

19 MR. KISER: You're absolutely right for  
20 questioning that. There seems to have been some issues, I  
21 guess, with some of the construction work related to the boring  
22 operation which delayed the project.

23 VICE CHAIR SEARLE: So, I mean, it's --

24 UNIDENTIFIED BOARD MEMBER: Either 86.

25 VICE CHAIRMAN SEARLE: It's either 86 percent

1 complete or it's --

2 MR. KISER: Well, that's a time. So we're over  
3 time on that.

4 VICE CHAIRMAN SEARLE: You're over time.

5 MR. KISER: Right. Yeah. We're 107 percent  
6 spent on the budget amount.

7 VICE CHAIR SEARLE: Okay. So I guess what you're  
8 saying is it's taking you twice as long to do it than you  
9 thought.

10 MR. KISER: It's taking a very long time. Yeah.

11 VICE CHAIRMAN SEARLE: All right.

12 MR. KISER: (Inaudible) issues during  
13 construction on that job.

14 VICE CHAIRMAN SEARLE: I think then it's 50  
15 percent complete is what you're at, but that's okay.

16 MS. DANIELS: Are you almost complete with the  
17 project?

18 MR. KISER: No. The project's over time.

19 MS. DANIELS: I understand that.

20 MR. KISER: So but --

21 MS. DANIELS: So how far along are we in the  
22 project?

23 MR. KISER: So the project is nearing completion.  
24 Yes.

25 MS. DANIELS: Oh, so we are probably, like, 90

1 percent complete, but we're over time?

2 MR. KISER: That's right.

3 MS. DANIELS: Oh, that's helpful.

4 VICE CHAIR SEARLE: That's -- another 14 percent  
5 and it will be complete at 200 percent.

6 (Speaking simultaneously.)

7 MR. ROEHRICH: It will take twice as long  
8 (inaudible) --

9 UNIDENTIFIED BOARD MEMBER: Did you go to school  
10 at ASU or what?

11 UNIDENTIFIED BOARD MEMBER: You could say that.  
12 Never mind.

13 MR. KISER: All right. (Inaudible.) Go ahead?

14 CHAIRMAN KNIGHT: Yeah, go ahead.

15 MR. KISER: Next slide.

16 All right. The next project is a project to  
17 repair the pavement on I-17 with elements to remove existing  
18 asphalt concrete, or AC, a repair to existing concrete pavement  
19 underneath it, diamond grinding it for a smoother surface,  
20 longer lasting, and make the bridge repairs and pavement  
21 repairs, and then restriping the new markings on the job as  
22 well. That project is 15.9 million for construction contract at  
23 88 percent spent of the \$15.9 million and 73 percent complete on  
24 time.

25 Okay. Next slide.



1           The next one is a same or similar-type project  
2 then, okay, out on I-10, a mill and diamond grind. Had a  
3 \$12.4 million budget, and 107 percent spent, and then it's a  
4 little bit over on time as well. Okay? 112 percent complete.

5           All right. Next slide.

6           Some other active state route construction  
7 projects would include the I-17, Anthem Way to Van Buren FMS  
8 project for a contract value of 4.1 million. On the I-10, Riggs  
9 Road to Gila River pavement for about 4.1 million. I-10, 3rd  
10 Avenue pump station, 2.7 million. US-60, Gilbert Road pump  
11 station at 1.7 million. The I-10 Deck Park Tunnel fire line  
12 repairs, about 1.7 million. And then the State Route 88,  
13 Tomahawk Road to Buffalo drainage project is about 1.6 million.  
14 All of these active project information can be found on the ADOT  
15 website, which is AZDOT.gov, Projects and Central District  
16 Projects.

17           Next slide, please.

18           Projects currently in the fiscal year '23  
19 development phase. We have six ongoing. The State Route 101  
20 Pima, Princess to Shea. We're constructing general purpose  
21 lanes. Tentatively scheduled to bid in August of this year.  
22 134 and a half million dollars is the program amount for that.  
23 The I-10 Gila River Bridge, which is scheduled to bid at or  
24 around June '23, this year, at 112 million. The US-60 X  
25 Sossaman to Meridian, which is scheduled to bid in August of

1 this year. 48 million for that one. State Route 101, 16th  
2 Street wall was just recently awarded, as you probably well  
3 know. 8.1 million. State Route 347, the widening at Lakeview,  
4 which is scheduled to bid in July, is 4 million. State Route 51  
5 PCCP replacement at Camelback, is also scheduled to bid in July  
6 of this year at 1 million. And then there's 26 LPA projects at  
7 a value of about 27.1 million.

8 A key note here. I guess the I-10 Gila River  
9 Bridge project was pulled out of the other portion of the I-10  
10 corridor so that we could get started on that.

11 So future, future projects to talk about.

12 Next slide, please.

13 I-10, GRIC access improvements from State Route  
14 202 to 387. I think Mr. Patane covered that corridor already.  
15 We are showing on our books \$888 million for that altogether.  
16 State Route 202, San Tan, Val Vista to the 101. It's set to bid  
17 this late fall, early winter, for 188.3 million. State Route  
18 101, Agua Fria, 75th Avenue to I-17 is scheduled tentatively to  
19 bid in May of '24 with 126.2 million. State Route 347 widening  
20 between Milepost 175.1 to I-10. Tentatively scheduled to bid in  
21 May '24. I don't know what the programmed amount is yet for  
22 that. Things are kind of fluid. I-17, Happy Valley to State  
23 Route 74, pavement preservation project. That's scheduled to  
24 bid January in 2024 at 12.3 million. And then an additional 22  
25 LPA projects as well.

1                   Okay. Next slide.

2                   Any questions?

3                   CHAIRMAN KNIGHT: Do any board members have  
4 questions?

5                   MR. MAXWELL: Mr. Chair. Mr. Chair.

6                   CHAIRMAN KNIGHT: Yes. Member Maxwell.

7                   MR. MAXWELL: Mr. Chair, thank you.

8                   And thank you for the brief. There's no doubt  
9 that the Central District is kind of like the -- you said --  
10 talked about sporting events, the Super Bowl of the  
11 infrastructure (inaudible), because there's -- there are a lot  
12 of projects going on here.

13                   I've got a question specifically on the I-10. So  
14 the Gila River Bridge is pulled out and it was separate  
15 (inaudible), and they're showing 880 to complete the rest of  
16 I-10 without the bridge, or is the bridge number still in that  
17 880 million -- 88 million dollars.

18                   MR. KISER: Chairman Knight and Member Maxwell, I  
19 believe that's correct.

20                   MR. MAXWELL: Okay.

21                   MR. KISER: Yeah.

22                   MR. MAXWELL: So if we're showing we've got  
23 roughly 400 million from last year's appropriation, another 89  
24 million this year, so we're saying we're roughly 400 million  
25 still short to complete the project to get it done?

1 MR. ROEHRICH: So Mr. Chairman, Mr. Maxwell, no.  
2 The Legislature (inaudible), but remember, MAG had some money in  
3 there. We had money in the program. We're not \$400 million  
4 short. I don't remember the exact amount, but I believe it's --

5 UNIDENTIFIED SPEAKER: 100 million.

6 MR. ROEHRICH: -- maybe under \$100 million short.

7 UNIDENTIFIED SPEAKER: It's 130 million, now  
8 counting -- not counting the 89.

9 MR. ROEHRICH: Yeah, I don't know who said that,  
10 but I don't know if that's right, Greg. You're standing up like  
11 you've got something to say.

12 MR. BYRES: Mr. Chairman, Board Members, right  
13 now, today, with the \$89 million that came into the I-10 project  
14 through the Legislature, we're roughly about 69, 70 million  
15 dollars shy of being fully funded for the project as of today.

16 MR. MAXWELL: And Greg, can you confirm that  
17 that's fully funded to get three lanes each way, all the way  
18 between Tucson and Phoenix?

19 MR. BYRES: It is -- it is, but the extra lanes  
20 along with all of the TIs and TI work between 202 and 387.  
21 Complete corridor improvement.

22 MR. MAXWELL: And Floyd, for the record, that was  
23 Representative Martinez that gave those numbers, and we fully  
24 trust her on her assessment on that when she's really engaged.

25 MR. ROEHRICH: I would -- I believe -- I could

1 not see it. I heard a voice, but I did not see anybody out  
2 there.

3 MR. MAXWELL: So Greg, the follow-up to that  
4 question is, because this is the question I get asked all the  
5 time, when do we have the money, and now we're getting -- we're  
6 approaching it really quickly thanks in the legislators,  
7 (inaudible) and all it's greatly appreciated. We've talked  
8 about going back for another MEGA grant. Since we're looking  
9 for another 80, 90 million, is that what we -- and we were  
10 talking about 125, I think, at the last meeting with this latest  
11 appropriation. Are we going to try to match that up through the  
12 MEGA grant? And then more importantly what the people want to  
13 know is how many years will it take? So I'm just wanting the  
14 professional answer to what I could tell them and not get you  
15 guys in trouble.

16 MR. BYRES: So Mr. Chairman, Board Member, so as  
17 far as timeline goes, at this point in time, we're looking at  
18 complete construction end of the year 2026 is what we're looking  
19 at. That's provided we do get the final amount funded. Now,  
20 there's a timeline that basically starts with the full funding  
21 of the corridor. So that's -- we're not there yet.

22 MR. MAXWELL: I understand.

23 MR. BYRES: So that's the biggest issue we have.

24 MR. MAXWELL: Well, thank you for that, and if  
25 we're anywhere close to the end of the year '26, there will be a

1 lot of happy people that make that drive routinely both ways.  
2 So thank you.

3 Thank you, Mr. Chair.

4 CHAIRMAN KNIGHT: Thank you.

5 Any other questions? I see none.

6 So Kirk, thank you very much for your  
7 presentation.

8 MR. KISER: Thank you.

9 CHAIRMAN KNIGHT: We'll now move on to Item  
10 Number 3, the consent agenda. Does any member want an item  
11 removed from the consent agenda for separate consideration, or  
12 does any member have any comments, or is there any discussion on  
13 any item in the consent agenda? Hearing none.

14 Do I have a motion to approve the consent agenda  
15 as presented?

16 MR. THOMPSON: I will move for approval as  
17 presented.

18 CHAIRMAN KNIGHT: I have a motion from Member  
19 Thompson.

20 VICE CHAIR SEARLE: I'll second.

21 CHAIRMAN KNIGHT: And a second from Member Searle  
22 to approve the motioned consent agenda as presented.

23 All those in favor signify by saying aye.

24 BOARD MEMBERS: Aye.

25 CHAIRMAN KNIGHT: Any opposed? Motion carries.

1                   And we'll move on to Item 4, which is the  
2 financial report. Kristine.

3                   MS. WARD: I appreciate how you expressed that  
4 with such joy (inaudible).

5                   CHAIRMAN KNIGHT: Well, that's just -- I might  
6 have some questions.

7                   MS. WARD: Uh-oh. Very good.

8                   Okay. First slide, please.

9                   Okay. So we'll start out with the normal  
10 presentation, and then I've got some additional information I'll  
11 cover with you.

12                   So in terms of the Highway User Revenue Fund,  
13 we're within forecast range. We are very happy about that. We  
14 got 167 million in revenues in the month of April and about  
15 1.4 billion year to date.

16                   If you go on to the next slide for me, it breaks  
17 it -- whoa. Can we shrink that a little? (Inaudible), because  
18 I'm sure you all are all reading those slides with great  
19 interest.

20                   In terms of our actual experience in April,  
21 there's really actually nothing much to report. We were pretty  
22 much right on forecast. We had 6.3 percent of above FY '22,  
23 about 4.6 above forecast. Again, overall, year to date, we're  
24 .4 percent off year to date.

25                   Moving on to the Regional Area Road Fund.

1 We can go to the next slide. (Inaudible.)

2 MR. ROEHRICH: So it looks like it's cutting off  
3 the bottom of the slide a little. Is that what you're seeing,  
4 Kristine? Because that's what we see.

5 MS. WARD: Yes, sir. That's what I'm -- but you  
6 know what? I can cover restaurant and bar verbally.

7 With Regional Area Road Fund, again, the  
8 forecasts are -- much like HURF, RARF is within our overall  
9 forecast range. We've collected about -- we've got about  
10 58 million worth of revenues in March, about 535 million year to  
11 date. We continue to see -- even though you can't see it, we  
12 continue to see strong growth in restaurant and bar.

13 To see the individual categories, we can go to  
14 the next slide. This is activity for March, which would  
15 reflect, actually, February. And for the month of March, again,  
16 nothing significant. 8 percent over the March last year and .6  
17 below forecast for the month.

18 So if you could go to the next slide for me.

19 So we don't have anything to report on the  
20 federal program, but I do want to kind of give you a heads up  
21 that next month I'll be coming -- pretty certain next month  
22 we'll be coming back to you to talk about a bond issue. We have  
23 an opportunity that we're vetting out right now that I think  
24 will result in some savings. I'll give you -- that number's  
25 probably -- we're looking at a savings around 30 to 40 million



1 dollars, but I'll report out to and bring that back to you next  
2 month as we finish vetting this out, but I thought I'd give you  
3 just a -- just a heads up it's coming your way. I will come and  
4 seek your authority to issue bonds. It's the Board's program,  
5 so... That's one item.

6                   And then if we could go in -- Anthony -- if you'd  
7 go to the next slide.

8                   I'm going to give you a slight budget update as  
9 well. Anthony covered with you the capital outlay bill that  
10 largely -- the portion of the capital outlay bill that dealt  
11 with the projects. I'm going to cover some of the operating  
12 budgets. Not something I typically cover with you much, because  
13 it's handled separately over the -- under the authority of the  
14 Legislature, but I thought I'd touch on a couple of items with  
15 you.

16                   If you could go to the next slide.

17                   So just so you know, the overall department's  
18 operating budget for '24 is about 580 million. That's what came  
19 out in the most recent -- the most recent bills. You'll see  
20 that that is a decrease of about \$20 million over the prior  
21 year's budget, FY '23 budget. That is merely because of some  
22 one-time changes that they backed that funding out. That was  
23 largely associated where we had previously gotten some  
24 inflationary dollars for maintenance. We've gotten some -- and  
25 we got some (inaudible) funding and so forth. This one-time

1 funding, that one-time funding that we backed out, that's why  
2 you see that \$80 million negative. Do not be concerned about  
3 that.

4 We do have -- so that takes care of those  
5 technical changes. Notice that we have -- I would point out the  
6 restoration of interstate passenger rail. There's \$300,000  
7 appropriated for that in the (inaudible) feed bill, which  
8 Anthony was talking about, and there's another 3 million, 3.5 in  
9 the capital outlay side, and that is for -- if you recall,  
10 you'll remember that IIJA came out with a number of  
11 discretionary grants. This is one that comes through the  
12 Federal Railway Administration. Going to be applying for a  
13 grant there, and the purpose of it is to kind of just -- to  
14 support the development of planning of intercity passenger rail.  
15 What's proposed here is that we apply for a grant to establish a  
16 passenger rail corridor between Phoenix and Tucson, so they --  
17 the budget provided funding for that.

18 The next item I would point out to you is that  
19 we -- the budget provides funding for -- additional funding for  
20 litter hot spots. That's always a certain issue for the public.  
21 These -- that funding is for outside of Maricopa County, and  
22 that's because Maricopa County has got a significant -- more  
23 significant funding within the county than we do for the Greater  
24 Arizona area. So this money, this \$3.1 million would be for  
25 outside of that area and really focus on, you know, the -- our

1 high visibility roadways.

2           And let's see. Last item I would point out is we  
3 also got a supplemental, and Mr. Chair, Mr. Maxwell, you had  
4 asked about the -- you had touched on time and money. This is a  
5 supplemental that will come to us in this fiscal year, fiscal  
6 year '23 as opposed to those other ones, these other (inaudible)  
7 fiscal year '24, and we were provided \$15.2 million additional  
8 for pavement repair in '23.

9           If we could go to the next slide. Oh, all of  
10 these are fitting in (inaudible) all right.

11           So additional items. We were also provided some  
12 funding, 2.5 million for electric vehicle charging stations, for  
13 public use. Those are largely where we're looking at --  
14 currently examining where we will put those stations. The  
15 department is seeking a grant to perform a study on, you know,  
16 the optimal locations for those.

17           We were also provided \$5 million and -- ADOT was  
18 provided \$5 million. A sister agency was provided \$10 million,  
19 I believe, in the Department of Administration, who were looking  
20 at the vehicle charging stations and advanced fuel  
21 infrastructure for the state fleet and the ADOT fleet, for  
22 charging stations.

23           And that concludes the presentation. I'd be  
24 happy to take any questions.

25           CHAIRMAN KNIGHT: Do any board members have

1 questions for Kristine?

2 Kristine, I have one ask.

3 MS. WARD: Yes.

4 CHAIRMAN KNIGHT: I would like to know what the  
5 projected state revenue will be from -- and I know it's going to  
6 have to be a guesstimate -- from when the state income tax goes  
7 down to 2 and a half, the flat tax, the 2 and a half -- what's  
8 the projected state revenue income going to be from that, and  
9 also for corporate? Whatever that goes down to, what -- that  
10 would be -- because I'm working on something for funding for  
11 ADOT with existing taxes. Anyway, but I need some dollars, and  
12 I know they'll be a guesstimate. I know they'll be approximate,  
13 so I'm fine with that, but it gives me a starting place.

14 MS. WARD: Mr. Knight, those are actually from  
15 one of my alma maters where I previously worked at the  
16 Department of Revenue. Those are not numbers that we have here  
17 at ADOT so much, but we can -- we can see about reaching out to  
18 friends.

19 CHAIRMAN KNIGHT: I thought maybe you could. I  
20 know they're -- I know they're not really in our wheelhouse, but  
21 I figured you might be able to avail yourself through your  
22 connections to get me those numbers.

23 MS. WARD: If I may, I'll touch base with you  
24 after the board meeting just to confirm my understanding on  
25 that.

1 CHAIRMAN KNIGHT: Okay. Thank you.

2 MR. MAXWELL: Mr. Chairman.

3 CHAIRMAN KNIGHT: Yes, Mr. Maxwell.

4 MR. MAXWELL: Mr. Chair, Kristine, if I actually  
5 could ask a question that I thought you were going to ask.

6 So 2.5 million for public use vehicle charging  
7 and advanced fuel infrastructure. Who's going to have the  
8 ongoing maintenance costs to keep those sites functioning?

9 MS. WARD: Mr. Knight, Mr. Maxwell, I believe we  
10 are looking at a potential P3 option for that; is that correct,  
11 Floyd?

12 MR. ROEHRICH: Mr. Chairman, Mr. Maxwell, that is  
13 correct. It will -- it will be private industry. We will enter  
14 in the public-private partnership, but we will use these funds  
15 to either seek towards grant funds or to seek private industry  
16 to come in and install those charging stations. It's going to  
17 be done in cooperation with the Department of Administration on  
18 their sites as well. We're looking at pooling some of their  
19 funds with our funds and go after the larger grant, possibly  
20 with these four, for that infrastructure, but it will be a  
21 public-private partnership. ADOT will not be operating or  
22 managing those.

23 MR. MAXWELL: Thank you, Floyd. I appreciate  
24 that. Thank you, Mr. Chair.

25 CHAIRMAN KNIGHT: Thank you.

1 MS. WARD: Thank you very much.

2 CHAIRMAN KNIGHT: Thank you, Kristine.

3 Moving on to Agenda Item Number 5, the Multimodal  
4 Planning Division report with Paul Patane for information and  
5 discussion only. Paul.

6 MR. PATANE: Thank you, Mr. Chair, Board Members.  
7 Today I'll give you the Multimodal Planning Division update.

8 Next slide, please.

9 So the topics I'll cover today are the tribal  
10 transportation update, the City of Douglas International Port of  
11 Entry Connector Road Study -- the Mayor did a good job there, so  
12 my update will be brief there -- along with the SR-88 design  
13 concept report update.

14 Next slide, please.

15 So as far as the tribal transportation, the  
16 statewide activities, the date has been set for the 2023 Arizona  
17 Tribal Transportation Safety and Injury Prevention Summit. It  
18 will be held in Phoenix at the Desert Willow Creek (sic)  
19 Conference Center on August 10th and 9th.

20 Next we have some out -- current outreach going  
21 on related to a couple plans we've got going on as far as the  
22 ITS systems and architecture update, along with the statewide  
23 truck parking plan that has just kicked off. ADOT staff is  
24 working with the tribal outreach on these projects. It's  
25 important to get their feedback and to hear some of their

1 concerns.

2 Next slide, please.

3 So some of the activities going on in northern  
4 Arizona region, those activities we're currently working with  
5 ADOT and the Navajo Nation parks on the encroachment permit  
6 process. The encroachment permit process is a tool that ADOT  
7 uses to manage highway encroachments either for access utility  
8 installations or any type of discussion (inaudible). So we're  
9 working with Navajo parks (inaudible) operators along SR-98 and  
10 89 near Page.

11 Next slide, please.

12 So the ongoing activities in the southern Arizona  
13 region. We're working with the San Carlos Apache Healthcare  
14 Corporation. They're in the process of developing a new nursing  
15 healthcare center on tribal land, and so they're needing access,  
16 direct access from US-70. So they're working with the district  
17 on the necessary encroachment permits, traffic study needs, that  
18 way we can ensure that the entrance to this facility is a safe  
19 and reasonable access.

20 Next we have the SR-73 road safety assessment,  
21 working with the White Apache Mountain Tribe coordination.  
22 There was a kickoff meeting held on April 23rd to look at the  
23 traffic study along SR-73 for RSA in Whiteriver, Arizona. The  
24 RSA focused on bicycle/pedestrian crash issues. The White  
25 Mountain Apache Tribe DOT was contacted to provide input into

1 the RSA, and the report is currently being finalized.

2 Next slide, please.

3 So just to add to a little bit of what the mayor  
4 from Douglas added. The Douglas port connector study is  
5 ongoing. The notice to proceed was January, and we're looking  
6 for a study completion toward the end of 2024. Currently  
7 ongoing activities is additional traffic report and (inaudible)  
8 report. It's ongoing. Environmental field work is currently  
9 ongoing as well. And they recently had a -- the first public  
10 meeting held in -- was held on in Douglas on April 27th  
11 (inaudible) get some feedback. I thought it was a great  
12 turnout. Over 50 people were in attendance (inaudible).

13 So some of the next milestones is development of  
14 the alignment alternatives with the environmental overview. We  
15 will get that completed by June, and there's going to be three  
16 alternatives to be analyzed -- excuse me -- along with we  
17 anticipate the next public meeting will be held this summer.

18 Next slide, please.

19 And so here's just a couple pictures of the study  
20 area (inaudible) the new port of entry facility and connector  
21 road. We're currently evaluating the vehicle (inaudible)  
22 support (inaudible) evaluation for different alternatives, and  
23 at this time these are the three alternatives shown.

24 Next slide, please.

25 Next is the SR-88, Apache Trail. This project is



1 a seven-mile segment that's currently closed to traffic. The  
2 scope of work is provide a design concept with alternatives  
3 along with environmental overview.

4 Next slide, please.

5 This is where we're at in the process. We  
6 currently have three alternatives that are currently being  
7 evaluated. We can anticipate to hold a public meeting sometime  
8 later this summer and look to -- throughout completion of the  
9 study in early fall.

10 Next slide, please.

11 This is an over -- aerial of the project  
12 (inaudible). Some of the challenges is working within the  
13 wilderness area. The wilderness area is just to the west of  
14 Fish Creek. Fish Creek Canyon there shown, shown kind of in the  
15 middle of the picture, but to the left, just up the road from  
16 Fish Creek Canyon is where the closure is.

17 Some of the challenges that we've recently found  
18 out that we have to deal with is we're really limited because of  
19 the top of hill there, that's all wilderness area, and you know,  
20 we're prohibited from any type of new vegetation or any type of  
21 structures there that will be needed to kind of slow down some  
22 of the effects of the water from the (inaudible).

23 Next slide, please.

24 Any questions?

25 CHAIRMAN KNIGHT: Yes. Member Searle.

1                   VICE CHAIR SEARLE: Just, I guess, a point of  
2 clarification. On the Douglas port issue, you -- one of the --  
3 one of the challenges, you said, is acquiring the right-of-way.  
4 You know, with conversations with the county, they're very  
5 frustrated with the whole process, because they've been wanting  
6 to get the right-of-way and donate the right-of-way for the last  
7 five years, and it's a catch-22, because until ADOT will say  
8 what the right-of-way should be, they can't get it. But I think  
9 it's really not a challenge. The right-of-way will -- the  
10 county is in the position to acquire the right-of-way and donate  
11 it.

12                   MR. PATANE: Okay. Understood. (Inaudible.)  
13 You know, I know some of these processes can seem frustrating  
14 because of the length of time, but it's important that we follow  
15 them, because (inaudible) program is, you know, based on federal  
16 funding, so we just want to make sure, you know, we're eligible  
17 for those federal funds.

18                   CHAIRMAN KNIGHT: Any other questions for Paul?  
19 Thank you, Paul.

20                   And we will move on to --

21                   MR. PATANE: (Inaudible.)

22                   CHAIRMAN KNIGHT: You're still up.

23                   We'll move on to Agenda Item 6 with Paul, for  
24 presentation and action.

25                   MR. PATANE: So Chairman Knight, Board Members,

1 for your consideration of changes to the FY 2023-2027 Statewide  
2 Transportation Facilities Construction Program, Items 6A through  
3 6P project modifications.

4 MR. ROEHRICH: Next slide, please. Thank you.

5 CHAIRMAN KNIGHT: There we go. And maybe one  
6 more that will include Item P. There you go.

7 Are there any questions from members of the Board  
8 on these projects? Items 6A through 6P?

9 VICE CHAIRMAN SEARLE: I just noticed in the  
10 agenda on 6N there wasn't any supporting information on it. It  
11 was...

12 MR. ROEHRICH: So Mr. Chairman, Mr. Searle,  
13 actually, the supporting document was, like, two pages down. It  
14 just got out of sequence. It's part of the next one.

15 VICE CHAIR SEARLE: Okay. Yeah.

16 MR. ROEHRICH: So it is included in the packet,  
17 but it doesn't follow the original request. It's, like, two  
18 pages down.

19 VICE CHAIR SEARLE: All right. Yeah. It was out  
20 of order but it was here. A little confusing. Okay.

21 CHAIRMAN KNIGHT: Yeah.

22 MR. PATANE: Thank you, Floyd.

23 CHAIRMAN KNIGHT: Any other questions?

24 Hearing none, is there a motion to approve PPAC  
25 project modifications, Items 6A through 6P as presented?

1 MR. MAXWELL: So moved.

2 MR. MECK: Second.

3 CHAIRMAN KNIGHT: I have a motion from -- I have  
4 a motion from Member Maxwell and a second from Member Meck to  
5 approve PPAC project modifications, Items 6A through 6P.

6 All those in favor signify by saying aye.

7 BOARD MEMBER: Aye.

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

10 Continue, Paul.

11 MR. PATANE: Thank you, Chairman Knight, Board  
12 Members.

13 For your consideration are additional changes to  
14 the FY 2023-2027 Statewide Transportation Facilities  
15 Construction Program, Items 6Q through 6AV, new projects.

16 CHAIRMAN KNIGHT: Okay. He's going through the  
17 slides.

18 MR. ROEHRICH: (Inaudible) the next slide, and I  
19 think then one more. There's a lot of new slides.

20 CHAIRMAN KNIGHT: Yes, there are. That should do  
21 it.

22 Okay. Any questions for Paul on Items 6Q through  
23 6AV? Yes. Member Searle.

24 VICE CHAIRMAN SEARLE: Yes. A number of these  
25 projects, Paul, are establishing new projects for pavement

1 rehabilitation, which are basically repair jobs, and most of  
2 them are amounts -- I think they're supposed to cover design.  
3 I'm not sure. It's -- you know, for example, 6S, it's \$750,000.  
4 It's not enough to do the project.

5 MR. PATANE: Is it 6AS? Is that --

6 VICE CHAIRMAN SEARLE: I'm just -- 6S. Then you  
7 got 6B, you got 6... There a number of them here, but I'm  
8 just -- just some clarification.

9 MR. PATANE: Yeah. A lot of them, you know, when  
10 you go -- if you look at -- if it's the OMD phase, it's for  
11 design, and ONC is for construction. If you look at, like,  
12 on -- where -- on your (inaudible) it says number 13 (inaudible)  
13 there's -- so depending on if it's 6S, you know, 6AS  
14 (inaudible).

15 UNIDENTIFIED SPEAKER: I'm trying.

16 UNIDENTIFIED SPEAKER: 6S is inside.

17 VICE CHAIRMAN SEARLE: So just for clarification,  
18 let's go to 6S, where we're all looking at the same thing.

19 MR. PATANE: Is this the SR-69 project?

20 VICE CHAIRMAN SEARLE: Yeah. It's real easy --

21 MR. ROEHRICH: No, sir.

22 UNIDENTIFIED SPEAKER: 6S.

23 MR. ROEHRICH: 6S is the SR-187 at Milepost 186.  
24 It's page 96 of the agenda.

25 MR. PATANE: All right. Okay. Let me

1 (inaudible) this project here, this one is for design. Okay.  
2 They're requesting \$750,000 for design for this project.

3 VICE CHAIRMAN SEARLE: All right. So this is a  
4 rehab. We do these on a regular basis, so we're going to spend  
5 750,000 to design a mill and fill project. Is that basically  
6 what I'm hearing?

7 MR. PATANE: Well, this one's -- you know, there  
8 is some guardrails, some tree removal. So there is additional,  
9 you know, (inaudible) and, you know, the price, just like the  
10 cost of our construction -- our projects are going (inaudible),  
11 so is the cost to deliver these projects, but we're using  
12 consultant services to deliver the program, the majority of the  
13 program.

14 VICE CHAIRMAN SEARLE: So once it's -- we're  
15 going to spend 750,000 to design this repair. Then we're going  
16 to come back with the actual cost; is that correct?

17 MR. PATANE: Right. As part of design,  
18 they'll -- you know, they'll have probably two or three phases  
19 of design that will come up with the final cost for  
20 construction. So there should be a funnel of action here unless  
21 it's a line item in the program where we'll ask for construction  
22 funding. If there's a line item in the program, (inaudible) ask  
23 for construction funds.

24 VICE CHAIRMAN SEARLE: So -- but we're talking  
25 pavement rehabilitation, which basically means there's -- they

1 don't have to redesign the highway, do they?

2 MR. PATANE: No. (Inaudible) design effort  
3 involved. These are the costs that we're seeing to deliver.  
4 (inaudible).

5 MR. ROEHRICH: Mr. Chairman -- hold on.  
6 Mr. Chairman, Mr. Searle, if you do look at the request, this  
7 project does have shoulder widening. It also has turnouts. So  
8 there's going to be design, because we'll have to (inaudible) to  
9 verify the drainage requirements. So it's more than just  
10 rehabilitating the existing pave- -- like you said, a mill and  
11 fill. There is additional, you know, off-pavement work that  
12 does require a little more extensive survey effort than just the  
13 pavement part.

14 VICE CHAIRMAN SEARLE: Fair enough. I'll just --  
15 I was just wanting clarification, because going through this,  
16 there's one, two, three, four, five, six, seven, eight, nine,  
17 ten projects that are all basically repair projects that we're  
18 getting proposed here, and just the cost of implementing the  
19 projects and design for those repairs comes up to five and a  
20 half million dollars, and as a board, where we're constantly  
21 looking for places to come up with money to do things, it's  
22 really kind of frustrating to see this kind of money spent on  
23 design on repair projects, and that's just a comment I just want  
24 to put out there.

25 MR. BYRES: So Mr. Chairman, Board Member Searle,

1 I think we're kind of getting a little confused here on the type  
2 of project.

3 VICE CHAIRMAN SEARLE: Okay. That -- and I --

4 MR. BYRES: So when it says rehabilitation,  
5 that -- that's an over-encompassing project. In other words,  
6 exactly what Floyd had said. We're now having to look at not  
7 just the pavement surface. It's not a mill and fill project.  
8 It's -- we're looking at the entire roadway (inaudible) and the  
9 right-of-way itself. So there may be signs in there. There  
10 might be guardrail projects. There might be shoulder widening.  
11 There could be drainage improvements, all of that. So if  
12 it's -- if it's pavement preservation, then that's your mill and  
13 fill projects. So those are the ones that should be, you know,  
14 (inaudible).

15 VICE CHAIRMAN SEARLE: Well, thank you, Greg. I  
16 appreciate that, and I understand there's probably some more to  
17 this than meets the eye.

18 UNIDENTIFIED SPEAKER: Don't go anywhere yet.

19 VICE CHAIR SEARLE: I do -- I do -- just as an  
20 individual, it's very frustrating to see this kind of money laid  
21 out for actually no gravel on the ground. So I'll just leave it  
22 at that.

23 CHAIRMAN KNIGHT: Board Member Maxwell.

24 MR. MAXWELL: Mr. Chair, as a follow-up to Vice  
25 Chair Searle's question, so if we go to then Item T, 6T, I see



1 on 6S there's -- you're right, there's turnouts, tree removal,  
2 guardrail. 6T, existing pavement has experienced a stress  
3 cracking and is in substandard poor condition. The project will  
4 rehabilitate the existing pavement.

5 Now, that seems like a pretty straightforward  
6 one, but it's the same exact price as the previous one. So I  
7 agree with the concerns and (inaudible) you know, you're the  
8 experts. We get that. But we're always finding a shortfall on  
9 infrastructure funding. We've heard (inaudible) from, you know,  
10 call to the audience.

11 I've many times spoken on the need to start  
12 modernizing our funding, you know, process, and that is -- does  
13 not mean raise taxes. It just means modernizing, (inaudible) it  
14 out. But when we see these numbers, I express the same concern  
15 that Member Searle has on it, that to me -- one -- you're right.  
16 The first project looks much more complicated. The second looks  
17 pretty straightforward as it's described to us, yet it's the  
18 same large number for the design, so...

19 MR. BYRES: So Mr. Chairman, Board Member  
20 Maxwell, this particular project is one of -- one of the issues  
21 that we have with it is the pavement section itself has to be  
22 completely reanalyzed. So we have to go through and do a  
23 considerable amount of testing just to see how to reconstruct  
24 the roadway. It's blown apart, but the big thing is it has --  
25 we've got (inaudible) in the pavement. We've got other issues

1 in this pavement. We don't want to just go in and put the same  
2 thing down and have the same thing occur. So there's some  
3 preliminary work that has to occur, which is why it goes into  
4 this, so that we don't have that same issue occur again.

5 MR. MAXWELL: I understand. I think for us on  
6 this one, this is a large number of projects that are all coming  
7 to us at one shot. I think if you go all the way to AV, it's  
8 over 40, you know, and so I think there may have been some  
9 (inaudible) that look a little bit concerning as we went  
10 through.

11 Now, my question is: Does this include the  
12 54 million -- I'm assume the answer would be no, that was just  
13 (inaudible) the budget for -- because there's a lot of road  
14 rehabilitation on this (inaudible) but now we're just going to  
15 give them 54 million to do more road rehabilitation.

16 MR. BYRES: So Mr. Chairman, Board Member  
17 Maxwell, the 54 million was for pavement preservation of the  
18 existing surface, and they're basically (inaudible) projects --

19 MR. MAXWELL: Okay.

20 MR. BYRES: -- to take care of the pothole issues  
21 that we have. So that's a -- that one is where -- we're -- we  
22 don't even -- we're not --

23 MR. MAXWELL: But those will never come in front  
24 of us?

25 MR. BYRES: Right.

1 MR. MAXWELL: Thank you. Appreciate that answer.  
2 Thank you, Mr. Chair.

3 CHAIRMAN KNIGHT: Member Searle.

4 VICE CHAIR SEARLE: And just to finish the  
5 discussion, I'm in full support of moving forward with these  
6 projects. I just -- I just find it frustrating that there's  
7 this much -- I'll just call it administrative bureaucracy that  
8 we're having to deal with. Yeah. Just wanted to bring it up.  
9 That's it.

10 CHAIRMAN KNIGHT: All right. And I would just  
11 like to comment any moneys that might be unused in these would  
12 be rolled over into construction?

13 MR. BYRES: So Mr. Chairman, yes, this is -- this  
14 is the 01B phase. So, basically, it's the design phase. So  
15 when it goes to the construction, if there's -- if we still have  
16 funding in there, we would come back to -- to before, because  
17 we'd be shifting that money from 01B to 01C, which is the  
18 construction (inaudible).

19 CHAIRMAN KNIGHT: Thank you.

20 Any other questions for Greg or Paul? Hearing  
21 none.

22 Do I have a motion to approve PPAC new projects  
23 Items 6Q through 6AV as presented?

24 VICE CHAIRMAN SEARLE: Don't everybody jump at  
25 the same time.

1 MS. DANIELS: So moved.

2 VICE CHAIRMAN SEARLE: And I will second it.

3 CHAIRMAN KNIGHT: Motion from Member Daniels.

4 VICE CHAIRMAN SEARLE: And I'll second.

5 CHAIRMAN KNIGHT: And I have a second from Member  
6 Searle.

7 All those in favor signify by saying aye.

8 BOARD MEMBERS: Aye.

9 CHAIRMAN KNIGHT: Any opposed? Motion carries.

10 MR. PATANE: Thank you.

11 CHAIRMAN KNIGHT: And we'll now move on to Agenda  
12 Item Number 7, the state engineer's report with Greg Byres.

13 MR. BYRES: Thank you, Mr. Chairman, Board  
14 Members. The -- for the state engineer's report, we have 108  
15 projects currently under construction. We're at \$2.1 billion.  
16 Four projects were finalized in the month of April. We're at  
17 \$34.3 million. Fiscal year to date, 58 projects have been  
18 finalized.

19 And we have -- actually, that concludes my state  
20 engineer's report, Item 7.

21 CHAIRMAN KNIGHT: Thank you. Questions for Greg?  
22 Go ahead. We're moving on to Agenda Item  
23 Number 8.

24 MR. BYRES: So for Item 8, new construction  
25 contracts, we have -- if you could go to the second slide. Next

1 slide, please. Oops, we're missing a slide. So there's -- in  
2 your packets you should also have a second slide that goes into  
3 it that has a cumulative to date.

4 Fiscal year to date totals are -- the difference  
5 that we've seen in projects is \$16,063,118.29, so we're at 2.5  
6 percent over, currently, for construction costs that are under  
7 contract.

8 MR. ROEHRICH: Greg, that is at the bottom of  
9 this slide.

10 MR. BYRES: Yeah. There's a -- there's a second  
11 slide.

12 MR. ROEHRICH: Oh, okay.

13 MR. BYRES: Board Member Howard had asked us to  
14 keep a running total going, and so there's -- that information  
15 is included in there. (Inaudible.)

16 With that, we'll go ahead and go on to the next  
17 item, which is item 8A. This is a bridge scour retrofit on  
18 US-70. There were four bidders on this project. The low bid  
19 was \$860,000. The State estimate was \$625,325, a difference of  
20 \$234,675, or 37.5 percent over the State's estimate.

21 For this project, the low bidder, there was  
22 discrepancies in the Disadvantaged Business Enterprise  
23 documentation that was submitted by the low bidder, and our  
24 Business Engagement and Compliance Office is currently  
25 evaluating the discrepancy. It will take them roughly about

1 another week to get that completed. So at this point in time,  
2 we are recommending postponement of award for this project.

3 CHAIRMAN KNIGHT: Any questions from the Board?  
4 Do I have a motion to --

5 VICE CHAIRMAN SEARLE: I'll make a motion to  
6 postpone Item 8A.

7 CHAIRMAN KNIGHT: Thank you, Mr. Searle.  
8 I've got a -- I got a -- a motion from Board  
9 Member Searle.

10 MR. MECK: Second.

11 CHAIRMAN KNIGHT: I have a second from Board  
12 Member Meck to postpone Item 8A as recommended.

13 All those in favor signify by saying aye.

14 BOARD MEMBERS: Aye.

15 CHAIRMAN KNIGHT: Any opposed? The motion  
16 carries.

17 MR. BYRES: The next item we have is Item 8B.  
18 This project is a bridge rehabilitation project on US-89. There  
19 was one bidder on this project. The low bid was \$2,713,181.  
20 The State's estimate was \$1,916,371, a difference of \$796,809,  
21 or 41.6 percent over the State's estimate.

22 One of the items that we had on this is because  
23 of the isolated area and the fact that there are three different  
24 sites being accessed with this project, the production rates  
25 were much slower than what we had anticipated. Also, there is

1 the cost of getting materials into this area was more than we  
2 had anticipated as well. After going through and analyzing the  
3 differences that we saw, it does appear that the bid is a  
4 responsive and responsible bid, and we recommend award to Combs  
5 Construction Company, Inc.

6 CHAIRMAN KNIGHT: Any discussion from the Board?

7 MR. MAXWELL: I have a question.

8 CHAIRMAN KNIGHT: Member Maxwell.

9 MR. MAXWELL: Greg, the last couple board  
10 meetings we've been great at getting multiple bids. Any idea  
11 why we didn't get a single bidder on this one?

12 MR. BYRES: One of biggest things that we saw is  
13 because of the remoteness of this site and because there was --  
14 there's three different sites going through, we didn't get a lot  
15 of response.

16 MR. MAXWELL: Thank you.

17 CHAIRMAN KNIGHT: Any other questions?

18 Then I'll entertain a motion to award Item 8B to  
19 Combs Construction Company, Inc., as presented.

20 MR. THOMPSON: Chairman.

21 CHAIRMAN KNIGHT: Jesse.

22 MR. THOMPSON: I'd like to move for approval of  
23 awarding funding to 8B as presented.

24 CHAIRMAN KNIGHT: I have a motion from Member  
25 Thompson to approve award. Do I have a second?

1 VICE CHAIRMAN SEARLE: I'll second it.

2 CHAIRMAN KNIGHT: I have a second from Member  
3 Searle.

4 All those in favor signify by saying aye.

5 BOARD MEMBERS: Aye.

6 CHAIRMAN KNIGHT: Any opposed? Motion carries.

7 MR. BYRES: Thank you.

8 The next item is Item 8C. This is a pavement  
9 rehabilitation project, SR-347 from south of I-10 to SR-87. We  
10 had four bidders on this project. The low bid was 5,021,000.  
11 The State's estimate was \$6,132,134. The difference is  
12 \$1,111,134, or 18.1 percent under the State's estimate.

13 One of the biggest items that we saw in this was  
14 a much higher production rate than what we had estimated for the  
15 project. The other thing that we saw was lower costs for  
16 asphalt binder and asphalt products for this particular project.  
17 So with that, after the analysis of the low bid, the bid was  
18 determined to be responsive and responsible, and we recommend  
19 award to Nesbitt Contracting Company, Inc.

20 CHAIRMAN KNIGHT: Any board member have  
21 questions? Yes. Member Maxwell.

22 MR. MAXWELL: I've got to ask. I didn't want --  
23 we've had so many people speak out about 347 and get all excited  
24 about (inaudible) but I look at the map, and it's actually  
25 SR-387.



1 MR. BYRES: You are -- you are correct.

2 MR. MAXWELL: Okay. So just want to make sure  
3 that that's -- we're not approve funding for SR-347 (inaudible)  
4 it's close, (inaudible) it's 387.

5 CHAIRMAN KNIGHT: Any other questions?

6 MR. MAXWELL: And based on that, Mr. Chair, I  
7 will move Item 8C as proposed.

8 CHAIRMAN KNIGHT: I have a motion from Member  
9 Maxwell to approve Item 8C as presented.

10 MS. HOWARD: I'll second.

11 CHAIRMAN KNIGHT: I have a second from Member  
12 Howard.

13 All those in favor for awarding Item 8C to  
14 Nesbitt Contracting Company, Inc., please signify by saying aye.

15 BOARD MEMBERS: Aye.

16 CHAIRMAN KNIGHT: Any opposed? Motion carries.  
17 We'll move on to 8D.

18 MR. BYRES: Thank you.

19 Next item is 8D. This is a tree removal project  
20 on SR-87 between SR-179 and SR-260. The low bid was 3,745,000.  
21 The State's estimate was \$3,303,485, a difference of \$441,515,  
22 or 13.4 percent.

23 On this particular project, one of the items that  
24 we found was that the cost of traffic control that's required  
25 for the project and maintenance of the traffic control was

1 higher than what we had expected. The contractor in his did  
2 actually close a lane, where we weren't intending for a lane to  
3 be closed, but he's doing that for safety purposes. One of the  
4 other things is as a requirement through The Forest Service  
5 roadway or right-of-way that we have through there, the  
6 contractor is required to maintain fire suppression equipment on  
7 site during all work, which is a cost that we did not take into  
8 account in our estimate. After analysis of the low bid, it  
9 appears that the bid is a responsive and responsible bid, and we  
10 recommend award to Fann Contracting, Inc.

11 CHAIRMAN KNIGHT: Any questions from a board  
12 member?

13 Then I will entertain a motion to award Item 8D  
14 to Fann Contracting, Inc. This is statewide, so anybody can  
15 take it.

16 MS. HOWARD: So moved.

17 UNIDENTIFIED SPEAKER: (Inaudible.)

18 MS. DANIELS: Second.

19 UNIDENTIFIED SPEAKER: I've been very helpful.

20 CHAIRMAN KNIGHT: I have a motion from -- who was  
21 first? I have a -- I have a motion from Board Member Howard and  
22 a second from Board Member Daniels to award Item 8D to Fann  
23 Contracting, Inc.

24 All those in favor signify by saying aye.

25 BOARD MEMBERS: Aye.

1 CHAIRMAN KNIGHT: Any opposed? Motion carries.  
2 We'll move on to 8E.

3 MR. BYRES: Thank you.

4 Item 8E is the installation of speed feedback  
5 signs. There's four roadway segments in the city of Kingman.  
6 The low bid was \$198,119. The State's estimate was \$248,467, a  
7 difference of \$50,349, or 20.3 percent under the State's  
8 estimate.

9 The biggest difference that we saw in this  
10 particular one was the cost of the feedback signs itself was  
11 much lower than what we had anticipated. After analysis of the  
12 low bid, it appears to be responsive and a responsible bid, and  
13 we recommend award to AJP Electric, Inc.

14 CHAIRMAN KNIGHT: Any questions from the Board on  
15 Item 8E?

16 Well, since it's in my district, I'll move to  
17 award Item 8E to AJP Electric, Inc.

18 VICE CHAIRMAN SEARLE: And since it's in your  
19 district, I'll second it.

20 CHAIRMAN KNIGHT: Thank you.

21 So we have a motion from myself, a second from  
22 Member Searle to award Item 8E to AJP Electric.

23 All those in favor signify by saying aye.

24 BOARD MEMBERS: Aye.

25 CHAIRMAN KNIGHT: Any opposed?

1                   Okay. We'll move on to 8D -- 8F.

2                   MR. BYRES: Thank you.

3                   On Item 8F, this is the installation of rumble  
4 strips. This is on Overfield Road and Casa Grande and Signal  
5 Peak Road. The low bid was \$313,313 -- or -313 dollars. Excuse  
6 me. The State's estimate was \$240,671. The difference was  
7 \$72,642, or 30.2 percent above the State's estimate.

8                   The big item with this was mobilization as well  
9 as daily production rates. There's -- the project is somewhat  
10 spread out, and consequently, production rates are much lower  
11 than what we had anticipated. After analysis of the low bid, it  
12 appears to be a responsible and responsive bid. We recommend  
13 award to Hawk Contracting, LLC.

14                  CHAIRMAN KNIGHT: Greg, one quick question. Are  
15 there any comments on the bid protest?

16                  MR. BYRES: On this one there were -- there were  
17 no bid -- there was no -- after our initial analysis and  
18 response, we did not receive anything (inaudible).

19                  CHAIRMAN KNIGHT: Okay. So the bid protest  
20 that's listed on the agenda --

21                  MR. BYRES: (Inaudible.)

22                  CHAIRMAN KNIGHT: -- is off the table?

23                  MR. BYRES: (Inaudible.)

24                  CHAIRMAN KNIGHT: Okay. Thank you.

25                  Any other questions for Greg? Then I will

1 entertain a motion to award Item 8F to Hawk Contracting, Inc.

2 MS. HOWARD: So moved.

3 CHAIRMAN KNIGHT: I have a motion from Member  
4 Howard and a second from Member --

5 VICE CHAIR SEARLE: Searle. I'll second it.

6 CHAIRMAN KNIGHT: Good. Thank you. You turned  
7 your microphone on, so...

8 MS. HOWARD: You were ready.

9 CHAIRMAN KNIGHT: -- and a second from Member  
10 Searle.

11 All those in favor, signify by saying aye.

12 BOARD MEMBERS: Aye.

13 CHAIRMAN KNIGHT: Any opposed? Motion carries.

14 MR. BYRES: Thank you very much.

15 CHAIRMAN KNIGHT: Thank you, Greg.

16 Does any board member have any suggestions for  
17 future board meetings?

18 I would just like to say that I'm extremely happy  
19 to have all board members present for this meeting. It's great,  
20 and I think I would -- I would hope that we all endeavor, and I  
21 know there's always things that come up, medical and whatever  
22 that keep us from coming to these meetings, but we know well in  
23 advance when they're going to be, so I would hope that we all  
24 strive to make the meetings in person. The municipalities that  
25 we hold these meetings in really -- it's important to them that

1 we all be here to listen to their concerns, and so I'm really  
2 happy that we were all able to make this meeting, and I hope  
3 that we can do the same for the rest of the meetings.

4           Anyway, having covered this entire agenda, Floyd,  
5 would you like to comment on our next meetings?

6           MR. ROEHRICH: Just a reminder that the June 1st  
7 study session that Paul had talked about is part of the  
8 tentative program. It is a virtual meeting, and it is open for  
9 discussion on a couple of items that we will bring to the Board,  
10 and then the regular meeting on June 16th will be in the town of  
11 Florence, and that will be the meeting where we will look  
12 towards finalizing and getting the Board to adopt the five-year  
13 program so we can submit it to the Governor by the end of the  
14 month.

15           CHAIRMAN KNIGHT: Thank you, Floyd.

16           Having covered all the agenda items on this  
17 agenda, we are now adjourned.

18           (Meeting adjourned at 12:09 p.m.)

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**Adjournment**

***Chairman Gary Knight adjourned the State Transportation Board Meeting on May 19, 2023.***

**Meeting adjourned at 12:09 a.m. PST.**

Not Available for Signature

Gary Knight, Chairman  
State Transportation Board

Not Available for Signature

Jennifer Toth, Director  
Arizona Department of Transportation