

**STATE TRANSPORTATION BOARD MEETING
TELEPHONIC/WEBEX ATTENDANCE**

9:00am, April 19, 2024

City of Buckeye

530 E. Monroe Avenue

Buckeye, Arizona 85236

Call to Order

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

Pledge

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

Roll Call by Floyd Roehrich, Jr.

A quorum of the State Transportation Board was present. **In attendance:** Chairman Richard Searle, Board Member Ted Maxwell, Board Member Jenny Howard, Board Member Jackie Meck and Board Member Jesse Thompson. Vice Chair Jenn Daniels attended virtually. There were approximately 59 members of the public on-line and approximately 37 attendees in person.

Opening Remarks

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

Call to the Audience

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

ARIZONA STATE TRANSPORTATION BOARD

BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

BOARD MEETING

VIA WEBEX AND IN PERSON AT:

City of Buckeye
530 East Monroe Avenue
Buckeye, Arizona 85236

April 19, 2024
9:00 a.m.

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

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(602) 421-3602

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

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

6

7 PARTICIPANTS:

8 Board Members:

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

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CALL TO THE AUDIENCE

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1 (Beginning of excerpt.)

2 CHAIRMAN SEARLE: Thank you, Mr. Roehrich. And
3 with that we'll now move to the call to the audience or call to
4 the public. We have a number of online or on telephonic, and we
5 will do those after we do the in-person ones. If you are online
6 or listening, you will be muted, and once your name is called,
7 our -- the WebEx host will guide you through the process. So
8 with that -- there is a three-minute time limit that will be
9 imposed, and with that, Mr. Roehrich, will you please call the
10 first speaker

11 MR. ROEHRICH: Yes sir. Our first speaker --
12 again, the speakers here in person. Our first speaker is
13 Mr. Arthur Hardy, Junior. Mr. Hardy

14 Right up here, please.

15 MR. THOMPSON: (Inaudible.)

16 MR. HARDY: Good morning, brother. Good morning,
17 Chair, members of the State Transportation Board committee. My
18 name is Arthur Hardy. I come from the Navajo Nation. I'm a
19 chapter president. We are a subdivision of the Navajo Nation.

20 We are -- I am here on behalf of multiple
21 communities from the area in relation to Indian Route 15, which
22 runs from the outside of Flagstaff to Ganado, Arizona. We are
23 currently pursuing discussions with BIA as well as ADOT to see
24 if that the State can incorporate that road into their state
25 inventory and see if there's a -- if there's a possibility that

1 that could happen within our communities.

2 It's a heavily used road. We do -- it is a route
3 that extends all the way up into the tourism aspects of the
4 Navajo Nation, in areas that are identified as tourist areas.
5 So the road is heavily used. At this time, BIA doesn't have the
6 money or funding to take care of the road as it should be taken
7 care of in relation to human safety, health and risk, other
8 things, et cetera.

9 So what we're asking for and the discussion that
10 maybe we can have later through my brother here, Member Jesse
11 Thompson, is to see if there's a way that we could have that
12 road incorporated through the State and added to the inventory
13 for O&M, operations and maintenance.

14 Thank you so much.

15 CHAIRMAN SEARLE: Thank you, (inaudible).

16 MR. ROEHRICH: Our next speaker is Homero Vela.
17 And I apologize for terrible enunciation. Mr Vela.

18 We'll come back and see if Mr. Vela joins the
19 meeting.

20 Next speaker is Mr. Bill Robertson.

21 Mr. Robertson.

22 MR. ROBERTSON: Thank you, Mr. Chair, Board
23 Members, Director and staff. It's my pleasure to be here before
24 you again today.

25 My name is Bill Robertson. I'm a resident of the

1 city of Maricopa, and I also serve as Chairman of the Planning
2 and Zoning Commission for the City of Maricopa.

3 My comments today, again, were going to be about
4 our needs for 347 expansion, which you're all aware of, but we
5 had an incident yesterday that kind of highlighted the urgency
6 of this project. I was going to talk about the history, and
7 you've heard the history. You're well aware of our situation in
8 Maricopa. One of the fastest growing communities in the
9 Southwest, and Pinal County now expanding around us with rural
10 expansion of up to 2,000 homes in the rural parts of city of
11 Maricopa, as well as 7,000 homes that are currently entitled to
12 be built, and 30,000 more in the wings.

13 What happened yesterday, as you know, ADOT is in
14 a joint venture construction project with the City of Maricopa
15 to widen the section of John Wayne Parkway, a/k/a 347, within
16 the city limits that's been funded mostly by our development
17 impact fees promoted by our growth. ADOT has been pretty
18 cooperative. The contractor has been pretty cooperative. We've
19 had a few minor issues along the way, but yesterday it
20 absolutely exploded. An overnight milling project for the
21 center lane for the final phase to get this project done, the
22 milling machine broke down about 2:00 a.m. in the middle of the
23 project. The project was supposed to be done, the road reopened
24 by 4:00 a.m. for the morning rush of 87 -- 68 percent of our
25 population leaves Maricopa every day to go to work. This

1 milling machine failure -- unplanned, obviously, things happen.
2 We're aware of that -- caused a backup in every major street in
3 the city of Maricopa until noon, until they could get the
4 machine repaired and then finish the project.

5 Your ears should have been burning, because
6 Facebook was blowing up hollering at ADOT, and of course, Mayor
7 Smith got hollered at and the city council got hollered at,
8 Planning and Zoning for poor planning, the whole -- you know,
9 you know the story. You know how it works. But this was an
10 example of one lane of three lanes that were there being closed,
11 creating probably an upwards of 40,000 cars to be backed up in
12 every major -- all the way to the Ak-Chin Casino 10 miles south.
13 People have missed appointments with doctors. Some missed
14 surgery. Kids go to school, and some -- Kyrene School District
15 transports kids out of Maricopa up to Tempe. They were late for
16 school by two and three hours. So we want to keep this on the
17 radar.

18 Chairman, to your comment earlier about we know
19 that projects -- ADOT projects take about 10 years from
20 beginning to end. We understand that, and you also -- how we
21 brought our overpass out of the ground pretty much in record
22 time once we were able to get some funding together.

23 I want to assure you that the City of Maricopa
24 governance and city council are working every angle possible to
25 secure the seed funding and additional funding to get this

1 project moving and at least get it on the five-year plan, which
2 it currently is not.

3 We had a delegation go to Washington, D.C., that
4 met with the Federal Highway Transportation Administration,
5 federal DOT, EPA, BIA, everybody that could have possibly have
6 their fingers in this project, and we were accompanied by
7 members of Gila River Indian Community to that visit in D.C.
8 Two --

9 CHAIRMAN SEARLE: Mr. Robertson, I think your
10 three minutes is about up, so --

11 MR. ROBERTSON: Thank you. That will wrap up my
12 comments. It's a pleasure to be here. We appreciate the work
13 that you do. We understand how the sausage is made, and we're
14 here to help move that needle. Thank you.

15 CHAIRMAN SEARLE: Thank you very much, and thank
16 you for your understanding.

17 MR. ROEHRICH: Our next speaker is Mr. Gary
18 Garcia Snyder.

19 MR. SNYDER: Good morning, Chair, members,
20 individuals in the chamber. I'm from Yuma County. I'm a
21 resident, and it's heartfelt and beautiful words that the member
22 in the chamber has been talking about Gary Knight. It's
23 something that I'm excited and I'm glad that you were -- had an
24 opportunity to see Gary's spirit. It was something very
25 important to hear. Beautiful to hear. Gary was for Arizona.

1 He was a strong leader for Yuma County. We love him. We will
2 always love him, and it's great to see that you all had the
3 opportunity to meet Gary and see what he was for Arizona.

4 So some of my time, I just wanted to come here
5 and see if we can take a good 30 seconds, a moment of silence
6 for Gary Knight and his wife, Bonnie, please.

7 Thank you, Chair, Members, (inaudible). Gary
8 Knight will always be with us. He will always be there in the
9 leadership, and just remember, we -- I'd be so lucky to be an
10 elected official like Gary Knight and lead and work hard, and
11 like you so eloquently say, disagree with you, but in a great
12 way.

13 Thank you very much for those words. That means
14 a lot to me as a Yuma County resident, but most importantly for
15 the family, Bonnie Knight and the community. Thank you very
16 much.

17 CHAIRMAN SEARLE: Thank you, Gary. Appreciate
18 it.

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

21 MR. GALLEGOS: Good morning, Mr. Chairman,
22 members of the Board. Vinny Gallegos, Executive Director of the
23 Central Yavapai MPO. I'm glad to be with you all this morning.

24 Six months ago, we gathered in Yuma for the 24th
25 Rural Transportation Summit. Six months from now, we're happy

1 to be the host in Prescott to be the host for the 25th Rural
2 Transportation Summit October 16th through the 18th.

3 In the conversation that we're all having this
4 morning, I had the pleasure for the last six years of working
5 closely with Gary Knight. Mr. Chairman, you read off some of
6 his resume, but he also served on the Lake Havasu MPO Board, and
7 he served on our Central Yavapai MPO Board, and what I would say
8 in the six years I had the chance to work with him as the
9 director in Havasu and now the director in Central Yavapai, it's
10 everything that has been said and more. He was a leader. He
11 was a champion, and he was also a friend, which is a true blend
12 of all things.

13 And in that six years, he was always a phone call
14 away. If the meetings didn't conflict with another meeting, he
15 was in person. You know, he dedicated himself for -- I'll speak
16 for CYMPO recently, to be at our strategic planning retreats,
17 our meetings, and if he had a Yuma conflict, then he was there
18 virtually. So he was present. He was active. He took every
19 phone call, every text I sent him.

20 So with that in mind at the 25th summit, it's my
21 intentions to honor him at the summit. We will create an award
22 in his honor starting this year. He'll receive it in memoriam
23 this year, but it's our hope that the rural summit will continue
24 that on an annual basis, and we'll present that to
25 transportation champions throughout Arizona in his name.

1 So I would like to segue into getting you all
2 engaged in the agenda. We're developing the agenda now. Many
3 of you have participated. I look forward to your input. Call
4 me, send me an email, talk with me. We're working on a very
5 robust program. For those that may not be familiar, the Rural
6 Transportation Summit gives rural Arizona or Greater Arizona
7 outside the greater Phoenix and Tucson area a chance to come
8 together and set an agenda with you, our state legislators, our
9 local legislators. It's very valuable, very important, and this
10 is the 25th year of doing that. So that's critically important.

11 Seven years ago, when I was in Havasu, we started
12 a partnership with our tribal partners, and it has continued
13 ever since then. I just had a meeting with our tribal partners
14 through the ADOT office, working closely with them to create an
15 agenda for full engagement in Prescott. So we are -- I've been
16 in communication with Assistant Secretary Arlando Teller. He
17 has the intent to join us. And I would like to also thank our
18 ADOT Director Jennifer Toth for your partnership with ADOT,
19 standing side by side with CYMPO and the rest of us to develop a
20 very engaging program.

21 So over the next six months, please, by all
22 means, reach out to me. I look forward to creating a program
23 and be the host to all of you. So in the spirit of Gary Knight,
24 we'll continue championing all that we're doing. So again,
25 thank you all very much.

1 CHAIRMAN SEARLE: Thank you.

2 MR. ROEHRICH: Mr. Chairman, I'll go back to see
3 if Mr. Vela is here.

4 MR. VELA: Good morning, Chairman and
5 Transportation Board members. Thank you for both accommodating
6 me and for the time that you're allowing me right now. My name
7 is Homero Vela, and I'm here with County Manager (inaudible)
8 representing Gila County, and we're here to talk about the
9 different partnerships that we work with ADOT in Gila County.
10 We have a good number of them right now.

11 The first one that I'd like to talk about is the
12 Tonto Creek Bridge. That's a \$25 million federal grant and Gila
13 County local share initiative, and ADOT is helping us with that.
14 They are administering the grant and managing the project, and
15 I'm happy to report that the project is both on time and under
16 budget at this time. We're about 60 days away from completion.
17 We're planning a ribbon cutting ceremony on June 22nd, and we
18 would like to invite you to have -- we'll be sending you
19 invitations so that you can, if your schedule allows, be with us
20 and celebrate this accomplishment.

21 It's a great accomplishment, because it does two
22 things. One of them, it's going to actually save lives. The
23 other one is it improves the quality of life for the Tonto Basin
24 area in a tremendous fashion. So Tonto Bridge is a great
25 project that we have partnered together with.

1 Today, you'll also be looking at two contracts to
2 award there in Gila County. They're Highway Safety Improvement
3 Programs. They're federal funding. And again, that's the
4 reason why we rely and depend on ADOT to help us manage these
5 kinds of projects, where either federal funding is very
6 complicated or the complexity of the project, and rural counties
7 like Gila County really appreciate that.

8 So the last thing that I wanted to talk about is
9 Agenda Item Number 7 that's on your agenda. It's a SMART grant,
10 and somebody who came up with that was really smart, because it
11 actually allows counties -- rural counties to actually be shovel
12 ready so that we can go after federal grants. Recently, we
13 applied for a federal grant for this same project, and it came
14 back a negative because we don't have the document that says
15 here's what we need to do.

16 So the funding here is to design the
17 reconstruction of Russell Road. Russell Road, two miles of it
18 basically got obliterated with the drainage from Telegraph Fire.
19 It actually kind of wiped out the road. The road serves the
20 Miami-Globe area, various communities next to a hospital. It's
21 a secondary access to -- in case something were to happen to
22 US-60 that there was a blockage or something. It allows usage
23 of the Pinal wilderness area. It's an important road for us.
24 We've maintained it for 50 years, and with your approval of that
25 funding to design the road, we can move forward with the --

1 looking for federal money.

2 So those are the things I wanted to share. It's
3 about a partnership we enjoy with you, and we appreciate that
4 and want to again invite you to our ribbon cutting ceremony on
5 June 22nd. And with that, I will leave you with our
6 appreciation for the partnership.

7 CHAIRMAN SEARLE: Thank you very much. And, you
8 know, it's very seldom that government things are called smart,
9 so...

10 MR. ROEHRICH: Mr. Chairman, those are the
11 requests in person. Moving on to the ones online. As a
12 reminder, please raise your hand so the WebEx host can get you
13 unmuted.

14 Our first speaker is Ms. Jennifer Meader.

15 MS. MEADER: Hi, council chamber and everyone in
16 this meeting today. My name is Jennifer Meader. I live in
17 Colorado. I'm very happy to be here today. Thank you so much
18 for inviting me.

19 My concern actually is about State Route 95
20 between Parker and Lake Havasu City. My family lives in Lake
21 Havasu. There's been several fatalities on this stretch of
22 highway. Unfortunately, my family was involved in a head-on
23 collision where my niece's husband died and my niece was
24 severely injured. I feel like this highway is mostly two-lane.
25 Occasionally there's curves that were -- the limited sight

1 distance and it's very busy. Passing is very dangerous in a lot
2 of the areas on this stretch of highway, and with Lake Havasu
3 tripling in population, I think is only adding to the problem.
4 And I know it's a personal thing with me because of what
5 happened with my niece, who's 20, and her husband was also 20
6 and just got back from Iraq. He was in the Air Force, and
7 unfortunately died on this stretch of highway. I'm just curious
8 if there will be a study in that area or some funding for
9 improvements in the future.

10 CHAIRMAN SEARLE: Ms. Meader, we'll have to have
11 someone to get back with you on that. We really can't --

12 MS. MEADER: Thank you.

13 CHAIRMAN SEARLE: -- discuss items that are not
14 on the agenda, so we'll have -- someone from staff will get
15 back.

16 MS. MEADER: Thank you.

17 MR. ROEHRICH: Ms. Meader, do you have any other
18 comments?

19 MS. MEADER: No, not at this time. Thank you,
20 though.

21 MR. ROEHRICH: Thank you very much.

22 Our next speaker is Supervisor Ann English.

23 Ms. English. Oh, she's already raised her hand.

24 MS. ENGLISH: Can you hear me?

25 MR. ROEHRICH: Yes. Yes, Supervisor, we can.

1 Please make your comments.

2 MS. ENGLISH: Thank you. Chairman Searle, Vice
3 Chair Daniels, Board Members, Director Toth and staff, thank you
4 for the opportunity to speak with you today.

5 I was going to say that my -- my first comment
6 should be about my condolences to the Board on the death of Gary
7 Knight. Having met him a few years ago when he made the over
8 300-mile trip to Douglas for an ADOT board meeting, he showed me
9 that he was a rural ally, and we had no one to speak for us at
10 that time on the Board, and he took up the banner, as well as
11 some of the other people on the Board. So we'll always be
12 grateful for that.

13 Especially I'm here today to ask you for positive
14 consideration for Cochise County on Item Number 7. The Arizona
15 SMART grant is the next vital step in the partnership between
16 the City of Douglas, ADOT and Cochise County to get the
17 connector road funding for the new commercial port outside of
18 Douglas.

19 We have to submit a funding plan for the road to
20 GSA, who will be building the port, and the money is allocated
21 for that. To keep the progress continuing for the construction
22 of the port, we need to have this funding plan in place, and we
23 need this commitment from you on Item Number 7 for funding for
24 the SMART grant.

25 Economic development in southeast Arizona is

1 heavily dependent on this facility becoming a reality. Arizona
2 and the United States will benefit from this new facility, which
3 encourages trade with Mexico, our largest trading partners. You
4 have always been willing to work with us, and we're asking for
5 an additional commitment that will help us get the timing in
6 place and the funding plan in place so that GSA can keep moving
7 forward with this project.

8 And I thank you so much for all that you've done
9 for us in the past, and I'm sure that you'll be hearing from us
10 in the future as we try to put the little pieces together in
11 order to make this connector road a reality.

12 Having said that, remember, it's Item Number 7 on
13 the Cochise -- on the SMART grant, Arizona SMART grant for
14 Cochise County. Thank you very much

15 CHAIRMAN SEARLE: Thank you, Ann, and I
16 appreciate keeping your comments to three minutes, so... Next.

17 MR. ROEHRICH: Our next speaker -- our next
18 speaker is Mayor Donald Huish. Mayor Huish. Mayor, you are
19 unmuted. Please make your comments.

20 MAYOR HUIH: Chairman Searle, members of the
21 Board, Director Toth and ADOT staff, good morning. My name is
22 Donald Huish, and I'm the mayor of the City of Douglas.

23 First of all, I want to express my sadness at the
24 loss of our dear friend, Gary Knight. We were shocked by the
25 news and pray that his family and all his loved ones find peace

1 in their hearts and in the many memories he left with us. He
2 leaves behind a legacy of community service, charity of heart,
3 and passion for Yuma and Arizona. He will be greatly missed.

4 I'm here because later today you'll be
5 considering the (inaudible) SMART grant applications that are
6 critical for Cochise County and the City of Douglas. As you
7 know, the federal government is in the process of spending over
8 \$400 million for the Douglas two port solution, which includes
9 the construction of a new port of entry west of Douglas.

10 The General Services Administration has indicated
11 that for them to fully commit the funding for this project, they
12 need to see a funding path with the connector road. GSA is
13 concerned that the port will be built without a connector road
14 to the highway. Recent estimates point to a project that will
15 cost more than \$55 million. I know that the ADOT team is
16 working on options to reduce that cost.

17 To date, ADOT is bringing 1.5 million on the DCR
18 and environmental compliance, and the City received \$8.2 million
19 from the last year's state budget to help pay for the road.
20 Today we're going to be voting on a \$5 million SMART grant
21 application by Cochise County to pay for the design phase of the
22 connector road.

23 This is a critical step for the project, but also
24 an essential message to GSA that you, ADOT, Douglas, Cochise
25 County of Arizona are committed to making sure the connector is

1 completely -- completed in time for the service of the project
2 and secure the \$214 million that GSA was spending on the new
3 port. The ADOT grants team is working on a federal grant to pay
4 for the remaining balance needed for -- to pay for construction.
5 We are coordinating with our Congressional delegation to have
6 them encourage the U.S. Department of Transportation to award
7 the grant in due time.

8 The second SMART grant application for the City
9 is \$214,000 to use for our downtown revitalization project.
10 This is a critical project for our downtown merchants and retail
11 sector, as the federal government is also spending \$186 million
12 in modernization of the existing port for non-commercial
13 traffic.

14 I thank you for the consideration you give to the
15 County's and City's applications, and should they be approved,
16 I'd respectfully request the connector be placed in the five-
17 year plan. Placement of the project on the five-year plan will
18 show GSA the level of commitment needed to complete the new
19 commercial port of entry project. I thank you for your time and
20 your dedicated service.

21 CHAIRMAN SEARLE: Thank you, Mayor Huish.

22 MR. ROEHRICH: Our next speaker is Ms. Kate
23 Morley. Ms. Morley, please raise your hand.

24 MS. MORLEY: Members of the Board, I'm Kate
25 Morley. I'm the executive director of MetroPlan. I'm here

1 today to share the excellent news that Coconino County was
2 recently awarded its PROTECT application for the US-89 Post
3 Wildfire Resiliency Project in the amount of \$15.5 million, and
4 I want to extend my gratitude to the Board who made that
5 application possible through the award of the \$3.7 million SMART
6 fund grant so that the County could make that application and
7 have the match available for it.

8 A little bit about the project. US-89 Post-
9 Wildfire Resiliency Project is a crucial component of post-
10 wildfire -- sorry -- post-wildfire flood mitigation on US-89.
11 It's a huge win for rural communities who have to get to work,
12 school, medical care and flight staff from outlying areas in
13 Coconino County and on our tribal nations. 89 is also one of
14 two ways into Grand Canyon and other national parks, Utah,
15 Colorado, so an important part of the economy of the state of
16 Arizona, and Northern Arizona in particular.

17 We really couldn't be more excited about this
18 award. We look forward to working with ADOT staff to deliver
19 the project and really appreciate the SMART fund and the
20 (inaudible) the projects within the state of Arizona. So thank
21 you.

22 CHAIRMAN SEARLE: Thank you for your comments,
23 Ms. Morley.

24 MR. ROEHRICH: Our next speaker is Ms. Lucinda
25 Andreani. Ms. Andreani, please raise your hand

1 MS. ANDREANI: Floyd, can you hear me?

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

3 MS. ANDREANI: Wonderful. Thank you.

4 Good morning. My name is Lucinda Andreani. I
5 serve as deputy county manager and flood control district
6 administrator for Coconino County. And as Kate just indicated,
7 I'm just on this morning to say thank you. Thank you so much
8 for your support. This was the only project approved by the
9 Department of Transportation, only PROTECT grant that was
10 approved for this -- within the state of Arizona, and you know,
11 we all believe that that had a great deal to do with the support
12 from the State Transportation Board.

13 So I'm just here today on behalf of both the
14 County and the district to say thank you very much for your
15 support. We're very excited about moving forward with this.
16 This is a critical corridor for Northern Arizona. Tremendous
17 impact from the 13 closures that we had with the -- during the
18 monsoon season in '22, and we're very excited about moving this
19 forward and reducing those impacts and improving the public
20 safety, not only for the transportation corridor, but also the
21 surrounding area. So again, thank you very much for your
22 support and commitment to this very important public safety
23 project. Thank you.

24 CHAIRMAN SEARLE: Thank you, Ms. Andreani. And
25 it's -- it is good to hear that these grants are going in and

1 are successful. So appreciate the feedback from both you and
2 Ms. Morley.

3 MR. ROEHRICH: Mr. Chairman, those are all the
4 requests to speak that we received.

5 CHAIRMAN SEARLE: All right. And if there is no
6 other requests, I'm going to go ahead and close the call to the
7 audience. This takes us to the director's report. Director
8 Toth.

9 DIRECTOR TOTH: Good morning. Thank you, Mayor,
10 Council and staff for welcoming us to your city. We are very
11 happy to be here in Buckeye.

12 Next slide, please.

13 I'd also like to begin with condolences to the
14 Board Member Gary Knight's family and loved ones on behalf of
15 ADOT and also Federal Highway Administration. We were very
16 sorry to hear the news of his passing. We definitely wish
17 comfort and peace for his friends and family, especially his
18 children and his wife, Bonnie. He will be missed, and his
19 passion for transportation carries on in the projects that we
20 undertake every single day.

21 So let me transition and give you a brief update
22 on some projects. First, before I go to State Route 88, you did
23 hear today from the public comments that the contractor had a
24 breakdown on 347 that created some severe traffic issues. I
25 have asked staff to look at what happened and how we can do

1 things differently, and we will be working with the city and the
2 mayor to respond accordingly.

3 I'd like -- also now like to turn my attention to
4 State Route 88. I recently had the opportunity to visit the
5 section of State Route 88 that was damaged by flooding in 2019.
6 As you know, earlier this year, the Board approved a plan to
7 restore limited access to five miles of the damaged Apache Trail
8 while we seek funding for no more extensive (phonetic) upgrades.
9 That interim plan includes preliminary maintenance work, which
10 has started, along with contracted construction to be completed
11 in coordination with the U.S. Forest Service.

12 It was really great to be out there to really put
13 eyes on it and to understand the complications of the project.
14 As I mentioned, maintenance activity is underway. Just last
15 week when I was out there, the culvert pipes were being cleared
16 and road grading began in certain particular areas.

17 As for the contracted construction work, cultural
18 and biological reports are just being completed. Nesbitt
19 Contracting has been selected and will serve as the project's
20 coordinator. We're also beginning to prepare a public
21 communication plan related to the necessary closures that are --
22 will be required during construction as well.

23 Next slide, please.

24 So today we're wrapping up Work Zone Awareness
25 Week. This is a week that's especially important to us in

1 transportation, because it offers an opportunity for us to
2 amplify our year-round messages concerning work zone safety.
3 This week we've focused on getting the word out through media
4 interviews, news releases, message boards, social media, any way
5 we can to get that -- make it a fun public service announcement.

6 We've shared with the public that since 2019,
7 statewide law enforcement crash reports show that at least 59
8 people have been killed in a work zone-related crash along
9 Arizona highways, and that includes local streets. We do tell
10 drivers to always expect the unexpected in a work zone, to be
11 alert, to pay attention, and also to slow down. As you can see
12 in these photos, our teams really work to get the word out, and
13 we celebrate with a "Go Orange" day, usually on Wednesday the
14 week of Work Zone Awareness Week.

15 Next slide, please.

16 So staying on the subject of safety, I wanted to
17 make sure that you all were aware of several upcoming workshops
18 for our updates to the Strategic Highway Safety Plan, as well as
19 our Active Transportation Safety Action Plan. You're invited to
20 attend any of these, one or more of our stakeholder workshops.
21 We held our first one in Phoenix this past week, and we have an
22 upcoming workshop in Flagstaff, Tucson, and then also a virtual
23 one, as you see on the screen here.

24 As stakeholders, obviously, you should have
25 received information, and if you did not, please let me know so

1 that we can make sure that those occur. But if you need any
2 help in registration or anything, please, please let us know and
3 we can help you with that.

4 Additionally -- next slide, please.

5 Additionally, we have planned public meetings in
6 Phoenix, Flagstaff, and Tucson as well, and also virtually, and
7 you can see those dates and times and locations. And all this
8 information is available on adotsafetyplan.com.

9 Previously, I've shared with you that our goal
10 for the Strategic Highway Safety Plan is to reduce life-altering
11 crashes by 20 percent by 2030. That plan is based on a safe
12 system approach, which comes from the U.S. Department of
13 Transportation. It really emphasizes that we have a shared
14 responsibility for improving safety on roadways.

15 Our Active Transportation Safety Action Plan also
16 will be our first in Arizona. It combines the Pedestrian and
17 Bicycle -- and Bicycle Safety Action Plans, and it's focused
18 really on improving that safety for pedestrians and bicyclists
19 when they interact with the state highway system.

20 I will say that the important thing about the
21 Strategic Highway Safety Plan is it's not just ADOT's plan. It
22 really encompasses all the roadways, all the public roadways in
23 the state. So we need that stakeholder input and that
24 jurisdictional help to be able to reach that goal in reducing
25 the fatalities by 20 percent.

1 So finally, I want to give you an update on a few
2 recent grant applications. As you heard earlier, we submitted
3 two applications for the Congressionally-directed spending
4 funds, and one is for the Douglas International Port of Entry
5 Connector Road Project, as you heard about. Our preconstruction
6 activities on that project total cost of \$2.8 million.

7 The other application is for the Burnt Wells Rest
8 Areas Truck Parking Project, and that includes design, right-of-
9 way, construction of 103 additional commercial truck parking
10 spaces. In addition, we're preparing two applications for the
11 Multimodal Project Discretionary grants, in collaboration with
12 the local entities, and one being the Douglas port of entry
13 connector road for -- and that will be for the construction. So
14 we have one for the Congressional spending for the
15 preconstruction activities, and then the MPDG grant, which is a
16 federal grant for the actual construction.

17 The other grant that we're submitting for the
18 MPDG grant is on US-93, Gap A and also Vista Royale, which
19 includes construction of the remaining segments along US-93
20 corridor in the Wickenburg area.

21 So we will keep you updated as we hear back on
22 those grants. We're -- cross our fingers, knock on wood,
23 anything we can do to help to get those grant applications
24 approved.

25 So with that, I'll hand it over to Anthony for

1 our legislative report.

2 MR. CASSELMAN: Good morning. I do actually just
3 want to start very quickly with a great story about Board Member
4 Knight. I actually -- I had interacted with him multiple times,
5 but I saw him at the most recent Rural Transportation Summit,
6 and we sat down and talked for about an hour about
7 transportation funding. I don't think he -- I don't know that
8 he recognized who I was. I didn't bother to tell him. I just
9 sat there and listened to him, and I just thought in my head,
10 this is -- this is great. This is exactly what we need,
11 somebody who's willing to sit down and talk with anybody about
12 transportation issues, and specifically transportation funding.
13 So I always admired that about him.

14 I did want to provide just a quick update on the
15 legislative session. Today is the 103rd day of the legislative
16 session. Both the chambers this past week actually voted to
17 extend the session past that 100-day mark.

18 I do want to start off with some good news for
19 the State of Arizona. It's been alluded to a little bit here in
20 the meeting, but the SMART fund, on April 9th, Governor Hobbs
21 signed House Bill 2318 into law, which made a variety of
22 forms -- reforms to the SMART fund, including standardizing the
23 eligibility by clarifying that any entity eligible for a federal
24 Surface Transportation grant is eligible for the SMART fund.
25 This ensures that the tribes, COGs, MPOs, and regional transit

1 organizations are eligible for the SMART fund. The bill also
2 allows the State Transportation Board the discretion to
3 rebalance the available funding twice a year. I think that's a
4 really valuable provision that will allow us to better spend
5 that money.

6 We are very thankful for the partnership that we
7 had with the stakeholders on this bill. I especially want to
8 thank the Rural Transportation Advocacy Council, Kevin Adam, who
9 really lobbied the bill, and then Representative Tim Dunn, who
10 sponsored the bill.

11 The fiscal year 2025 budget. So the Legislature
12 has entered into a bit of a hiatus as budget discussions and
13 negotiations begin to ramp up. The Legislature has begun just
14 convening once a week as those -- just once a week to conduct
15 normal business, utilizing those other days to have budget
16 conversations.

17 Regarding the budget, it is important to note
18 that the Finance Advisory Committee did meet on April 11th.
19 That meeting is critical, as these forecasts essentially are
20 going to be used as the baseline for developing the next year's
21 budget proposal.

22 The Committee noted that the General Fund revenue
23 collection had improved marginally since the January meeting.
24 So that's good. As a result, the General Fund, the shortfall
25 revenue has -- the General Fund revenue shortfall, I should say,

1 has declined from 835 million to 650 million in FY 2024, and
2 then from 879 million down to 676 million in fiscal year 2025.

3 For the ADOT continuation, I will say the
4 continuation of ADOT and several other state agencies remains
5 unresolved. These issues will likely be discussed as part of
6 the overall budget negotiations. I would reiterate again,
7 though, that there has been no discussions about not continuing
8 ADOT. There have been different positions as to the time frame
9 for that continuation. So two years, four years, six years or
10 eight years is the typical numbers that are being discussed.
11 And then there's been a lot of discussions about the terms of
12 that continuation, but again, nothing to suggest that anyone is
13 interested in not continuing the agency.

14 With that, that concludes my update. I would be
15 happy to answer any questions.

16 CHAIRMAN SEARLE: Questions? Mr. Maxwell.

17 MR. MAXWELL: You know (inaudible) wants to have
18 a couple of questions.

19 So clarification. Obviously the change to the
20 SMART fund was signed into law, but it will not take effect
21 until 90 days after they have signed, correct? So at this point
22 we're still operating under the old rules.

23 MR. CASSELMAN: Mr. Chairman, Board Member
24 Maxwell, that's correct. And we don't have a specific date for
25 that yet, obviously, but as soon as we have that, we can share

1 that with you.

2 MR. MAXWELL: So -- and what are you hearing on
3 ADOT continuation? I understand that -- the two, four --

4 MR. CASSELMAN: Yeah.

5 MR. MAXWELL: -- six, eight point over the years
6 is one issue. Are the -- some of the other restrictions that
7 are being looked on ADOT either still seriously part of the
8 conversation or, in your opinion, do you think those will go
9 away as part of the budget negotiation?

10 MR. CASSELMAN: Yeah. In sense -- in the sense
11 of the timing, you know, I am hearing a lot more towards the six
12 and the eight year. Definitely hearing a lot of conversation
13 about a six year. I think the six years is kind of that happy
14 medium that, you know, the Democrats can live with, and on the
15 Republican side, they're kind of willing to go up to that six
16 year mark. So that's -- in sense -- in the sense of timing,
17 that's what I'm hearing.

18 As far as the restrictions, you know, they're
19 changing quite a bit as the bills were moving through the
20 process. So it was kind of -- you know, there was a lot of
21 things in the beginning, and then it was kind of honed down a
22 little bit. You know, I think that a lot of those restrictions
23 will be discussed as part of the budget negotiations, and I
24 think the majority of them will -- you know, our position,
25 again, has been that we would prefer the clean continuation, so

1 that's what we're going to continue to push for. I know the
2 executive -- the Governor's office is continuing to push for
3 that as well.

4 MR. MAXWELL: And then the last question is
5 regarding to the budget. There -- early in the budget
6 posturing, there was a discussion clawback of the transportation
7 funds that either hadn't been expended or projects that had not
8 been done from those named, you know, Legislature projects from
9 last year. Are you hearing about any of those funds that are in
10 danger of being clawed back? And specifically, if you've got
11 any insight, because I know the City of Douglas obviously is
12 asking for a SMART grant. They mentioned the 8.2 (inaudible)
13 given. Is there any fear that that will be clawed back as part
14 of the budge negotiation?

15 MR. CASSELMAN: Yeah. Mr. Chairman, Board Member
16 Maxwell, haven't heard anything specific to the Douglas port of
17 entry --

18 UNIDENTIFIED SPEAKER: Actually, I have, and I
19 think it's safe.

20 MR. CASSELMAN: Yeah.

21 MR. MAXWELL: Obviously, that's a huge one for
22 the State as well as the Interstate 10, which I understand is
23 also safe.

24 MR. CASSELMAN: Yeah. And Mr. Chairman, I
25 apologize. That's what I meant, as I haven't heard any

1 discussion as -- for that project as part of the clawbacks.

2 MR. MAXWELL: All right. Thank you. Appreciate
3 it. Thank you, Mr. Chair.

4 CHAIRMAN SEARLE: And just a comment, Andy. I --
5 this is April 19th. We just made it through April 15th, and I
6 know I sent a check, so maybe that deficit is not as bad as I
7 thought it was going to be, so... With that, continue.

8 MR. ROEHRICH: Got to sell a lot of pistachios to
9 make up the debt.

10 CHAIRMAN SEARLE: Oh, Jesse. I'm sorry. Go
11 ahead. (Inaudible.)

12 MR. THOMPSON: -- Board, I'm really happy that a
13 couple of individuals from Flagstaff made a comment about all
14 the good things that the SMART program is doing. I think the
15 more that those kind of statements are made, I think that will
16 excite even the Governor to continue -- even the Legislature to
17 continue this program. So does (inaudible) these projects
18 underway.

19 The other thing is that regarding the SMART
20 program, I'd like to say that we (inaudible) how the tribe will
21 forward their application for these SMART program funding. I
22 know that they probably have a different process (inaudible). I
23 know at the moment, there's at least a couple of tribes that are
24 working directly with the counties, are now seeing maybe a
25 little bit easier for them to award these directly themselves.

1 So I like to see that more. We do the outreach about these
2 changes. (Inaudible) so we can get more done. And I know
3 they're probably already talking about it, but I just -- I made
4 the statement. So thank you very much.

5 CHAIRMAN SEARLE: Is there anything else to the
6 director's report?

7 DIRECTOR TOTH: No, sir.

8 CHAIRMAN SEARLE: All right. Thank you very
9 much. And if there's no other questions, we'll not move to Item
10 Number 2, which is the district report. I believe that's going
11 to be presented by Bruce Fenske.

12 MR. FENSKE: Thank you.

13 Mr. Chairman, members of the Transportation
14 Board, welcome to the area. The west side of Buckeye is within
15 the Southwest District, and so SR-85, which is part of the
16 district, is only a couple of miles to the west. So we
17 appreciate the opportunity to update you on what is happening
18 within our district.

19 Currently under construction, we have ten
20 projects, which are taking place throughout the entire district.
21 They're listed here. I don't want to go through each of these,
22 but I did want to mention one project in particular.

23 This happens to be a project that Board Member
24 Knight was very fond of and he championed it, and I appreciate,
25 and the Southwest District and the residents of Yuma County

1 appreciate the support of the Board for this project. This is
2 Us-95 immediately north of Yuma. The project is from Rifle
3 Range Road to Wellton Mohawk Canal. We're expanding that to
4 five lanes, including putting a bridge across the Wellton Mohawk
5 Canal.

6 So currently the status of the project, the
7 bridge is nearly half built, with the concrete going to be
8 poured starting next week on half of the bridge, and the paving
9 is almost complete on the western half of the new highway. So
10 we're going to be shifting traffic over in a couple months so we
11 can complete the eastern half of the project.

12 Currently underway, we have a truck parking
13 availability project, which is part of a multi-state effort to
14 inform truckers of open spaces for them to get rest or take
15 sleep through -- from Texas to New Mexico, through Arizona, and
16 to California.

17 CHAIRMAN SEARLE: Actually, I saw in New Mexico,
18 they've already got the signs up identifying vacant spots.

19 MR. FENSKE: Yes.

20 MR. MAXWELL: Yeah.

21 MR. FENSKE: They're under -- they're already
22 constructed and open. California is still just finishing up on
23 design, and we're in the midst of construction right now.

24 Just south of Gila Bend, we have a pavement life
25 extension project that's going on. We just finished up with the

1 chip seal, and we'll be looking at the final coat microseal and
2 starting up within two weeks, which will be followed by
3 striping.

4 Also down in Gila Bend, we have ADA, the American
5 with Disabilities Act improvements. We're going to be going
6 through, and where we have the right-of-way, we'll be looking at
7 sidewalks and driveways to make them compliant with the Act.

8 Here's the list and location of all of our
9 pavement preservation projects, also known as mill and fills
10 throughout the districts. These are ones that are already
11 underway, as well as a couple of them which are just going to be
12 starting up following your approval a couple months ago on the
13 projects.

14 Coming up in the next couple of years, FY '24 and
15 FY '25, we have projects on both the state system as well as on
16 local roads. So here we have them color coded. The orange ones
17 are on the state system, and local projects are in the bright
18 yellow.

19 Also, in FY '25, we have some more projects
20 coming up spread throughout our district. Notice the local ones
21 down in Yuma County. This is only part of the ones for FY '25.
22 These are additional ones in FY '25. The local projects are
23 being funded with safety funds. So we appreciate the
24 opportunity for the local agencies to also improve their roads
25 and make them safer for the traveling public.

1 That's the update that I have for today, and so
2 if you have any questions, I'd be open to answering your
3 questions. Otherwise, I'll turn it back over to you,
4 Mr. Chairman.

5 CHAIRMAN SEARLE: Any questions for Mr. Fenske at
6 this time? Thank you for your report.

7 MR. FENSKE: Thank you.

8 CHAIRMAN SEARLE: Item Number 3, consent agenda.
9 Does any member want any item removed from the consent agenda?

10 MR. ROEHRICH: Mr. Chairman, if I may.

11 CHAIRMAN SEARLE: Yes, sir.

12 MR. ROEHRICH: Staff would like to request that
13 we remove Item 3B. It's a right-of-way resolution for
14 abandonment that some developments have recently been brought
15 forward that we need additional time to prepare. So unless,
16 obviously, other board members to have something to remove from
17 the consent agenda, I've asked to approve the consent agenda
18 with the exception of Item 3B.

19 CHAIRMAN SEARLE: All right. Thank you.

20 If there isn't, I would entertain a motion.

21 MR. MAXWELL: Mr. Chair, I move that we approve
22 the consent agenda with the exception of Item 3B.

23 MS. HOWARD: I'll second.

24 MR. MAXWELL: As presented.

25 CHAIRMAN SEARLE: All right. I have a motion by

1 Board Member Maxwell and a second by Board Member Howard.

2 As there really isn't any need for any
3 discussion, I -- just for -- to facilitate it with Board Member
4 Daniels being remote, I am going to kind of reverse this and
5 just ask if there's any opposition. So if there is any
6 opposition to this motion, I'd ask for a sign. Seeing no
7 opposition.

8 CHAIRMAN SEARLE: All in favor.

9 BOARD MEMBERS: Aye.

10 MR. ROEHRICH: I think we need to get an aye --

11 CHAIRMAN SEARLE: Go ahead.

12 MR. ROEHRICH: -- identified. Now, I don't think
13 there's any need to do anything else.

14 CHAIRMAN SEARLE: Okay. Very good. The motion
15 passes unanimously.

16 Let's go ahead and move to Item Number 4, which
17 is our financial report by Ms. Kristine Ward.

18 MS. WARD: Thank you. Good morning, Board
19 Members.

20 First, regarding the loss of Mr. Knight, I would
21 like to say I will miss him. He was -- he was a model for
22 public service, and he had a lot of courage. He would come and
23 talk to me about things that folks -- other folks would not,
24 which would be with regards to dealing with transportation
25 funding. He had ideas, and he wanted to try and really address

1 that issue, and I appreciated that. So I'm sure he's here for
2 this financial report, because he loved them.

3 All right. So let me see here.

4 This will be a pretty brief report. It's a
5 pretty event- -- fortunately, it was an eventless month with
6 regards to the finances, and I really appreciate that.

7 So HURF revenues are right within the forecasted
8 range. We've collected about \$1.3 billion year to date. All
9 the categories, the categories of revenue were fairly just
10 moderate in nature. We had one outlier, and I will presume it's
11 because you all went and bought new cars or something along
12 those lines, because VLT went shooting through the roof. When
13 we dug into that, what we found is that's the result. It's a
14 timing issue, some where we had -- it actually should have been
15 recognized in the preceding month. So it was a delayed
16 reconciliation, but that's the only real significance in this
17 month's report.

18 Moving on to the Regional Area Road Fund, RARF is
19 a little above forecast with \$500 million collected year to
20 date. Nothing of significance to report in the individual
21 categories for the month of February. Just no big story here.

22 So with that, I have nothing further to report,
23 and I'd be happy to take any questions.

24 CHAIRMAN SEARLE: Any questions for Kristine at
25 this time? Mr. Maxwell? Just a comment (inaudible).

1 MR. MAXWELL: Just say that may have been one of
2 the most boring financial reports I've ever seen. That
3 (inaudible) --

4 MR. ROEHRICH: Wait a minute. I thought I had
5 that distinction.

6 MS. WARD: Oh, we're --

7 MR. MAXWELL: Oh, there are exceptions to the
8 rule.

9 MR. ROEHRICH: Okay.

10 MS. WARD: I will work on that, Mr. Maxwell.

11 CHAIRMAN SEARLE: Let's bring this meeting back
12 to order again.

13 MS. WARD: Thank you.

14 CHAIRMAN SEARLE: All right. Where's my gavel
15 when I need it?

16 Item Number 5. Mr. -- Paul, you are on the --
17 you're on the podium now.

18 MR. PATANE: Well, hopefully not too long,
19 though.

20 Good morning, Mr. Chair, Board Members, Chairman
21 Searle. Thank you for having me today and to provide the
22 Multimodal Planning Division report. Excuse me.

23 So today, we'll cover the transportation -- the
24 tribal transportation update. We'll give you a little overview
25 of the public comments received to date related to the tentative

1 2025-2029 Five-Year Program, then just kind of building out the
2 last meeting, we wanted just to give you a little overview of
3 the project programming process to see if there's any questions
4 or we answered the questions that came up from the last meeting.

5 So just to touch on our planning to programming a
6 little bit here for the 2026-2030 cycle -- see, we're already
7 working on the tentative program, plus we're going to build and
8 do some of the preliminary work related to the 2026 program. So
9 we're -- a lot of the preliminary work is reaching out to the
10 tribal communities, making sure they understand the call for
11 projects process, and that way we can help address some of their
12 needs when they can submit for projects to the district or the
13 NPO or COG.

14 And so we met with so far the Salt River Pima
15 Maricopa Indian Community and Hualapai Tribes have submitted
16 project nominations. So that's an ongoing activity that we'll
17 keep pursuing and (inaudible).

18 Then just kind of building off some previous
19 meetings where we talked about the safety roundtable. Those
20 conversations continue to happen. Our tribal liaisons, both
21 Paula Brown and John Steener (phonetic), are doing a great job
22 in keeping this moving forward. So we're still looking at the
23 May time frame to have the roundtable, and working with just the
24 tribes as it relates to transportation safety, making sure we
25 get the participation during the summit and roundtable. So

1 making sure that some of their needs are heard and concerns
2 voiced.

3 Then to some of our ongoing meetings, our
4 (inaudible) staff and others meet regularly throughout the
5 months in between board meetings, working with our tribal
6 partners, both in operations and just areas related to, like
7 still -- we're really working hard with some of them on the --
8 getting the TraCS system where they -- we get the data from the
9 tribal law enforcement to help us identify the appropriate
10 countermeasures for the types of crashes. And so we're working
11 with San Carlos Tribe on the recent road safety assessment that
12 was conducted and looking forward. Hopefully those -- some of
13 those projects make it into the P2P program for consideration.

14 On this, then additional outreach, our tribal
15 liaisons did work with the ASU professor of American Indian
16 Studies, and our team did a presentation on infrastructure
17 within tribal infrastructure and federal lands, and so in a
18 previous year, we worked with the students to discuss ADOT --
19 how ADOT works with the tribes in Arizona to build and maintain
20 the transportation system. So just a good outreach effort there
21 to try to encourage and inform others about all the
22 transportation services that ADOT provides.

23 Then just a little bit on a summary of public
24 comments received to date on the tentative five-year program.
25 Just real quick, where we're at in the process. Again, we're --

1 the tentative program dropped for public comment. Next month is
2 the scheduled public hearing, but as you can see, as I mentioned
3 earlier, we're working on a call for projects for the next P2P
4 cycle as well. So there's a lot of activity in our programming
5 section within the division.

6 So some of the public comments received to date.
7 Well, so far we've done one news release. We've done two
8 GovDelivery email notices, which issued to nearly 13,000
9 subscribers. We've done the social media posts on Facebook and
10 Twitter, then our ADOT website as well.

11 And so as you can see that the box on the left,
12 some of the comments received to date on the tentative program,
13 a total of 530, and it tells you, you know, how the split was as
14 far as -- as far as they received email or online or et cetera,
15 as far as other comments. Then they're categorized on the right
16 by -- 450 were related to highways. We have 11 to transit, one
17 for airport and others as well. So still soliciting those
18 comments, and try and get the word out to hear from the public.

19 And so, some of the routes we received, the --
20 some of the major public theme and comments. SR-347, as far as
21 the widening and improvements there. Then there were
22 Interstate 10. From -- in Maricopa County region, we had
23 comments related to improvements of the Jackrabbit Trail
24 intersection, the TI there, and also widening of I-10. Then
25 also comments from the La Paz County area related to widening of

1 I-10 to the California border. Then we heard from folks in Pima
2 County related to the -- one of the biggest projects in that
3 region, the Country Club to Kino TI project, along with Cochise
4 County, where there were comments related to some operation
5 issues associated with the Skyline Road interchange as far as --

6 CHAIRMAN SEARLE: And Paul, to follow that, that
7 is a valid issue along with the (inaudible) which is right next
8 to (inaudible).

9 MR. PATANE: Then also on -- we had 19 comments
10 related to US-60 as far as widening and resurface. 60 from the
11 Loop 303 to Wickenburg. Then also improvements to the East
12 Valley from Mesa to Gold Canyon, referencing a bypass. Then on
13 Interstate 17, there was 10 comments from -- both from the
14 Maricopa and Mojave County region. Comments related from
15 improving the stack on I-10 and I-17, along with system
16 interchange at I-17 and the 303. And for Mojave County region,
17 extend I-17 widening to Cordes Junction at State Route 89, and
18 other concerns with pavement conditions.

19 And so just a little -- you received the Excel
20 file related to the Board comments, and this provides a little
21 tutorial to help you navigate through that. As you can see, the
22 highlighted, the Board summary, then the responses. Then as you
23 can see the tabs on the bottom there break out each comment by
24 route, and so those -- hopefully, if you're interested in a
25 certain location, you can work through the Excel file, and if

1 you have questions always -- on any of these items, they're
2 always high level, but if you'd like for MPD staff to get into
3 the weeds of any of these at any time, just reach out and we can
4 make those meetings happen.

5 Any questions on the MPD update?

6 CHAIRMAN SEARLE: Mr. Maxwell.

7 MR. MAXWELL: Yeah, Paul. So, obviously, the
8 comments are a key part of feedback into the five-year plan, and
9 at the last board meeting, when we had -- we had the opportunity
10 to go out and take a look and actually experience the run-in
11 distances to get on I-10, at Pinal Park Road.

12 UNIDENTIFIED SPEAKER: Airport.

13 MR. MAXWELL: Airport. Airport. Pinal Park
14 Airport Road. Have -- did we receive and do you know if there's
15 been any comments or feedback regarding those issues? And I
16 know a lot of times it's comments about the five-year plan, but
17 (inaudible) the process that people who want to see something
18 put into the five-year plan would also, even if it's not in
19 there, make comments regarding that.

20 MR. PATANE: You have the opportunity to provide
21 comments, and some -- and a lot of times we do get, like,
22 operational-type comments, and then that does ring a -- set a
23 trigger for us to go out and do some field reconnaissance as far
24 as operations of certain locations.

25 MR. MAXWELL: Yeah. I think it might be

1 important that we start kind of tracking some of the -- I mean,
2 obviously, TIs are one of the most important things we update
3 and improve, and that's -- there's more usage and more growth,
4 and (inaudible) regarding (inaudible) Cochise County, but you
5 might want to start taking a look at where those TIs have true
6 safety issues as well.

7 MR. PATANE: Okay. Thank you.

8 CHAIRMAN SEARLE: And in that case, it's not so
9 much the TI which is expensive. It's just -- it's extending
10 the --

11 MR. MAXWELL: Run-in.

12 CHAIRMAN SEARLE: -- the access.

13 MR. PATANE: Yeah. The acceleration ramps.

14 CHAIRMAN SEARLE: Yeah.

15 MR. PATANE: I understand.

16 MR. MAXWELL: It worked fine if you were driving
17 one of the Lucid cars or one of those, but --

18 MR. PATANE: Yeah.

19 MR. MAXWELL: -- driving a car with a little
20 slower acceleration is pretty dangerous.

21 CHAIRMAN SEARLE: Like yours?

22 MR. MAXWELL: I believe my car pulled away from
23 yours when we were getting (inaudible).

24 CHAIRMAN SEARLE: Any other comments or
25 questions? Jesse.

1 MR. THOMPSON: Chairman, Board Members and the
2 audience, I represent Apache County, Navajo and Coconino County.
3 There are other smaller counties as well. It appears to me that
4 they're all satisfied with the five-year plan or that we need to
5 get more work to them to see how (inaudible) on the five-year
6 plan. Just a comment.

7 MR. PATANE: Thank you.

8 CHAIRMAN SEARLE: You got a question? Paul, I've
9 got one, and this might be appropriate for the folks that are
10 pushing for the 347 as well, and that's going back to the
11 connector road for the Douglas port. There's the request to see
12 these items put into five-year plan, but one of the restrictions
13 that we have is they have to be funded. They have -- and since
14 these projects don't have designated funding right now, is there
15 any other type of plan that we could put these projects in that
16 would at least give the communities -- I don't want to say the
17 word hope, but at least an encouragement that they are on our
18 radar, that we are going to be addressing?

19 MR. PATANE: You know, I think some of the
20 projects that have the regional significance and their priority
21 for the region, for the state and for the Board, there's avenues
22 where you can show a project that's unfunded in the program,
23 it's called illustrative project, but it (inaudible) it as a
24 project of significance that makes it to the program. It's an
25 unfunded need is what...

1 CHAIRMAN SEARLE: And I think that would be very
2 appropriate for both the Douglas project and the 347. At least
3 let the -- our constituents know that they've been heard.

4 MR. PATANE: Understood, Chairman, Board Members.
5 And it is our intent, we're in the process of brainstorming
6 those projects that we want to put in the project as
7 illustrative, and those will be presented to the Board during
8 the study session in June.

9 CHAIRMAN SEARLE: Okay. Thank you.

10 If there are no other questions or comments,
11 Paul, you're going to go ahead and move to --

12 MR. PATANE: I think --

13 CHAIRMAN SEARLE: -- the next item, which I've
14 kind of lost track where we're at.

15 MR. PATANE: No, I'm still doing my part of the
16 update.

17 CHAIRMAN SEARLE: Okay.

18 MR. PATANE: Yeah.

19 CHAIRMAN SEARLE: Okay.

20 MR. PATANE: So now we're -- questions on the
21 tribal portion of it? Just one presentation with multiple
22 topics.

23 MS. HOWARD: Paul, I apologize. I do have one
24 question.

25 MR. PATANE: That's fine.

1 CHAIRMAN SEARLE: Ms. Howard.

2 MS. HOWARD: Back several slides ago, there was
3 a -- you spoke of a safety (inaudible). Could you elaborate on
4 that a little bit?

5 MR. PATANE: I don't have the details. They did
6 a road safety assessment, and typically what we do in a road
7 safety assessment, say we have -- we get a project team, they
8 look at -- say this particular incident, there was an
9 intersection. So you have a diverse traffic team, not just ADOT
10 staff, but with other locals, and they kind of do evaluations
11 over the intersection. And so the study will provide
12 recommendations, you know, for types of countermeasures to
13 improve some of the issues associated with the -- with the
14 intersection, if there is. And so we can provide an update at
15 the next meeting as far as results of that RSA or give you the
16 status of it.

17 CHAIRMAN SEARLE: So that takes you to last
18 minute items, I think.

19 MR. PATANE: No,

20 CHAIRMAN SEARLE: No.

21 MR. PATANE: No.

22 MR. ROEHRICH: I don't know -- that might -- I
23 think that was less a question than maybe a suggestion.

24 MR. PATANE: I'm game either way. (Inaudible)
25 box here.

1 So just an overview of the project programming
2 process. Just kind of wanted to touch on how projects get into
3 the program, and there's typically three ways projects get in
4 the program. Those are by our competitive programs. Those are
5 by the planning to programming process, which is part of the
6 P2P. Then we also have the ADOT subprograms.

7 So these are our competitive programs. I think
8 you've heard on various times we've talked about each one of
9 these, but, you know, we have the Highway Safety Improvement,
10 which is the biggest pot, all the way down to the Off-System
11 Bridge, with the two programs, both that -- one requires a match
12 and one doesn't. All these are geared for local projects, only
13 the Highway -- the Safety Improvement, ADOT is eligible but it's
14 a competitive, so we're competing statewide with all of the
15 local agencies as well, but the size of the program is -- for
16 this -- for this year is 92.6 million. Then down below, you can
17 see the process, how the cycle goes as far as we do application
18 rounds, we score the projects. They become the prioritized
19 list, which the Board sees and approves. Then finally we get
20 into the execution of a contract and the project begins. So
21 that's a brief overview of the cycle, there are four competitive
22 programs.

23 So next, we have the subprograms, which is part
24 of the five-year program. When you look through the five-year
25 program, you'll see a couple pages with all the various

1 subprograms that we have, and so they're based on -- the
2 subprograms are geared for projects along the National Highway
3 System, and throughout the year this -- some of the projects are
4 generated from these subprograms.

5 Typically, if -- on a line item, we have line
6 items or -- that are part of the program, but when there's
7 additional funding still remaining, it goes into the subprogram,
8 and we create new projects throughout the year as they become
9 eligible. But the process there on the bottom, projects are
10 identified, we have the internal technical review, which is a
11 subprogram, managers and the technical staff. It goes through
12 PPAC, and eventually, with the Board approval, then we execute
13 the contract -- or the contract is selected and executed. Then
14 we begin the project.

15 And we'll touch on the final -- the third method.
16 Projects get into the program is the P2P process, and again, we
17 shared this slide a couple of times where, you know, the link
18 between the Long-Range Transportation Plan, which gives us
19 recommended investment choices, and those recommended investment
20 choices projects are generated through the planning and
21 programming process. Then they are -- then they become part of
22 the tentative program, which the Board approves every June.

23 Why do we do P2P? There's both federal and state
24 statutes, and federal regulations require us to do the planning
25 to programming process. You've seen this a couple times. This

1 is just an overview of the P2- --

2 CHAIRMAN SEARLE: This is just an example of why
3 it's so hard to get anything in here. (Inaudible.)

4 MR. PATANE: It flows real well. It flows real
5 well.

6 MR. ROEHRICH: It just doesn't flow fast.

7 MR. PATANE: Yeah. (Inaudible.)

8 CHAIRMAN SEARLE: Go ahead. Go ahead
9 (inaudible). I'm sorry.

10 MR. PATANE: But just wanted to highlight where
11 we're at. You know, we're in the project nominations. We're in
12 the April time frame where we're working with the Board, the
13 COGs, the MPOs, the tribal -- our tribal partners and the
14 districts. Then we have, you know, ongoing early coordination,
15 just getting all the meetings set up. We're doing field visits
16 as we speak, and it's an ongoing preparation to get those where
17 we shoot for June where the actual nominations come in that gets
18 scored and evaluated.

19 CHAIRMAN SEARLE: Mr. Maxwell.

20 MR. MAXWELL: Paul, I've got one quick question.
21 So low performing projects, top performing, is that purely based
22 on the ratings that they give through -- our data through the
23 process, or what defines a low performing project versus a top
24 performing project?

25 MR. PATANE: Well, it's based on the scoring.

1 MR. MAXWELL: So it's based on the scoring
2 (inaudible).

3 MR. PATANE: Yeah.

4 MR. MAXWELL: Okay. Thank you.

5 MR. PATANE: Because the -- when -- because the
6 projects can get back in the system and be evaluated, because
7 sometimes you -- it may change the scope or modify the project.

8 MR. MAXWELL: And that decision to put it back
9 into the system resides with the folks who have submitted it the
10 first time? I mean, it doesn't just sit in a loop forever?

11 MR. PATANE: No. It gets -- whoever -- typically
12 (inaudible) champion if the district or the MPO are doing the
13 submittal, they'll resubmit it.

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

15 MR. PATANE: So just a little more in depth on
16 the overview of the scoring, you know, projects that we have the
17 four categories that we score through the P2P. We have the
18 pavement preservation. You can see our annual investment target
19 with the '25-2029 program, tentative program is 390 million.
20 That we look at bridge preservation. Our investment target with
21 the funding there is 60 million, modernization at 132 million,
22 then the expansion hasn't been determined at this time. But
23 those (inaudible) the scoring gives you a breakdown of -- we
24 have technical scoring. Then we have the district scoring,
25 along with the policy score, and I'll run through those real

1 quick.

2 So on the pavement preservation category, these
3 are activities that improve or sustain the condition of the
4 transportation facility to the state of good repair as far as
5 our pavement. Then on the right are the different types of work
6 types, you know, fog, chip seal, cape seals. You can see those.
7 Then this is how the scoring is broke down. As you can see, the
8 technical score is at 51 percent. The district score at 40
9 percent, and the policy score, which has two parts, is
10 disadvantaged communities and if it's a scoped project from the
11 previous P2P cycle.

12 Then we look at how the scoring for bridge
13 preservation is broke down. You know, bridge preservation
14 activities that improve or sustain condition of the state of
15 good repair again. That's the key word, state of good repair.
16 Work types there on the blue on the right.

17 And as far as the scoring, technical and safety
18 is 60 percent. Then we have the district score of 30 percent.
19 Then the policy score, and we have -- this case, we have -- if
20 it's on the freight percentage, the truck factor comes into
21 play, the functional classification of the roadway. Then again,
22 as far as the -- if it's in a disadvantaged communities area.

23 Similar to modernization, those are improvements
24 that upgrade the efficiency and functionality of the safety
25 without adding capacity. These are like spot improvements-type

1 projects, and you can see the scoring breakdown on the left
2 there. Again, safety is a little bit heavy factor there, and as
3 you can see, the safety score is broken down throughout based on
4 fatalities, serious injuries.

5 Then the expansion, expansion projects are those
6 that add capacity, and so there's a breakdown of the scoring of
7 the technical score of 50 percent, followed by the district
8 safety score and the policy score as well. And some of the work
9 types include, you know, new lanes, you know, like I-10, the
10 expansion there that we're doing, along with adding interchanges
11 or upgrading interchange -- other capacity along the state
12 system.

13 So this is, again, a timeline. The call for new
14 projects is from May to June. The project rankings will occur
15 throughout up to August. We'll have our workshops through
16 September. Then the final P2P list goes to -- comes to our
17 programming team in October. Then we work and prepare the
18 tentative program that we present every February to the Board.
19 So that's kind of the process.

20 So I get up here and get to speak, but those who
21 actually do all the work, those are two key members of the
22 planning and programming team. And so if you, you know, need to
23 reach out and we get specific detailed questions, you know, feel
24 free to call me and we can include Lisa and Jason as
25 appropriate. That concludes the update.

1 CHAIRMAN SEARLE: All right. Thank you,
2 Mr. Patane.

3 Ms. Daniels, are you still with us? Just making
4 sure...

5 MR. ROEHRICH: She's still on online. Yes, sir.

6 CHAIRMAN SEARLE: Okay. Very good.

7 Any -- and I'm assuming no other questions?

8 All right. Move on to your next item, Paul.

9 UNIDENTIFIED SPEAKER: Your mic might be off,
10 Chairman Searle.

11 CHAIRMAN SEARLE: Oh, it is off. Thank you.

12 Sorry about that. I appreciate that. Thank you.

13 All right. With that, your next item, Paul,
14 which is, I believe, 6.

15 MR. PATANE: Yes, sir.

16 Okay. So Item 6 is our project modifications and
17 new projects from our Priority Programming Advisory Committee
18 recommendations. So we'll start off with project modifications.

19 So Chairman Searle, Board Members, for your
20 consideration, changes to the 2024-2028 Five-Year Transportation
21 Facilities Construction Program, Items 6A through 6U project
22 modifications.

23 CHAIRMAN SEARLE: Are there any questions on any
24 of these items? Mr. Meck? Mr. Maxwell?

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

1 I've just got one question, because, you know,
2 every time I think I've caught up to speed on everything that
3 you guys do, I get confused, and so can you explain to me what a
4 subphase project is?

5 MR. PATANE: Yeah.

6 MR. MAXWELL: There's some on (inaudible). I
7 don't need (inaudible) what a subphase project is.

8 MR. PATANE: Well, we have different phases like
9 design is a subphase. Construction is a subphase. Right-of-way
10 is a subphase. And so when you look at the project numbers up
11 on -- typically on the PR- -- the PRB, sheets, number 13 tells
12 you the different phases, like 01D is design. 01C is
13 construction. Then we have 03D for staff charges. And so those
14 are just different areas. How we -- we separate out the money
15 so you can get, you know, detailed transparency of where the
16 dollars are going.

17 MR. MAXWELL: Thank you, Paul. That's the first
18 time I had seen an 01 -- using the 01 nomenclature to break them
19 out versus the verbiage of what it is like (inaudible). So
20 thank you.

21 CHAIRMAN SEARLE: And on that note, Mr. Maxwell
22 and Mr. Patane, there is some confusion, because we'll have
23 multiple requests on the same project. Some of these -- and I
24 don't have them listed out, but they're different phases on the
25 same project. And it would be, it would be probably easier for

1 us if there was a way of combining those. Because ultimately,
2 you may have three presentations on three different phases on
3 one project, and the odds of us saying no to one of multiple
4 probably won't happen. And it might simplify the approval
5 process if we could combined them -- or it's something I would
6 ask you to look into. That's all.

7 MR. PATANE: And we tried to do that on the
8 photos or the maps here. As you can see, when these are still
9 project modifications, but when we get to -- still project
10 modifications. I think it shows up on this one.

11 CHAIRMAN SEARLE: (Inaudible.)

12 MR. PATANE: Yes. Yeah. Well, here where we
13 have two, like, 6Z and 6AA, that's one project but two different
14 phases, and so they have to be set up in the system of two
15 different phases for project accounting.

16 CHAIRMAN SEARLE: Understood. But if there was a
17 way of combining, it would probably make everybody -- this side
18 of the approval process a little more smoother. So anyhow, if
19 you would ask and just look at (inaudible).

20 MR. PATANE: Yes, sir. Understood, Mr. Chairman.

21 CHAIRMAN SEARLE: So getting back to that, if
22 there's no other questions on 6A through 6U, I would entertain a
23 motion.

24 MS. HOWARD: So moved. (Inaudible.)

25 CHAIRMAN SEARLE: I have a motion by Ms. Howard.

1 MR. MECK: Second.

2 CHAIRMAN SEARLE: Second by Mr. Meck.

3 I'm going to go ahead and ask if there is any
4 opposition to the motion. And if there's no opposition, all
5 those in favor say aye.

6 BOARD MEMBERS: Aye.

7 CHAIRMAN SEARLE: Please note, Mr. Roehrich, that
8 it was unanimous.

9 MR. ROEHRICH: Yes, sir.

10 CHAIRMAN SEARLE: Let's go ahead and go to the
11 next set of items, which I believe is 6V through 6I -- II.

12 MR. PATANE: Yes. These are -- Chairman Searle,
13 Board Members, for your consideration, changes to the 2024-2028
14 Five-Year Transportation Facilities Construction Program. I'm
15 going to break it up in two sections so it's not too confusing.
16 Items 6V through 6Z, and Items 6AA through 6II are new projects.

17 CHAIRMAN SEARLE: (Inaudible) next screen on
18 the...

19 MR. PATANE: (Inaudible.) Yes.

20 CHAIRMAN SEARLE: There you go.

21 Are there any questions on any of these projects?

22 MR. PATANE: You told me to do that?

23 MR. ROEHRICH: Paul, you're asking --

24 MR. PATANE: No.

25 MR. ROEHRICH: Paul, you're asking them to

1 approve all of the modifications, 6B through 6III.

2 MR. PATANE: Yes.

3 CHAIRMAN SEARLE: That's correct. That's what's
4 in front of us here.

5 So are there any questions on Projects 6V through
6 6II? There are quite a few of them. Seeing no questions, I
7 would entertain a motion

8 MR. MAXWELL: Mr. Chair, I move that we approve
9 Items 6V through 6II.

10 CHAIRMAN SEARLE: Okay. I have a motion by
11 Mr. Maxwell.

12 MR. THOMPSON: Second.

13 CHAIRMAN SEARLE: And a second by Mr. Thompson.
14 Okay.

15 So with that, is there any opposed to the motion
16 in front of us? Hearing no opposition.

17 All those in favor say aye.

18 BOARD MEMBERS: Aye.

19 CHAIRMAN SEARLE: Chairman votes aye. Item
20 passes unanimously.

21 All right. Next item, Mr. Patane. Item 7.

22 MR. PATANE: Thank you.

23 Chairman Searle, Board Members, today we'll talk
24 about the AZ SMART program, and today we have four applications
25 for you this month. And I won't go into a lot of detail.

1 Anthony gave an update on House Bill 2318. I'm just going to
2 touch on a few other areas just to emphasize and we definitely
3 can have follow-up conversation on this as well.

4 A couple areas that I wanted to focus on was the
5 types of applicants. Okay. We're -- before only cities and
6 towns and counties were eligible. Now any applicant eligible
7 for a federal discretionary grant is eligible for AZ SMART.

8 CHAIRMAN SEARLE: Is that going to be
9 different -- are we going to stay with the same categories or
10 we're going to have different pots for the different entities?

11 MR. PATANE: The intent is to have the same
12 categories.

13 CHAIRMAN SEARLE: Okay.

14 MR. ROEHRICH: But I do think, Mr. Chairman, your
15 point, one issue is the Board did adopt a policy regarding how
16 the AZ SMART -- how you would go through the process as guidance
17 to staff. I think because of this, we would need to make a
18 modification. So I see us coming back with some modification to
19 the policy. That would be aligned with the new legislation. So
20 that would be an issue at a future board meeting.

21 CHAIRMAN SEARLE: All right.

22 MR. PATANE: Correct.

23 CHAIRMAN SEARLE: Mr. Maxwell.

24 MR. MAXWELL: Floyd, I appreciate that as well,
25 because obviously, it's about doing things I heard in the

1 earlier comments about (inaudible) the tribes and some others.
2 So they're words that fit in our current policy. We've got to
3 figure out a way to make that fit.

4 I guess my big question is we've talked about --
5 we've talked about (inaudible) expanding more (inaudible) any
6 entity that was eligible prior to this, because again, we were
7 talking about being a -- SMART rural transportation, but any
8 that was -- that's currently eligible, who is no longer eligible
9 with these changes?

10 MR. PATANE: To my knowledge -- I'll check with
11 my subject matter expert there -- no, not at this... Yeah.

12 MR. MAXWELL: Okay. Thank you. Mr. Chair.

13 MR. PATANE: Then a couple other items I wanted
14 to point out as part of the House bill. The Board can identify
15 and give preference on the factors it deems appropriate instead
16 of the two current factors, the matching funds and project
17 partners. One of the biggest -- the authority -- I think
18 Anthony touched on this -- is that every -- each January and
19 July, if the Board chooses, they can rebalance the categories of
20 each of the programs. And finally, if the vote were -- we ran
21 into one, I think, one occurrence is where local agencies are
22 going after multiple sources of funding. Okay? And in some
23 cases, they were successful. So if they receive additional
24 funding in addition to what the SMART fund is, we were going
25 to -- (inaudible) asked is that we rescind the SMART fund

1 (inaudible), like, double funding sources. And so it's -- you
2 know, I think you're circumventing the system in a way if -- you
3 know, if you got double funding for the same request, if you got
4 approved for two types of funding sources.

5 CHAIRMAN SEARLE: That's in -- that's in the
6 legislation?

7 MR. PATANE: Yes.

8 So we'll move on to these actual -- the four
9 applications today. The four new ones are associated with the
10 RAISE and the Rural Surface Transportation grant program.

11 The first one is for the Town of Clarkdale. The
12 town has requested 280,000 for design and other engineering
13 services. The project will fund new multi-use paths and
14 sidewalks. It will increase the multimodal access around
15 Clarkdale, along with connect Upper Main Street and Cement Plant
16 Road to Highway 89A. The applicant intends to be the direct
17 recipient if allowed under the NOFO, and they plan to pursue a
18 2025 RAISE grant.

19 The next application is from Gila County. The
20 request is for 1.041 million for design and engineering
21 services. The project will provide safe access to the Pinal
22 Mountains, improve the only alternative route from Globe to
23 Miami, and also move two miles of flood damaged roadway away
24 from the Russell Gulch to improve roadway resiliency. Applicant
25 is requesting ADOT to administer the program, and we heard from

1 the community's -- from their -- from representatives from Gila
2 County, and they also intend to pursue a 2025 RAISE grant.

3 MR. MAXWELL: And the amount of this one?

4 MR. PATANE: The amount of -- the amount is
5 \$1,041,199.

6 Next we have the City of Douglas. Their AZ SMART
7 request is for \$214,000. That's for design and engineering
8 services. The intent, to revitalize the streetscape. The
9 project will expand sidewalks, create features,
10 telecommunications, new landscaping and irrigation, along with
11 decorative site amenities. The applicant intends to be a direct
12 recipient. They are planning to pursue a 2025 Rural Surface
13 Transportation grant.

14 Next we have Cochise County. Their request is
15 4.4 million for design and other engineering services. The
16 project has helped facilitate the final design for the connector
17 road for the new commercial port of entry being planned. The
18 City of Douglas is also contributing \$500,000. Cochise County
19 is contributing \$100,000. Applicant requests for ADOT
20 administration, and the intent also is to pursue a 2025 RAISE
21 grant.

22 So just a quick summary of the applications. All
23 four applications are eligible. The COGs and MPOs have given
24 their approval. The priority Planning Advisory Committee, PPAC,
25 has also approved all applications to be considered by the

1 Board. The total requested in design is 5.935 199,000 (sic).
2 The requests for grant development is zero.

3 Here's the summary sheet. The yellow is what's
4 currently available for the awards. As you can see, then after
5 we -- if there is approval on the pending requests, those would
6 be the new totals there on the bottom row.

7 CHAIRMAN SEARLE: So with that -- would you go
8 back to that slide, Paul? So is that -- it's municipalities
9 over 10,000, that pot is about gone? Is that the best way of
10 looking at that?

11 MR. PATANE: Yes, Chairman Searle.

12 CHAIRMAN SEARLE: Thank you.

13 Then at the Board's -- Chairman Searle, at the
14 Board's discretion maybe you can lump these into one motion, if
15 desired.

16 CHAIRMAN SEARLE: Okay. First of all, are there
17 any questions on any of these grant applications?

18 If there's no questions, is there anyone opposed
19 lumping it into one motion instead of four separate motions?
20 (Inaudible.) Then I would recommend that we make one motion
21 with a group of all, all four grants.

22 So (inaudible) as I said, I would (inaudible) a
23 motion.

24 MR. MECK: I would make that motion.

25 CHAIRMAN SEARLE: Mr. Meck would make a motion to

1 approve all four SMART -- Arizona SMART Fund applications.

2 MS. HOWARD: I'll second that motion.

3 CHAIRMAN SEARLE: And I have a second by
4 Ms. Howard. Any additional comments or questions before I call
5 for the vote?

6 MS. HOWARD: I have one comment. Again, I love
7 seeing these grant requests coming from smaller communities. It
8 took a while to get going, but I am so happy to see (inaudible).

9 CHAIRMAN SEARLE: With that -- and Mr. Maxwell.

10 MR. MAXWELL: Yeah. It's -- what I like is the
11 cooperation that was demonstrated between the City of Douglas
12 and Cochise County on the (inaudible) means an awfully big
13 number on these RAISE grants -- or on these SMART Fund
14 applications that we've seen before, but the -- the impact that
15 the new port of entry and the advancement down there in Cochise
16 County and Douglas could be (inaudible) that community and that
17 county specifically, but absolutely throughout the state. You
18 know, we're always in competition with Texas for bringing goods
19 and services through this border. So (inaudible), that's an
20 awfully big number. I think this is a great example of the use
21 of SMART Funds.

22 CHAIRMAN SEARLE: All right. With that said, is
23 there anyone opposed to the motion? Hearing no opposition.

24 All those in favor say aye.

25 BOARD MEMBERS: Aye.

1 CHAIRMAN SEARLE: Mr. Roehrich, the Chairman
2 votes aye. Item passes unanimously.

3 MR. ROEHRICH: That's unanimous. Thank you, sir.
4 Thank you, Board Members.

5 MR. PATANE: Thank you.

6 CHAIRMAN SEARLE: Item Number 8. Mr. Byres.
7 Thank you, Paul.

8 MR. PATANE: Yes.

9 MR. BYRES: Thank you, Mr. Chairman, Board
10 Members.

11 Item 8, state engineer's report. To date we have
12 91 projects under construction worth \$2.1 billion. We have
13 three projects that were finalized in the month of March worth
14 4.9 million, and fiscal year to date, 43 projects have been
15 finalized.

16 As far as going through what we've got statewide
17 for projects, in the South Central District, we have -- we have
18 three projects. We have the I-10 widening, Ina to Ruthrauff.
19 That currently is 42 percent complete, and it's -- construction
20 is going well on that. We have the Country Club to Kino
21 project, which is a design build procurement project that is --
22 right now we're pursuing that procurement. Irvington to -- the
23 Irvington TI on I-19. At this point, we're -- it's in design.
24 And then the border patrol station to Moson Road down on SR-90.
25 That project is currently under construction.

1 In the North Central District --

2 (Speaking simultaneously.)

3 UNIDENTIFIED SPEAKER: Comment.

4 MR. BYRES: Yes.

5 MR. MAXWELL: Chair, thank you.

6 Greg, just wanted to take one moment to give some
7 thanks and kudos to the ADOT team and the construction teams
8 that are working on those projects. I-10 in our part of the
9 world is the only freeway that we have, and those two widenings
10 are of significant efforts, (inaudible) and it's had very little
11 impact on the traffic flow, particularly at the high points of
12 travel through the day, in the morning and the afternoon. So
13 ADOT and the contractors that you've got working down there,
14 they're all doing an outstanding job and I just want to say
15 thanks and make sure you pass that on.

16 MR. BYRES: I will.

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

18 MR. BYRES: In the North Central District, we
19 have three projects as well going on. We have the North Lake
20 Powell Boulevard roundabout. That is going on. It is supposed
21 to be advertised in June of this year. We also have the US-89
22 project. This is a pavement preservation project. That is --
23 will be starting in May. And then we also have the I-17.
24 pavement preservation project. That is currently -- it has new
25 striping and additional barriers and so forth. That project

1 is -- will begin construction in -- next year, so...

2 The next one we have is Southwest District,
3 and -- if I can get to it online. Southwest District has the
4 I-10 truck parking availability project that is getting ready to
5 kick off. We also have the I-10 Dome Rock Road northeast of
6 Scaddan Wash. That project is also getting ready to award or
7 actually is coming up for award, and then we also have the US-95
8 project that we're working on. It says 95 -- 85 on the slide,
9 but it's actually 95. That one is some box culverts, and that
10 one is getting ready to kick off as well.

11 Let's see here. The next one we have is the
12 Southeast District. Oops. If I can get the computer to work.
13 Southeast District, we have the Tonto Creek Bridge, which is 94
14 percent complete and was spoken about earlier. It's -- if
15 anybody hasn't seen it, it's actually a very impressive bridge
16 across the Tonto Valley. We also have the US-70 Black Hills
17 Country Byway. It's a pavement preservation project. It's just
18 getting kicked off here recently, as well as the East Willcox TI
19 bridge rehab, and that's scheduled to advertise coming in
20 October.

21 CHAIRMAN SEARLE: Greg, back on the Southeast
22 District, please.

23 MR. BYRES: Yes.

24 CHAIRMAN SEARLE: The repairs at -- on 191, the
25 TI there at -- was it 334?

1 MR. BYRES: Yeah.

2 CHAIRMAN SEARLE: It seems to be progressing
3 well. One question I've got is the roundabout on (inaudible) up
4 in Greenlee County. I think we've put that out for bid. Where
5 was that at this time? Do you know?

6 MR. BYRES: So at this point in time, we're --
7 I'm trying to think. I'm trying to remember which one that is.
8 I don't have the latest update on that, but I can certainly get
9 to the information.

10 CHAIRMAN SEARLE: Okay.

11 MR. BYRES: So I'll get it to you before I leave
12 today. So any other questions on that?

13 CHAIRMAN SEARLE: No. Thank you.

14 MR. MAXWELL: Since you opened it up for any
15 other questions, (inaudible) but so you said that on the one
16 slide on I guess it would be the Southwest District, you said it
17 says State Route 85, and you said it's actually State Route 95,
18 but I think unless the circle's drawn in the wrong spot, too, I
19 believe that is State Route 85.

20 MR. BYRES: Yeah. You are correct on that. Yes.

21 MR. MAXWELL: (Inaudible.)

22 MR. BYRES: My text is wrong on my slide.

23 CHAIRMAN SEARLE: All right. Sorry.

24 (Inaudible.)

25 MR. BYRES: Let's see here. Northwest District.

1 We have the Ash Fork Creek bridges, which are currently getting
2 ready to -- or actually, they're working on those. The Fort
3 Rock TI, Markham Wash eastbound, this is also on I-40. That
4 project is currently 17 percent complete. They're actually a
5 little bit behind schedule on that. The continental -- our
6 Centennial Wash Bridge on I-40, we're getting ready to start on
7 it coming up next month.

8 Northeast District, we have -- I don't know why
9 my computer won't work here. Northeast District, we have the
10 Coyote Wash Bridge project that's starting off -- actually, it
11 started off this past week. So it's zero percent complete at
12 this point in time. We have the Pinta to McCarrel I-40 project.
13 That one is also zero percent complete. It'll be starting --
14 actually, it's supposed to start this past week as well. So we
15 got two major projects going on, Northeast District. Then we
16 also have the junction at SR-277, Forest Boundary. That project
17 is currently underway. And then we also have the Overgaard,
18 Cumberland, SR-260. That project is a life extension project,
19 and it is getting ready to be awarded, so...

20 Before we get to the next item, I would like to
21 make one announcement. I don't know if I can get this to go
22 backwards. We have -- Bruce Fenske did the presentation for the
23 Southwest District. And Bruce, would you mind standing up for a
24 minute?

25 So, Bruce, after a very illustrative career, has

1 decided to retire, and today is his last day.

2 UNIDENTIFIED SPEAKER: Oh, wow.

3 MR. BYRES: So I'd like to give him a big round
4 of applause for all of his services.

5 CHAIRMAN SEARLE: No wonder his report was so
6 short.

7 MR. BYRES: Thank you very much, Bruce.

8 With that, that ends with the district engineer's
9 report.

10 CHAIRMAN SEARLE: Any questions? Mr. Thompson.

11 MR. THOMPSON: Greg, can you maybe status on the
12 North Lake Powell again? I didn't quite hear you on it.

13 MR. BYRES: Oh, on the roundabout?

14 MR. THOMPSON: Yes.

15 MR. BYRES: So on that is -- I'm going to have to
16 get back to you, because I'm not sure exactly on what the full
17 status is. I know there was some issues going on, so let me
18 kind of pull that up to --

19 MR. THOMPSON: And then --

20 MR. BYRES: -- get you the exact.

21 MR. THOMPSON: And then the Coyote Wash is now --
22 what's the status on that?

23 MR. BYRES: That one's under -- that's underway
24 right now.

25 MR. THOMPSON: Thank you, Chair.

1 CHAIRMAN SEARLE: Any other questions? All
2 right. Thank you, Mr. Byres. Let's go to contracts.

3 MR. BYRES: Okay. So Item 9, new construction
4 contracts. We have -- oops. So we have currently, if you're
5 just looking at this, you can see the totals of where we're at
6 to date. We are substantially under engineer's estimates, which
7 is a good thing, because that means that we have additional
8 funding for contingencies. So we're doing very good on an
9 annual basis.

10 The monthly totals kind of rolls all the way
11 through, so you can see what we've got all the way through the
12 year. You can also see that we have been fairly consistent on
13 being slightly -- our bids coming in slightly under. We've been
14 holding steady with all of our unit prices, because it's still
15 been -- we've seen variability, but it has somewhat steadied out
16 compared to what we had seen over the last year.

17 CHAIRMAN SEARLE: Greg, do you put that to the
18 economy a little bit? You know, there for probably a year, year
19 and a half, we were behind on -- we were underestimating most of
20 these, and I think we made some adjustments for that. Now we
21 seem to be over a little bit, so....

22 MR. BYRES: The two biggest items that we've seen
23 is the cost of oil, specifically asphalt, and the cost of cement
24 have both steadied out. So we had a cement shortage, which just
25 drove the price of cement through the roof, and now the supply

1 is back normalized somewhat, so the prices have also normalized.
2 So that's a big plus. Prices on oil, up until just the last
3 couple of weeks, have somewhat steadied out as well. So over
4 the last couple of weeks, we've seen some pretty substantial
5 increases on some of the grades of oil, and the reason I say
6 that is there is a storage of existing different grades of
7 asphalt. So in some cases -- and you're going to see one that
8 I'm going to present later today where the cost of the oil
9 actually dropped -- but those oils that are in storage tend to
10 sell off a little bit cheaper than those that are high in
11 demand, where there's a much smaller shortage -- or storage.

12 MS. HOWARD: Mr. Chairman, I have a question.

13 Greg, back to contingencies. Could you guide us
14 through how we utilize those, and do they go through some of the
15 PPAC projects that we have extra funding for? Do we use the
16 contingencies there or do you come back to us for approval to
17 transfer these contingencies to other projects or how does that
18 work?

19 MR. BYRES: So the contingencies that we have,
20 as -- you just saw several projects that came through for
21 approval. Some of those, that's where some of that contingency
22 is going into. So it comes back -- it stays within the program
23 for the most part, which allows us to take and utilize those for
24 projects as we come through.

25 MS. HOWARD: Okay. Thank you.

1 MR. BYRES: So the first construction project we
2 have is Item 9A and with 9A, we have -- this is the -- a
3 pavement preservation project on US-60. The low bid was
4 \$1,964,864. The State's estimate was \$2,330,295. The
5 difference is \$365,431, or 15.7 percent under.

6 The low bidder is going to self-perform the
7 milling operations, so there wasn't an additional cost for
8 milling. Also, he has found a disposal site that's within 20
9 minutes of the construction location, so the haul is much
10 shorter and much cheaper than what was anticipated. The low
11 bidder has received -- also received a low quote for aggregate,
12 which is being utilized for the micro-surfacing. And after
13 analyzing the bid, it appears to be a responsive and responsible
14 bid. We recommend award to Sunland Asphalt and Construction.

15 CHAIRMAN SEARLE: Can I have a motion, please?

16 MS. HOWARD: So moved that we award this project,
17 9A, to Sunland.

18 CHAIRMAN SEARLE: All right. I have a motion
19 from Ms. Howard to approve Item 9A, the contract to Sunland
20 Asphalt and Construction, LLC, as presented. Do I have a
21 second?

22 MR. MECK: Second.

23 CHAIRMAN SEARLE: Second by Mr. Meck. Any
24 questions?

25 MR. MECK: Yes.

1 CHAIRMAN SEARLE: Mr. Meck.

2 MR. MECK: In this particular case, we're at 15
3 percent down over the last year, of course, and 25 percent over.
4 So saying something was 25 percent drops 15, when did this bid
5 process start, and then when was it awarded? Just out of
6 curiosity.

7 MR. BYRES: So it usually advertises from
8 anywhere from six to eight weeks before it was advertised. In
9 this particular case, it was advertised roughly about two weeks
10 ago. So that -- that's the time frame.

11 One of the biggest things that occurred, I did
12 not mention on this one, is we had four bidders on this project,
13 which here for the last couple of years, that's a lot of bidders
14 on a single project. So the competitiveness on this particular
15 project was very great.

16 MR. MECK: Yeah. Then on the projects that have
17 already (inaudible), and I think that kind of follows what
18 (inaudible) was saying, what happens (inaudible) on this
19 particular project? In February (inaudible) money left over,
20 you know, where we bid under, and let's say that there's money
21 left over. Where does that extra, that funding go?

22 MR. BYRES: That funding does fall directly into
23 our contingency. So it comes right back in for use on other
24 projects within this fiscal year.

25 MR. MECK: So let me just ask a question. I

1 mean, I heard -- I've been hearing about 347 now for several
2 months (inaudible) a lot of people (inaudible) just the recent
3 that you just mentioned earlier, that's unbelievable. I mean,
4 that's beyond anything I've ever seen, heard of, I mean, other
5 than on I-17 going north and south where you have something shut
6 down. I mean, the whole road is shut down for six or eight
7 hours, but this is a whole town, you know, and I just -- I can't
8 imagine that. So I know I'm one, and just a thought. Is there
9 any way these kinds of money, if there's going to be some moneys
10 left over from past projects and current, that some of that
11 money could be applied to help that 347 issue?

12 MR. BYRES: So Mr. Chair, Board Member Meck, if
13 we have projects that are within the program or within -- that
14 we can utilize coming through a subprogram, and we have
15 contingencies that we can utilize, you bet. We do that -- we do
16 it all the time across the state, as those needs -- because
17 those needs change during the course of the year, and so
18 consequently, projects change and prioritization as well for the
19 subprograms, which is why we're constantly taking a look at what
20 we've got coming up. If we have the availability to do that,
21 most certainly we do.

22 347, on the other hand, the widening project that
23 we're looking at for actually needing to do is way larger than
24 we possibly have in contingency, but one of the things that we
25 are looking at is how do we take in future years and the five-

1 year program that's currently out is looking at, okay, is there
2 a means that we can take and reprioritize some projects to be
3 able to make room for projects, such as 347 in particular.

4 So it's an -- it's an ongoing thing, and with a
5 tentative program, that's something we've been looking at very
6 strongly to be able to see if there's a means to be able to do
7 that in the -- in the future years of the tentative program.

8 MR. MECK: (Inaudible.) I can understand, you
9 know, the ports. Those are critical. They need to be taken
10 care of, but when you have a whole city shut down, I mean, a
11 road shut down on a freeway, that's normal (inaudible) Phoenix,
12 you know, at eight o'clock in the morning or 9:00, you're shut
13 down at 83rd Avenue, it shuts down not because of wrecks. It's
14 just people, but when you shut down an entire city and streets
15 and roads and -- you know, that's terrible.

16 So I just asked the question. Thank you. And I
17 would like for the Board, if there's any time that we can really
18 look at something like these, the (inaudible) and this where
19 there's extra money or whatever, dropped -- I'm off on a --
20 waffling on a rabbit chase here with -- it just seemed like that
21 those are things that come up that really need to be attended to
22 not in the five-year program.

23 And I was looking at a couple of slides earlier,
24 and I kind of thought, well, that's a (inaudible), you know,
25 five years and ten years and all these different stages. And I

1 understand we have to go through those stages, but the other
2 side of that, when you have an emergency like shutting down the
3 city, you know, that's pretty serious. So anyway, thank you.
4 I'm not threatening or anything like that. I'm just -- I'm
5 really concerned about that, and I've been that way for a year,
6 but it's really gotten bad now, way over beyond whatever I can
7 even imagine. So thank you. Thank you, Mr. Chairman.

8 CHAIRMAN SEARLE: Ms. Howard.

9 MS. HOWARD: I think that's kind of what I was
10 alluding to with, and I think that's what Chairman Searle was
11 alluding to, is can we get 347 to a place where if we -- I
12 understand if it's not on the plan, there's nothing we can do,
13 but can we get it to a place where if there is a possibility of
14 funding a portion or a scope of the project or a part of the
15 project that can be completed with that funding, what can we do
16 to get to that point? And you are working on it. It's a step
17 in the right direction, so...

18 CHAIRMAN SEARLE: And then also on Mr. Meck's
19 question, it's my understanding that none of those projects that
20 we approved in the -- today earlier was because of some
21 additional funding that came up. And so is -- that money is
22 recycling back through and bringing projects up, and -- but your
23 point is well made, and -- but we understand -- the 347, that's
24 an ambitious project, but it -- we need to start addressing it,
25 though, so... All right.

1 DIRECTOR TOTH: Mr. Chairman, if I might as well,
2 I think it'd be good for us to do a presentation on contingency
3 that Kristine can come and present to you if -- at your
4 discretion, whether in the next board meeting or into the
5 future, but it'd be good information for you all to have as
6 well.

7 MR. MAXWELL: Mr. Chair.

8 CHAIRMAN SEARLE: Mr. Maxwell.

9 MR. MAXWELL: Listening to this conversation,
10 too, if possible, it'd be great to have an update for us on what
11 is the request for 347? Because we've heard a lot -- you know,
12 we hear about the problems and the specifics, but, you know,
13 depending where they are on the design or the idea, you know,
14 what is necessary to fix the current backlog. It might give us
15 a better understanding of the scope of what they're asking for
16 and where it might fit in.

17 CHAIRMAN SEARLE: Yeah. We're kind of getting
18 off track now. Guys, let's bring it back to the item in front
19 of us here, and I think this -- we can touch on this at the end
20 of the meeting if we need to. And so let's get back to where
21 we're at, and I do have a motion, and it is seconded, and I
22 think we're done with the discussion. So I'm going to go ahead
23 and call for the -- actually, I'm going to find out if there's
24 any opposition to the motion from of this.

25 Hearing no opposition, all those in favor say

1 aye.

2 BOARD MEMBERS: Aye.

3 CHAIRMAN SEARLE: Chair votes aye. Your contract
4 is awarded. Let's go to your next one.

5 MR. BYRES: Next item is Item 9B. For this
6 project, there was three bidders. This is a pavement
7 preservation project on SR-260. The low bid was \$1,443,522. The
8 State's estimate was \$2,275,177, a difference of \$831,655, or
9 36.6 percent.

10 The low bidder in this particular case had --
11 aggregate chips were within 35 miles of the construction site
12 for the chip seal. The material can be precoated at that same
13 location. The State's estimate was based on additional haul
14 distance as well as additional haul for the coating of the
15 material. So there was a substantial savings that we saw in
16 that. The low bidder's production rates were also quite a bit
17 higher than what was estimated for this, which also added to the
18 reduction in costs. After analyzing the low bid, it appears to
19 be a responsive and responsible bid, and we recommend award to
20 VSS International, Inc.

21 CHAIRMAN SEARLE: Now I think you --
22 Mr. Thompson, would you like to make a motion?

23 MR. THOMPSON: Yes.

24 CHAIRMAN SEARLE: Okay.

25 MR. THOMPSON: First of all, I'd like to

1 acknowledge a really good friend of mine whom I work on with the
2 Navajo County while we were there (inaudible). I know that this
3 is probably one of the projects you looked at in the past, so
4 with that I'd like to make a motion, you know, to award the
5 contract to VSS International, Inc.

6 CHAIRMAN SEARLE: All right. I have a motion by
7 Mr. Thompson. It was a long motion, but I would entertain a
8 second.

9 MR. MAXWELL: Second.

10 CHAIRMAN SEARLE: Second by Mr. Maxwell.

11 All right. Very good. If there's no other
12 questions or comments, is there anyone opposed to the motion in
13 front of us? Hearing no opposition.

14 All those in favor say aye.

15 BOARD MEMBER: Aye.

16 CHAIRMAN SEARLE: Chairman votes aye. Item
17 passes unanimously.

18 Our next contract?

19 MR. BYRES: Thank you.

20 The next item is Item 9C. This is a pedestrian
21 improvement project in Fountain Hills. The project includes --
22 or -- go ahead and go through the numbers. The low bid was
23 \$3,366,765. The State's estimate was \$2,869,912, a difference
24 of \$496,853, or 17.3 percent over the State's estimate.

25 The project includes construction within several

1 major local streets, including the intersections. Construction
2 activities in order to build this are going to be very
3 fragmented, which results in much lower production rates than
4 what was anticipated. Survey in this particular case will also
5 take more time as it's requiring traffic control within those
6 fragmented segments. But after reviewing and analyzing the low
7 bid, it appears to be a responsive and responsible bid, and we
8 recommend award to Combs Construction Company.

9 CHAIRMAN SEARLE: Okay. And I would entertain a
10 motion to award Item 9C to Combs Construction Company, Inc., as
11 presented.

12 MR. MECK: So moved.

13 CHAIRMAN SEARLE: I have a motion by Mr. Meck.
14 Can I have a second, please?

15 MR. THOMPSON: Second.

16 CHAIRMAN SEARLE: And Mr. Thompson. Thank you.

17 Is there anyone opposed to the motion in front of
18 us? Hearing no opposition.

19 All those in favor say aye.

20 BOARD MEMBERS: Aye.

21 CHAIRMAN SEARLE: Chairman votes aye. Item 9C
22 passes unanimously.

23 We'll go to 9D.

24 MR. BYRES: Yes. Item 9D is the installation of
25 rumble strips. This is -- yeah. Got the right one up there.

1 This has a low bid of -- for this particular one, there was four
2 bidders that we had. Low bid is \$667,930. The State's estimate
3 is \$910,581. A difference of \$242,651, or 26.6 percent under
4 the engineer's estimate.

5 For this particular project the low bidder has a
6 much higher production rate for the fog coat, striping and
7 surveying, as well as for the rumble strip installations than
8 was estimated by the State. The biggest difference that we had
9 was because this is such a small quantity, the contractor felt
10 they could do it much faster. After analyzing the low bid, it
11 appears to be a responsive and responsible bid, and we recommend
12 award to Combs Construction Company, Inc.

13 CHAIRMAN SEARLE: Thank you.

14 I would entertain a motion for -- to award Item
15 9D to Combs Construction Company, Inc. Don't everyone do this
16 at the same time. (Inaudible.)

17 MR. MAXWELL: I was -- Mr. Chair, I was thinking
18 that if Gary Knight was here, he would say, "as this is in my
19 district." So on behalf of Gary, I move that we approve Item 9D
20 and award it to Combs Construction, Inc.

21 MR. THOMPSON: Second.

22 CHAIRMAN SEARLE: And I have a second. Thank
23 you. And please let the minutes note that.

24 MR. ROEHRICH: Yes, sir.

25 CHAIRMAN SEARLE: All right. Thank you.

1 I have a motion by Mr. Maxwell, a proxy for
2 Mr. Knight, and a second by Mr. Thompson to award Item 9D to
3 Combs Construction Company.

4 All -- if there's any -- I would call for any
5 opposition. Is there any nays? Hearing none.

6 All those in favor say aye.

7 BOARD MEMBERS: Aye.

8 CHAIRMAN SEARLE: Chairman votes aye. Item 9D
9 passes unanimously.

10 9E.

11 MR. BYRES: 9E is a safety improvement project in
12 Pinal County. For this we had two bidders. The low bid was
13 \$959,819. The State's estimate was \$854,406. A difference of
14 \$105,406, or 12.3 percent over the State's estimate.

15 In this particular case, there was -- the paving
16 lanes that we have are extremely narrow, which is -- means the
17 contractor cannot use a full-size paving machine for doing the
18 work. They're going to have to use a much smaller machine,
19 which slows down their production rates. The contractor will
20 use -- utilize that smaller paver. Also on this, the quantities
21 of conductors needed for the project is fairly small, to the
22 point where commercially available conductors, you have to buy a
23 much larger quantity. So the contractor had to throw those
24 additional quantities in for his bid. But after taking and
25 analyzing the bid, this is a responsible and responsive bid, and

1 we recommend award to AJP Electric, Inc.

2 CHAIRMAN SEARLE: All right. And other questions
3 at this time? I would take a motion to award Item 9E to AJP
4 Electric, Inc.

5 MS. HOWARD: So moved.

6 CHAIRMAN SEARLE: Motion by Ms. Howard.

7 VICE CHAIR DANIELS: Second.

8 CHAIRMAN SEARLE: I have a second by Ms. Daniels.
9 Thank you. I've been hearing your vote, but it -- we're glad to
10 get you on the record.

11 And with that, is there anyone opposed to the
12 motion in front of us? Hearing no opposition.

13 All those in favor say aye.

14 BOARD MEMBERS: Aye.

15 CHAIRMAN SEARLE: Chairman votes aye. Item 9E
16 passes unanimously. Go to 9F.

17 MR. BYRES: The Item 9F is a shoulder paving
18 project in Gila County. In this particular case, the low bid
19 was \$2,910,697. The State's estimate was \$3,040,029, or a
20 difference of \$129,332, or 4.3 percent under the engineer's
21 estimate.

22 The low bidder for this project, we did have an
23 issue with. The DBE paperwork that came through was not
24 completed correctly. We went through and did a complete
25 analysis of the DBE paperwork and found it to be -- or

1 considered it to be non-material. After analysis of the low
2 bid, it was determined that the bid is a responsive and
3 responsible bid, and we recommend award to Earth Resources
4 Corporation. Just to add to that, there was a letter sent out
5 to all the bidders of the discrepancy, and there was no protests
6 came through.

7 CHAIRMAN SEARLE: Any questions?

8 A motion then for -- to award Item 9F to Earth
9 Resources Corporation as presented.

10 MS. HOWARD: So moved.

11 CHAIRMAN SEARLE: Ms. Howard is our motion. A
12 second?

13 MR. MECK: Second.

14 CHAIRMAN SEARLE: Mr. Meck. Thank you.

15 Is there any opposed to the motion? Hearing no
16 opposition.

17 All those in favor say aye.

18 BOARD MEMBERS: Aye.

19 CHAIRMAN SEARLE: Chair votes aye. Item 9F is
20 unanimous.

21 Item Number 9G.

22 MR. BYRES: Item 9G is some intersection
23 improvements on SR-303 and US-60. The -- in this particular
24 case, there was one bidder. The low bid came in at \$3,688,708.
25 The State's estimate was \$2,810,715, a difference of \$877,993,

1 or 31.2 percent over the engineer's estimate.

2 As we went through this one bid that we received,
3 we analyzed several of the different bid items. Some of them
4 could not be justified for the costs. Therefore, it is
5 recommended that all bids be rejected for this project. We
6 anticipate taking and rebidding this project in May and bringing
7 it back to the Board in June. Do you anticipate changes to the
8 project? This...

9 The one big thing that we're going to -- we're
10 going to take a look at the bid items that were very high and
11 analyze those, but the other thing we're doing is making sure
12 that we have a very concerted effort on attracting more bidders
13 for this particular project.

14 CHAIRMAN SEARLE: Okay. So Mr. Byres, so I have
15 a motion -- I have a recommendation to reject all bids on
16 Item 9G. If there's no other questions or comments, I would
17 appreciate a motion.

18 MR. MECK: I will make a motion to reject 9G.

19 CHAIRMAN SEARLE: I have a motion by Mr. Meck.

20 MS. HOWARD: I'll second.

21 CHAIRMAN SEARLE: Second by Ms. Howard. And
22 other discussion or questions? Not seeing any. Anyone opposed
23 to the motion? Hearing no opposition.

24 All those in favor say aye.

25 BOARD MEMBERS: Aye.

1 CHAIRMAN SEARLE: Chair votes aye.

2 The bids are rejected.

3 MR. BYRES: Thank you.

4 CHAIRMAN SEARLE: Unanimous.

5 All right. Thank you, Mr. Byres.

6 MR. BYRES: Thank you.

7 MS. HOWARD: I have a comment, Chair.

8 CHAIRMAN SEARLE: Yes.

9 UNIDENTIFIED SPEAKER: It's awfully busy. We
10 appreciate staff. I know they're overloaded just by looking at
11 all the work that's being done and the work we're seeing as we
12 drive through our beautiful state. So we appreciate all of you
13 for your efforts. Thank you.

14 MR. BYRES: So just for your edification, the
15 next two months are going to be much busier than what we've
16 seen.

17 CHAIRMAN SEARLE: All right. Thank you,
18 (inaudible).

19 All right. Item Number 10 is (inaudible)
20 suggestions for future agenda items. And kind of on that note,
21 I'll leave this up -- and with this comment with Ms. Howard, I
22 know we have parameters on these contracts where they can meet
23 the consent agenda or not, and I would say that a majority of
24 these where they've come in at such a low amount, I don't know
25 why they shouldn't be on the consent agenda, because normally,

1 we don't have much of an issue with it. So we might want to
2 discuss the parameters of what contracts apply to the consent
3 agenda (inaudible). And it's great to be able to see these and
4 discuss why they are coming in, but on the flip side, it's -- we
5 could speed things up a little bit.

6 So any other suggestions for future agenda items?

7 MR. MAXWELL: Mr. Chair, just a comment on that,
8 because I don't think there would probably be something that
9 comes in 20 percent under or more than they (inaudible)
10 recommended (inaudible) rejection of all bids, but I would say
11 (inaudible) rejection must come to the Board, if you change the
12 policy on what we bring out (inaudible).

13 VICE CHAIR DANIELS: If I may chime in on that
14 comment as well, Chairman.

15 CHAIRMAN SEARLE: Yeah. Ms. Daniels.

16 VICE CHAIR DANIELS: It's great to be able to see
17 the shifts in approach when it comes to the State's estimate. I
18 mean, we're basing these percentages off of the State's
19 estimate. So if we're consistently seeing, you know, an
20 adjustment needs to be made on the State's estimate, then I
21 think that -- having this process can flag that for us. So I
22 just -- whatever approach we take, I just would love further --
23 you know, some additional clarity in those numbers.

24 CHAIRMAN SEARLE: Understood. And I thought
25 about that as well, but they are in the packet, and we do have

1 the opportunity to review them prior to the meeting, and we can
2 always ask for things to be taken off the consent agenda as
3 well, so...

4 VICE CHAIR DANIELS: Agreed.

5 CHAIRMAN SEARLE: All right. Mr. Thompson.

6 MR. THOMPSON: One comment. You heard me say
7 this many times. The State of Arizona, they have school
8 districts on the Native American communities. Some way we need
9 to contribute to the maintenance on all those. All they have
10 out there is dirt roads, their public roads. We need to find
11 ways to help them. Thank you very much.

12 CHAIRMAN SEARLE: Thank you.

13 If there's no other items, I am going to adjourn
14 this meeting. Thank you all, and thank you, Buckeye.

15 (Meeting adjourned at 11:27 a.m.)

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C E R T I F I C A T E

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2
3 BE IT KNOWN that the foregoing proceedings were
4 reported by Teresa A. Watson, RMR, Certified Reporter,
5 Certificate No. 50876, State of Arizona, from an electronic
6 recording and reduced to written form under my direction; that
7 the foregoing 91 pages constitute a full, true, and accurate
8 transcript of said electronic recording, all done to the best of
9 my skill and ability.

10 DATED at Phoenix, Arizona this 24th day of July
11 2024.

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17 /s/ Teresa A. Watson
18 Teresa A. Watson, RMR
19 Certified Court Reporter
20 Certificate No. 50876
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Adjournment

Chairman Richard Searle adjourned the State Transportation Board Meeting on April 19, 2024.

Meeting adjourned at 11:27a.m. PST.

Not Available for Signature

Richard Searle, Chairman
State Transportation Board

Not Available for Signature

Jennifer Toth, Director
Arizona Department of Transportation