

ARIZONA STATE TRANSPORTATION BOARD

Katie Hobbs, Governor

Richard Searle, Chairman
Jenn Daniels, Vice Chair
Ted Maxwell, Member
Jenny Howard, Member
Sam Elters, Member
Jamescita Peshlakai, Member
Vacant, Member

Welcome to a meeting of the Arizona State Transportation Board. The Transportation Board consists of seven private citizen members appointed by the Governor, representing specific transportation districts. Board members are appointed for terms of six years each, with terms expiring on the third Monday in January of the appropriate year.

BOARD AUTHORITY

Although the administration of the Department of Transportation is the responsibility of the director, the Transportation Board has been granted certain policy powers in addition to serving in an advisory capacity to the director. In the area of highways the Transportation Board is responsible for establishing a system of state routes. It determines which routes are accepted into the state system and which state routes are to be improved. The Board has final authority on establishing the opening, relocating, altering, vacating or abandoning any portion of a state route or a state highway. The Transportation Board awards construction contracts and monitors the status of construction projects. With respect to aeronautics the Transportation Board distributes monies appropriated to the Aeronautics Division from the State Aviation Fund for planning, design, development, land acquisition, construction and improvement of publicly-owned airport facilities. The Board also approves airport construction. The Transportation Board has the exclusive authority to issue revenue bonds for financing needed transportation improvements throughout the state. As part of the planning process the Board determines priority planning with respect to transportation facilities and annually adopts the five year construction program.

PUBLIC INPUT

Members of the public may appear before the Transportation Board to be heard on any transportation-related issue. Persons wishing to protest any action taken or contemplated by the Board may appear before this open forum. The Board welcomes citizen involvement, although because of Arizona's open meeting laws, no actions may be taken on items which do not appear on the formal agenda. This does not, however, preclude discussion of other issues.

MEETINGS

The Transportation Board typically meets on the third Friday of each month. Meetings are held in locations throughout the state. **Due to the risks to public health caused by the possible spread of the COVID-19 virus at public gatherings, the Transportation Board asks that people attending Board meetings in person take safety precautions they feel appropriate to protect themselves and others. In addition, for the time being the Transportation Board will conduct concurrent telephonic/WebEx virtual meetings.** In addition to the regular business meetings held each month, the Board may conduct at least one public hearing each year to receive input regarding the proposed five-year construction program. Meeting dates are established for the following year at the December organization meeting of the Board.

BOARD MEETING PROCEDURE

Board members receive the agenda and all backup information one week before the meeting is held. They have studied each item on the agenda and have consulted with Department of Transportation staff when necessary. If no additional facts are presented at the meeting, they often act on matters, particularly routine ones, without further discussion. In order to streamline the meetings the Board has adopted the "consent agenda" format, allowing agenda items to be voted on en masse unless discussion is requested by one of the board members or Department of Transportation staff members.

BOARD CONTACT

Transportation Board members encourage citizens to contact them regarding transportation-related issues. Board members may be contacted through the Arizona Department of Transportation, 206 South 17th Avenue, Phoenix, Arizona 85007, Telephone (602) 712-4259.

NOTICE OF BOARD MEETING OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a board meeting open to the public on Friday, December 20, 2024, at 9:00 a.m. The Board may vote to go into Executive Session to discuss certain matters, which will not be open to the public. Members of the Transportation Board may attend in person, or by telephone or video conference. The Board may modify the agenda order, if necessary.

EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.02, notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation of legal advice with legal counsel at its meeting on Friday, December 20, 2024, relating to any items on the agenda. Pursuant to A.R.S. 38-431.03(A), the Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

CIVIL RIGHTS

Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons that require a reasonable accommodation based on language or disability should contact the Civil Rights Office at (602) 712-8946 or email

CivilRightsOffice@azdot.gov. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

De acuerdo con el título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en Inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en Inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por idioma o por discapacidad deben ponerse en contacto con 602.712.8946. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

AGENDA

A copy of the agenda for this meeting will be available at the office of the Transportation Board at 206 S. 17th Avenue, Phoenix, Arizona at least 24 hours in advance of the meeting.

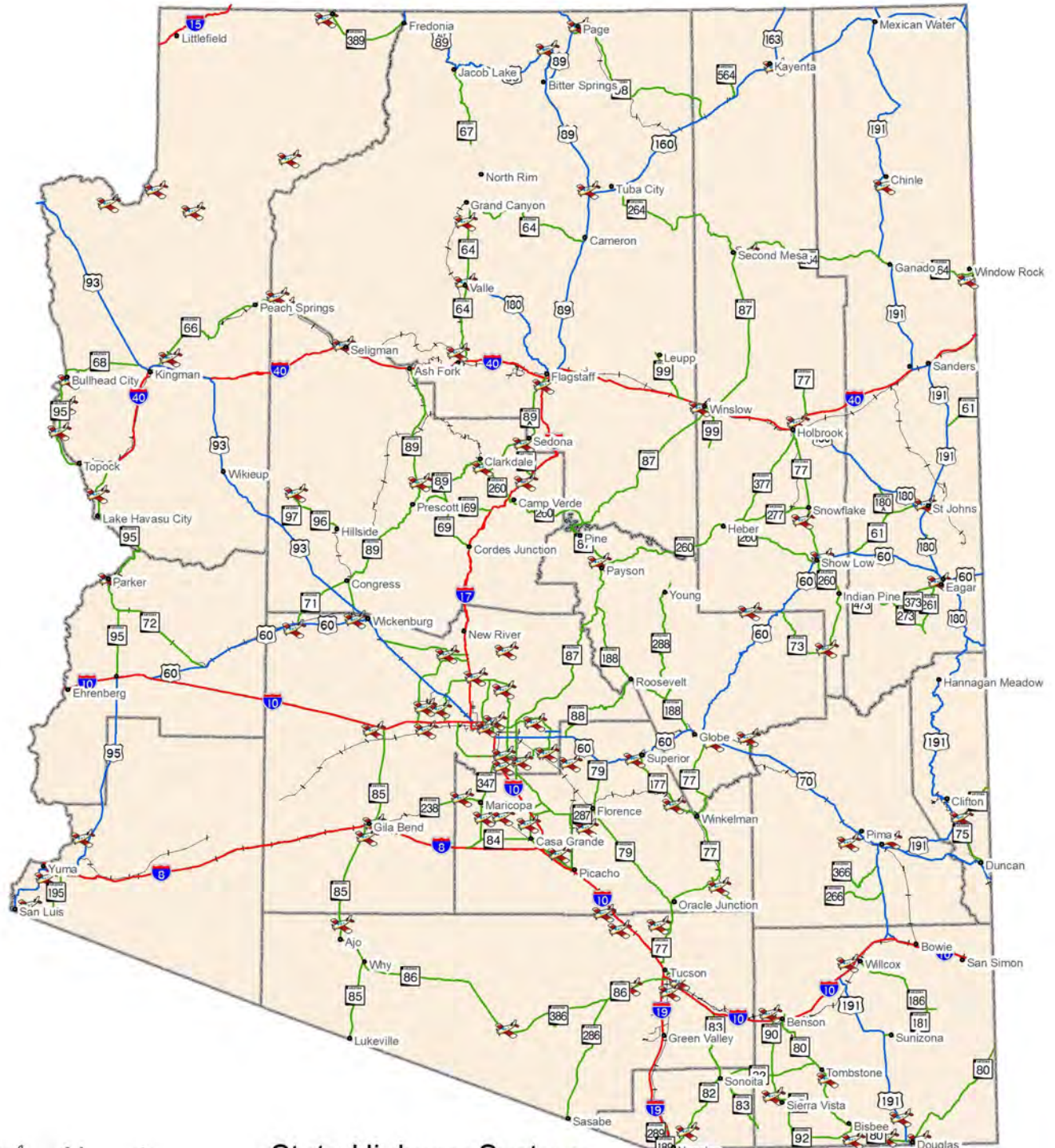
ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION

In the interest of efficiency and economy of time, the Arizona Transportation Board, having already had the opportunity to become conversant with items on its agenda, will likely defer action in relation to certain items until after agenda items requiring discussion have been considered and voted upon by its members. After all such items to discuss have been acted upon, the items remaining on the Board's agenda will be expedited and action may be taken on deferred agenda items without discussion. It will be a decision of the Board itself as to which items will require discussion and which may be deferred for expedited action without discussion.

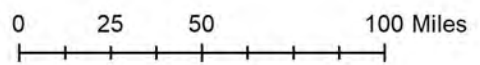
The Chairman will poll the members of the Board at the commencement of the meeting with regard to which items require discussion. Any agenda item identified by any Board member as one requiring discussion will be accelerated ahead of those items not identified as requiring discussion. All such accelerated agenda items will be individually considered and acted upon ahead of all other agenda items. With respect to all agenda items not accelerated. i.e., those items upon which action has been deferred until later in the meeting, the Chairman will entertain a single motion and a single second to that motion and will call for a single vote of the members without any discussion of any agenda items so grouped together and so singly acted upon. Accordingly, in the event any person desires to have the Board discuss any particular agenda item, such person should contact one of the Board members before the meeting or ADOT Staff, at 206 South 17th Avenue, Room 135, Phoenix, Arizona 85007, or by phone (602) 712-4259. Please be prepared to identify the specific agenda item or items of interest.

Dated this 12th day of December, 2024

State Highway System with Railroads & Airports



- | | | | |
|---|----------------|---|-------------|
|  | Airport |  | Interstate |
|  | Cities & Towns |  | US Highway |
|  | Railroad |  | State Route |
|  | County Line | | |



Note:
The State of Arizona makes no claims concerning the accuracy of this map nor assumes any liability resulting from the use of the information herein.

Prepared by:
Arizona Department of Transportation
Multimodal Planning Division
Geospatial Analysis Section
mpdgis@azdot.gov 2023005 November 2023

ARIZONA STATE TRANSPORTATION BOARD

**STATE TRANSPORTATION BOARD
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE
BOARD MEETING
City of Sierra Vista
1011 N. Coronado Drive
Sierra Vista, Arizona 85635
9:00 a.m., Friday, December 20, 2024**

Telephonic Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a board meeting open to the public on Friday, December 20, 2024, at 9:00 a.m. The Board may vote to go into Executive Session, which will not be open to the public. Members of the Transportation Board may attend in-person at 1011 N. Coronado Drive, Sierra Vista, AZ 85635 or by telephone or video conference call. The Board may modify the agenda order, if necessary.

Public Participation Members of the public who want to observe or participate in the Transportation Board meeting can either attend in person or access the meeting by using the WebEx meeting link at www.aztransportationboard.gov. Join the meeting as a participant and follow the instruction to use your telephone to enable audio. For members of the public attending in person, physical access to the meeting place begins at 8:00 a.m.

EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.03 (A)(3), notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation for legal advice with legal counsel at its meeting on Friday, December 20, 2024. The Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

PLEDGE

The Pledge of Allegiance led by Floyd Roehrich, Jr.

ROLL CALL

Roll call by Board Secretary

OPENING REMARKS

Opening remarks by Chairman Searle

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964, as amended.

Reminder to fill out survey cards by Floyd Roehrich, Jr.

<https://docs.google.com/forms/d/e/1FAIpQLSdr7eC3VJShEFhDFijBRREvZGFhxJWP68MpJrUYlhRXcZVqVg/viewform>

CALL TO THE AUDIENCE (information only)

VIRTUAL:

An opportunity for citizens to discuss items of interest with the Board . To address the Board please fill out a Request for Public Input Form and email the form to boardinfo@azdot.gov. The form is located on the Transportation Board's website <https://aztransportationboard.gov/index.asp>. Request for Public Input Forms will be taken until 8:00 AM the morning of the Board Meeting. Since this is a telephonic/WebEx conference meeting everyone will be muted when they call into the meeting. When your name is called to provide your comments, you will indicate your presence by virtually raising your hand using your phone keypad or through the WebEx application.

To raise your hand over the phone:

If you have joined us using your telephone, raise your hand by pressing *3 on your phone keypad. You will be unmuted by the meeting moderator and asked to make your comments. When you have finished speaking or when your time is up, please lower your hand by pressing *3 on your phone keypad.

To raise your hand using the WebEx computer or internet browser application:

If you have joined us using the WebEx computer or internet browser application, open your participant panel located on the menu on the bottom left of your screen. When the participant panel opens, click on the hand icon on the right side of your name on the participant panel. You will be unmuted by the meeting moderator and asked to make your comment. When you have finished making your comment, the moderator will mute your line and we ask that you please lower your hand by clicking on the hand icon again.

To raise your hand using the WebEx iPhone or Android application:

If you have joined us using the WebEx iPhone or Android application, select the three dot menu icon on the bottom of the screen. When it opens, select "Raise Hand" at the top of the menu screen. You will be unmuted by the meeting moderator and asked to make your comment. When you have finished speaking, the moderator will mute your line and we ask that you please lower your hand by clicking on the hand icon again.

IN PERSON:

An opportunity for members of the public to discuss items of interest with the Board. Please fill out a Request for Public Input Form and turn in to the Secretary if you wish to address the Board.

BOARD MEETING**ITEM 1: Director's Report**

The Director will provide a report on current issues and events affecting ADOT.

(For information and discussion only — Jennifer Toth, Director)

A) Overview of successes and current activities**B) State and Federal Legislative Report****C) Last Minute Items to Report**

(For information only. The Transportation Board is not allowed to propose, discuss, deliberate or take action on any matter under "Last Minute Items to Report," unless the specific matter is properly noticed for action.)

ITEM 2: District Report

Staff will provide an update and overview of issues of regional significance, including an update on current and upcoming construction projects, district operations, maintenance activities and any regional transportation studies. (For information and discussion only — (For information and discussion only — Todd Emery, Southeast District Administrator)

***ITEM 3: Consent Agenda**

Page 9

Consideration by the Board of items included in the Consent Agenda. Any member of the Board may ask that any item on the Consent Agenda be pulled for individual discussion and disposition. (For information and possible action)

Items on the Consent Agenda generally consist of the following:

- Minutes of previous Board Meeting
- Minutes of Special Board Meeting
- Minutes of Study Sessions
- Right-of-Way Resolutions
- Construction Contracts that have no bidder protest or State Engineer inquiry and meet the following criteria:
 - Low bidder is no more than 15% under state estimate
 - Low bidder is no more than 10% over state estimate
- Programming changes for items that are a part of the approved scope of the project if they do not exceed 15% or \$200,000, whichever is lesser.

ITEM 4: Financial Report

Staff will provide an update on financing issues and summaries on the items listed below:

(For information and discussion only — Kristine Ward, Chief Financial Officer)

- Revenue Collections for Highway User Revenues
- Maricopa Transportation Excise Tax Revenues
- Aviation Revenues
- Interest Earnings
- HELP Fund status
- Federal-Aid Highway Program
- HURF and RARF Bonding
- GAN issuances
- Board Funding Obligations
- Contingency Report

ITEM 5: Multimodal Planning Division Report

Pursuant to A.R.S. 28-506, Staff will present an update on the following planning activities.

- A) Tribal Transportation Update
- B) Last Minute Items

(For information and discussion only — Audra Merrick, Division Director, Multimodal Planning Division)

ITEM 6: Priority Planning Advisory Committee (PPAC)*Page 205**

Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2025 — 2029 Statewide Transportation Facilities Construction Program.

(For information and possible action — Audra Merrick, Division Director, Multimodal Planning Division)

***ITEM 7: AZ State Match Advantage for Rural Transportation (AZ SMART) Fund Program**

Staff will present AZ SMART fund program applications from various eligible applicants for the Transportation Board's consideration and approval. Representatives from the applicants may be available for questions.

- A) Revising the match award to Santa Cruz County
- B) Program Update

(For information and possible action — Audra Merrick, Division Director, Multimodal Planning Division)

ITEM 8: State Engineer's Report**Page 248**

Staff will present a report showing the status of highway projects under construction, including total number and dollar value. Provide an overview of Construction, Transportation and Operations Program impact, due to the public health concerns.

(For information and discussion only — Greg Byres State Engineer)

ITEM 9: Construction Contracts*Page 255**

Staff will present recommended construction project awards that are not on the Consent Agenda. (For discussion and possible action — Greg Byres, State Engineer)

***ITEM 10: Draft 2025 Board Meeting and Public Hearing Dates and Locations**

The 2025 Transportation Board Meetings are scheduled to be held on the third Friday of the month. Study Sessions are scheduled on an as-needed basis.
 (For discussion and possible action—Floyd Roehrich, Jr., Deputy Director-Business Enterprise)

Proposed Meeting Dates and Locations

- January 17, 2025—Marana (BD 2)
- February 6, 2025—(Virtual Study Session to review Tentative 2026-2030 Five Year Program)
- February 21, 2025—Surprise (BD 1)
- March 21, 2025—Yuma (BD 6)
- April 18, 2025—Benson (BD 3)
- May 16, 2025*—Bullhead City (BD 6) (Public Hearing for Tentative 2026-2030 Five Year Program)
- June 5, 2025—(Virtual Study Session to Review Final Tentative 2026-2030 Five Year Program)
- June 20, 2025—Payson (BD 4)
- July 18, 2025—Flagstaff (BD 5)
- August 15, 2025—Graham County (BD 4)
- September 19, 2025—Tuba City (BD 5)
- October 17, 2025—Sierra Vista (BD 3) (Rural Transportation Summit)
- November 21, 2025—Wickenburg (BD 1)
- December 19, 2025—Queen Creek (BD 1)

*Board meeting and Public Hearing on Tentative Five-Year Transportation Facilities Construction Program

ITEM 11: Recognition of Chairman Searle, District No. 3

(For information and discussion only—Floyd Roehrich, Jr., Deputy Director-Business Enterprise)

ITEM 12: Suggestions

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

***Adjournment**

*Items that may require Board Action

Items on the Consent Agenda generally consist of the following:

- Minutes of previous Board Meeting , Special Board Meeting and/or Study Session
- Right-of-Way Resolutions
- Construction Contracts that have no bidder protest or State Engineer inquiry and meet the following criteria:
 - Low bidder is no more than 15% under state estimate
 - Low bidder is no more than 10% over state estimate
- Programming changes for items that are a part of the approved scope of the project if they exceed 15% or \$200,000, whichever is lesser.

RIGHT OF WAY RESOLUTIONS (action as noted)

Page12

*ITEM 3a: RES. NO. 2024-12-A-038

PROJECT: 096 YV 010 F0584

HIGHWAY: BAGDAD – HILLSIDE HIGHWAY

SECTION: Santa Maria River Bridge

ROUTE NO.: State Route 96

DISTRICT: Northwest

COUNTY: Yavapai

RECOMMENDATION: Establish new right of way as a state route to be utilized for the above referenced bridge rehabilitation project necessary to enhance convenience and safety for the traveling public.

ITEM 3b: RES. NO. 2024-12-A-039

HIGHWAY: STATEWIDE FACILITY SITES

SECTION: ADOT Superior Maintenance Camp

ROUTE NO.: "Old" U. S. Route 70

DISTRICT: Southeast

COUNTY: Pinal

SITE NO.: M. C. 11 – 20

RECOMMENDATION: Accept, adopt, and establish donated fee real property as an integral part of the State Transportation System necessary for the continued operation of the ADOT Superior Maintenance Camp, Facility Site No. M. C. 11 – 20.

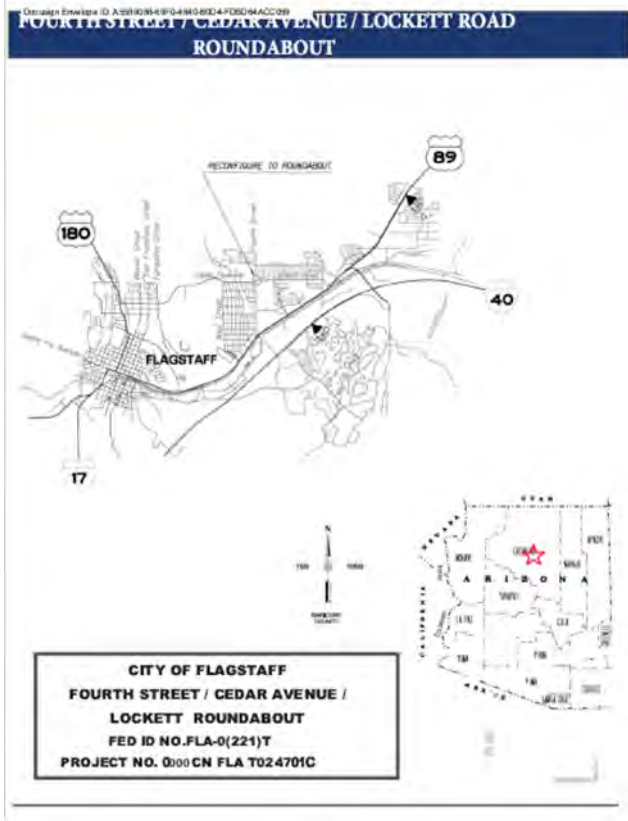
Contracts: (Action as Noted)

*ITEM :3c BOARD DISTRICT NO.: 4
 BIDS OPENED: NOVEMBER 15, 2024
 HIGHWAY: PICACHO-COOLIDGE-CHANDLER-MESA HIGHWAY
 SECTION: SR 87 AND KLECK ROAD
 COUNTY: PINAL
 ROUTE NO.: SR 87
 PROJECT : TRACS: 087-A(215)T: 087 PN 127 F055301C
 FUNDING: 94.3% FED 5.7% STATE
 LOW BIDDER: PAVECO, INC
 LOW BID AMOUNT: \$ 1,024,827.40
 STATE ESTIMATE: \$ 1,034,917.30
 \$ UNDER ESTIMATE: \$ 10,089.90
 % UNDER ESTIMATE: 1.0%
 PROJECT DBE GOAL: 9.97%
 BIDDER DBE PLEDGE: 10.43%
 NO. BIDDERS: 3
 RECOMMENDATION: AWARD



Contracts: (Action as Noted)

*ITEM :3d BOARD DISTRICT NO.: 5
 BIDS OPENED: NOVEMBER 01, 2024
 HIGHWAY: CITY OF FLAGSTAFF
 SECTION: FOURTH STREET – CEDAR AVENUE – LOCKETT ROAD
 COUNTY: COCONINO
 ROUTE NO.: LOCAL
 PROJECT : TRACS: FLA-0(221)T: 0000 CN FLA T024701C
 FUNDING: 94.3% FED 5.7% STATE
 LOW BIDDER: FANN CONTRACTING, INC.
 LOW BID AMOUNT: \$ 4,179,600.00
 STATE ESTIMATE: \$ 4,010,937.95
 \$ OVER ESTIMATE: \$ 168,662.05
 % OVER ESTIMATE: 4.2%
 PROJECT DBE GOAL: 9.98%
 BIDDER DBE PLEDGE: 9.98%
 NO. BIDDERS: 5
 RECOMMENDATION: AWARD



December 20, 2024

RES. NO. 2024-12-A-038
PROJECT: 096 YV 010 F0584 / 096-A(200)T
HIGHWAY: BAGDAD - HILLSIDE
SECTION: Santa Maria River Bridge
ROUTE NO.: State Route 96
DISTRICT: Northwest
COUNTY: Yavapai

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment and improvement of the Bagdad-Hillside Highway, State Route 96, within the above referenced project.

The existing right of way was previously established by various resolutions placed of record over the years by the Arizona State Highway Commission, and/or its successor, the Arizona State Transportation Board, which became the governing body of the State Transportation System on July 01, 1974.

New right of way is now needed for the above referenced project to be utilized for bridge rehabilitation to enhance convenience and safety for the traveling public.

Accordingly, it is necessary to acquire and establish the new right of way as a state route, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and acquired for this improvement, including access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Stage III Design Plans, dated October of 2024, BAGDAD-HILLSIDE HIGHWAY, Santa Maria River Bridge, Project 096 YV 010 F0584 / 096-A(200)T".

December 20, 2024

RES. NO. 2024-12-A-038
PROJECT: 096 YV 010 F0584 / 096-A(200)T
HIGHWAY: BAGDAD - HILLSIDE
SECTION: Santa Maria River Bridge
ROUTE NO.: State Route 96
DISTRICT: Northwest
COUNTY: Yavapai

In the interest of public safety, necessity and convenience, I recommend that the new right of way depicted in Appendix "A" be established and improved as a state route, that access be controlled, and that the new right of way shall be established as a state highway prior to construction.

I further recommend the acquisition of the new right of way pursuant to Arizona Revised Statutes §§ 28-7092 and 28-7094, an estate in fee, or such other interest as required, including advance, future and early acquisition, access rights, exchanges, donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans.

Pursuant to Arizona Revised Statutes § 28-7046, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

GREGORY D. BYRES, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, Arizona 85007-3212

December 20, 2024

RES. NO. 2024-12-A-038
PROJECT: 096 YV 010 F0584 / 096-A(200)T
HIGHWAY: BAGDAD - HILLSIDE
SECTION: Santa Maria River Bridge
ROUTE NO.: State Route 96
DISTRICT: Northwest
COUNTY: Yavapai

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on December 20, 2024, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes §28-7046, recommending the acquisition and establishment of new right of way for the improvement of the Bagdad-Hillside Highway, State Route 96, as set forth in the above referenced project.

New right of way is now needed for the above referenced project to be utilized for bridge rehabilitation to enhance convenience and safety for the traveling public.

Accordingly, it is necessary to acquire and establish the new right of way as a state route, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Stage III Design Plans, dated October of 2024, BAGDAD-HILLSIDE HIGHWAY, Santa Maria River Bridge, Project 096 YV 010 F0584 / 096-A(200)T".

WHEREAS establishment as a state route, and acquisition of the new right of way as an estate in fee, or such other interest as required, is necessary for this improvement, with authorization pursuant to Arizona Revised Statutes §§28-7092 and 28-7094 to include advance, future and early acquisition, access rights,

December 20, 2024

RES. NO. 2024-12-A-038
PROJECT: 096 YV 010 F0584 / 096-A(200)T
HIGHWAY: BAGDAD - HILLSIDE
SECTION: Santa Maria River Bridge
ROUTE NO.: State Route 96
DISTRICT: Northwest
COUNTY: Yavapai

exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended acquisition and establishment of the new right of way needed for this improvement, and that access to the highway be controlled as delineated on the maps and plans; therefore, be it

RESOLVED that the recommendation of the Deputy Director is adopted and made part of this resolution; be it further

RESOLVED that the new right of way as depicted in Appendix "A" is hereby designated a controlled access state route, that the new right of way shall be established as a state highway prior to construction, and that ingress and egress to and from the highway and to and from abutting, adjacent, or other lands be denied, controlled or regulated as indicated by the maps and plans. Where no access is shown, none will be allowed to exist; be it further

RESOLVED that the Deputy Director is hereby authorized to acquire by lawful means pursuant to Arizona Revised Statutes §§ 28-7092 and 28-7094, an estate in fee, or such other interest as required, to include advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; be it further

December 20, 2024

RES. NO. 2024-12-A-038
PROJECT: 096 YV 010 F0584 / 096-A(200)T
HIGHWAY: BAGDAD - HILLSIDE
SECTION: Santa Maria River Bridge
ROUTE NO.: State Route 96
DISTRICT: Northwest
COUNTY: Yavapai

RESOLVED that the Deputy Director secure an appraisal of the property to be acquired and that necessary parties be compensated. Upon failure to acquire said lands by other lawful means, the Deputy Director is authorized to initiate condemnation proceedings.

December 20, 2024

RES. NO. 2024-12-A-038
PROJECT: 096 YV 010 F0584 / 096-A(200)T
HIGHWAY: BAGDAD - HILLSIDE
SECTION: Santa Maria River Bridge
ROUTE NO.: State Route 96
DISTRICT: Northwest
COUNTY: Yavapai

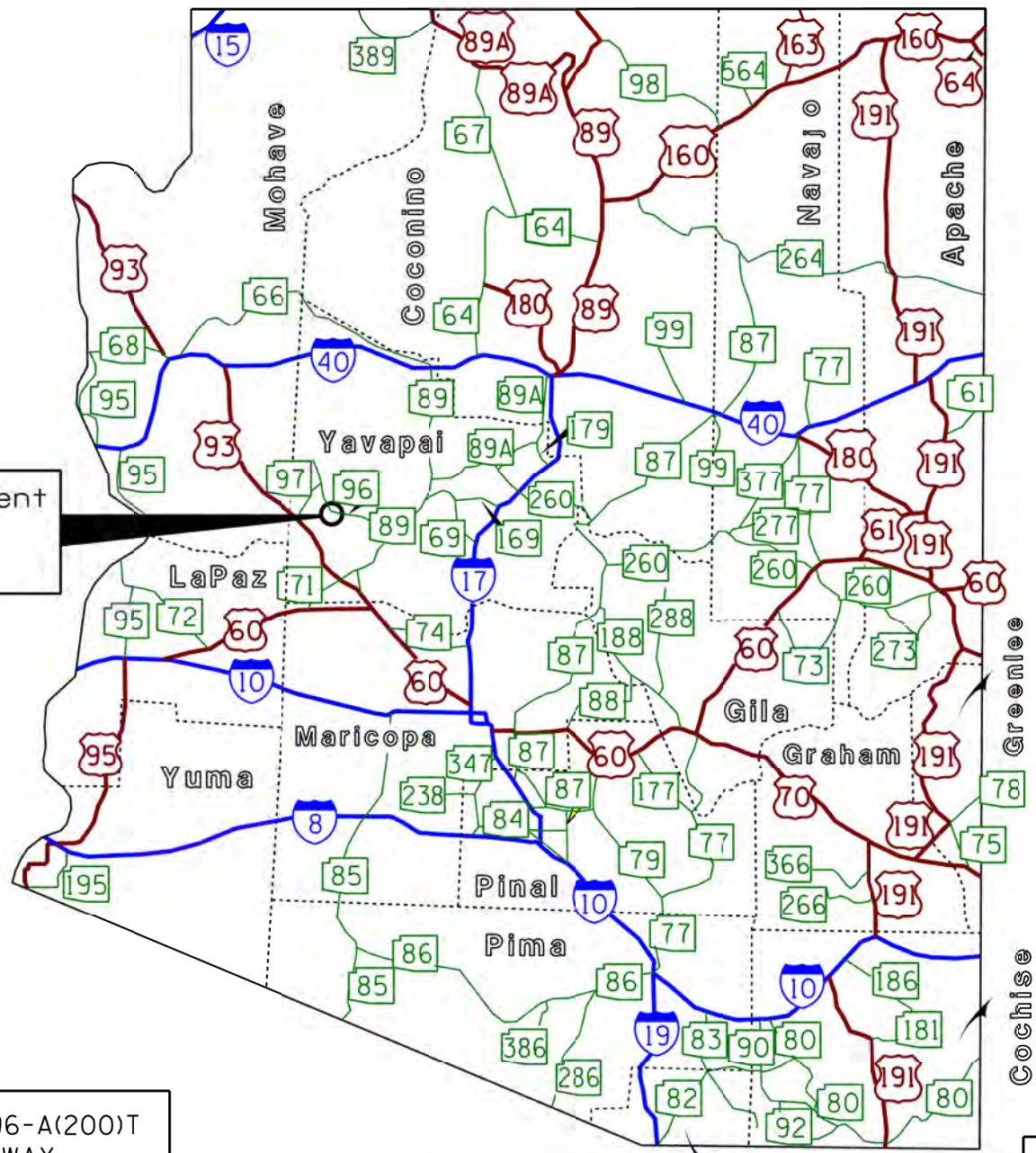
CERTIFICATION

I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on December 20, 2024.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on December 20, 2024.

GREGORY D. BYRES, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

Seal



Area of Establishment
See Sheet 2 of 2
for Details



096 YV 010 F0584 / 096-A(200)T
BAGDAD - HILLSIDE HIGHWAY
Santa Maria River Bridge
Yavapai County

APPENDIX "A"

2024-12-A-038
December 20, 2024
Sheet 1 of 2

December 20, 2024

RES. NO. 2024-12-A-039
HIGHWAY: STATEWIDE FACILITY SITES
SECTION: ADOT Superior Maintenance Camp
ROUTE NO.: "Old" U. S. Route 70
DISTRICT: Southeast
COUNTY: Pinal
SITE NO.: M. C. 11 - 20

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the acceptance and adoption of the donation of real property as a fee estate for the ongoing operation of ADOT Superior Maintenance Camp, Facility Site No. M.C. 11-20, and its establishment as an integral part of the State Transportation System.

The acceptance and adoption of real property donated in fee for the existing ADOT Superior Maintenance Camp, Facility Site No. M.C. 11-20, and its establishment as an integral part of the State Transportation System are necessary to support the maintenance and improvement of the roadways, facilities, and structures within the system.

Accordingly, I recommend the acceptance, adoption, and establishment of the donated land, and improvements necessary for the continued operation of the facility site.

The area of donated real property to be utilized for the ongoing operation of the ADOT Superior Maintenance Camp is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona.

In the interest of public safety, necessity, and convenience, I recommend the acceptance, adoption, and establishment of the real property donated in fee for its ongoing use as the ADOT Superior Maintenance Camp, and improvements necessary for the continued operation of the facility site.

December 20, 2024

RES. NO. 2024-12-A-039
HIGHWAY: STATEWIDE FACILITY SITES
SECTION: ADOT Superior Maintenance Camp
ROUTE NO.: "Old" U. S. Route 70
DISTRICT: Southeast
COUNTY: Pinal
SITE NO.: M. C. 11 - 20

Pursuant to Arizona Revised Statutes §§ 28-304 and 28-7092, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

GREGORY D. BYRES, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, Arizona 85007-3212

December 20, 2024

RES. NO. 2024-12-A-039
HIGHWAY: STATEWIDE FACILITY SITES
SECTION: ADOT Superior Maintenance Camp
ROUTE NO.: "Old" U. S. Route 70
DISTRICT: Southeast
COUNTY: Pinal
SITE NO.: M. C. 11 - 20

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on December 20, 2024, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes §§ 28-304 and 28-7092, recommending the acceptance and adoption of real property donated in fee for the ongoing operation of ADOT Superior Maintenance Camp, Facility Site No. M. C. 11-20, and its establishment as an integral part of the State Transportation System.

The acceptance and adoption of real property donated in fee for the existing ADOT Superior Maintenance Camp, Facility Site No. M. C. 11-20, and its establishment as an integral part of the State Transportation System are necessary to support the maintenance and improvement of the roadways, facilities, and structures within the system.

Accordingly, the acceptance, adoption, and establishment of the donated land, and improvements necessary for the continued operation of the facility site are recommended.

The area of donated real property to be utilized for the continued operation of the ADOT Superior Maintenance Camp is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona.

WHEREAS the acceptance and adoption of real property donated as a fee estate for the ongoing operation of ADOT Superior Maintenance Camp, Facility Site No. M. C. 11-20, and its establishment as an integral part of the State Transportation

December 20, 2024

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SITE NO.: M. C. 11 - 20

System are necessary to support the maintenance of the roadways, facilities, and structures within the system; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the acceptance and adoption of the land for the continued operation of the facility site, and its establishment as an integral part of the State Transportation System; and

WHEREAS improvements will be necessary for the continued operation of the facility site; therefore, be it

RESOLVED that the recommendation of the Deputy Director is adopted and made a part of this resolution; be it further

RESOLVED that the Deputy Director is hereby authorized to acquire by lawful means, an estate in fee, or such other interest as is required, in any property necessary for or incidental to the facility site, and to make improvements necessary for the continued operation thereof; be it further

RESOLVED that the donated fee real property depicted in Appendix "A" designated as ADOT Superior Maintenance Camp, Facility Site No. M. C. 11 - 20, is hereby accepted, adopted, and established as an integral part of the State Transportation System.

December 20, 2024

RES. NO. 2024-12-A-039
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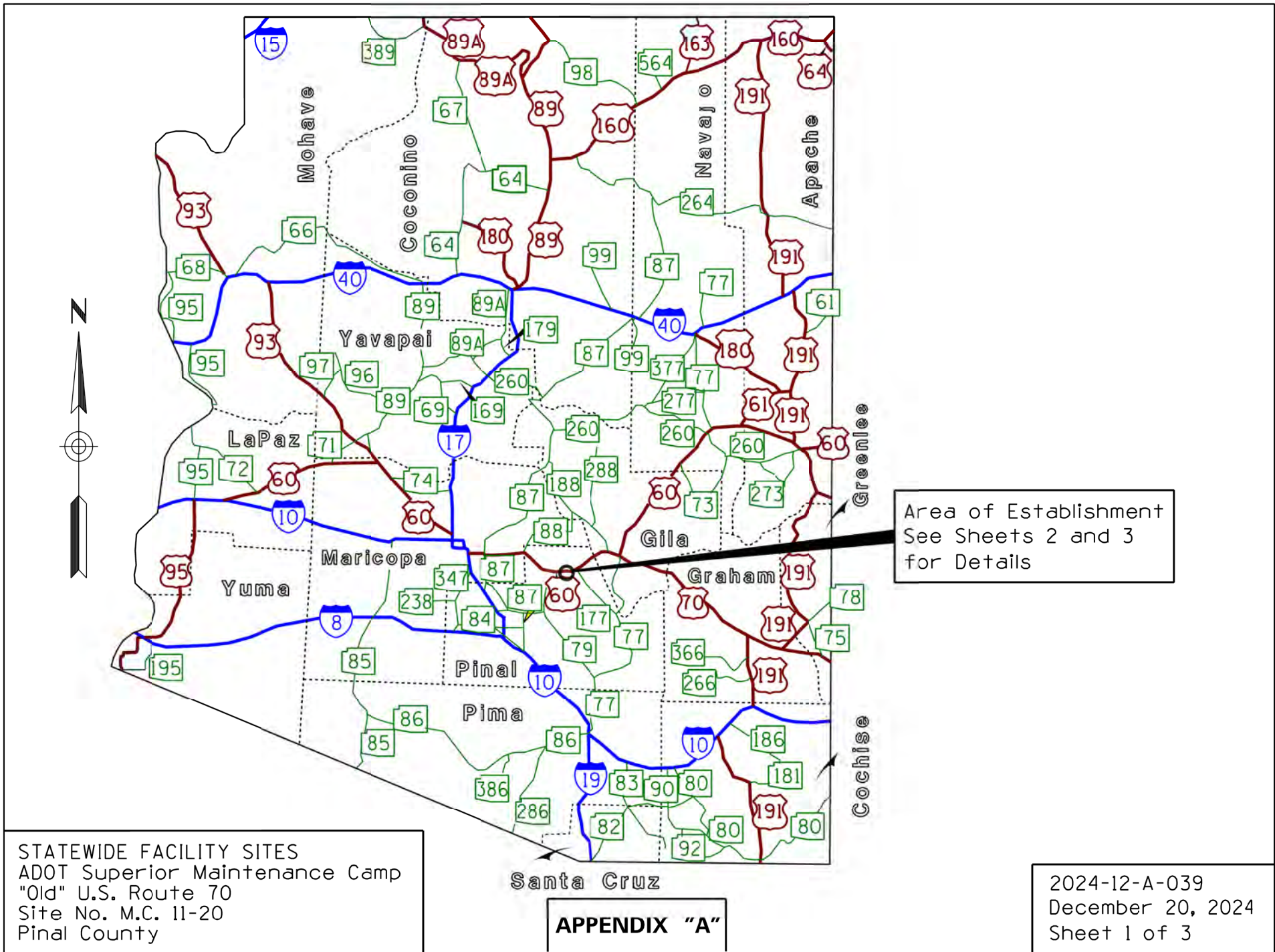
CERTIFICATION

I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on December 20, 2024.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on December 20, 2024.

GREGORY D. BYRES, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

Seal



STATEWIDE FACILITY SITES
 ADOT Superior Maintenance Camp
 "Old" U.S. Route 70
 Site No. M.C. 11-20
 Pinal County

APPENDIX "A"

Area of Establishment
 See Sheets 2 and 3
 for Details

2024-12-A-039
 December 20, 2024
 Sheet 1 of 3

APPENDIX "A"
Legal Description

ADOT Superior Maintenance Camp No. M. C. 11 - 20

A parcel of land located in a portion of the East half of the Southwest quarter of the Northwest quarter of Section 3, Township 2 South, Range 12 East of the Gila and Salt River Base and Meridian, Pinal County, Arizona which is more specifically described as follows:

Commencing at Corner No. 6 of the BELMONT ADDITION TO THE TOWN OF SUPERIOR, as shown in Book 4 of Maps, Page 27, and in Document No. 1978-000149, records of Pinal County, Arizona;

Thence North 85 degrees 17 minutes 20.14 seconds West, for a distance of 1,304.052 feet to a point;

Thence North 30 degrees 50 minutes 53.57 seconds West, for a distance of 209.384 feet to the POINT OF BEGINNING;

Thence North 53 degrees 44 minutes 02.17 seconds East, for a distance of 279.522 feet to a point;

Thence North 32 degrees 55 minutes 49.86 seconds West, for a distance of 254.959 feet to a point;

Thence South 52 degrees 31 minutes 57.68 seconds West, for a distance of 285.289 feet to a point;

Thence South 34 degrees 09 minutes 44.80 seconds East, for a distance of 248.713 feet to the POINT OF BEGINNING;

SAVE AND EXCEPT all minerals lying 500 feet and below the surface.

Said parcel contains 70,991.50 square feet, or 1.63 acres, more or less.

SHEET 2 OF 3

Resolution: 2024 - 12 - A - 039

Section: ADOT Superior Maintenance Camp **Facility Site: M. C. 11 - 20**



Section 3
Southeast District
NOT TO SCALE

TOWN

West Main Street ("Old" U.S. Route 70)

285.289'
552°31'57.68"W
N32°55'49.86"W
254.959'

Superior
Grade School

OF

Old Phoenix Rd

LOT 1
1.63 ACRES +/-

LOT 2

S34°09'44.80"E
248.713'
N 53°44'02.17"E
279.522'

P.O.B.

N30°50'53.57"W
209.384'

SUPERIOR

Existing R/W

1304.052'
N85°17'20.14"W

Corner No. 6,
BELMONT ADDITION TO
THE TOWN OF SUPERIOR,
Book 4, Page 27, P.C.R.

U. S. ROUTE 60

STATEWIDE FACILITY SITES
ADOT Superior Maintenance Camp
"Old" U.S. Route 70
Site No. M.C. 11-20
Pinal County

Area of Establishment

APPENDIX "A"

2024-12-A-039
December 20, 2024
Sheet 3 of 3

STATE TRANSPORTATION BOARD MEETING June 6, 2024 – 9:00am-10:43am
Telephonic/WebEx Virtual Meeting

Board members present – Virtual

- 1) Richard Searle, Chairman
- 2) Jenn Daniels, Vice-Chairman
- 3) Ted Maxwell, Board Member
- 4) Jenny Howard, Board Member
- 5) Sam Elters, Board Member
- 6) Jamescita Peshlakai, Board Member
- 7) Jackie Meck, Board Member

The meeting was called to order at 9:03am. There were approximately 33 attendees on-line and approximately 13 attendees (staff) in person.

Chairman Richard Searle – Called this Board Meeting to order at 9:00 am.

Floyd Roehrich, Jr. – Pledge of Allegiance

Linda Hogan – Roll Call

Chairman Richard Searle – welcomed new member Peshlakai and asked her to tell all a little bit about herself.

Floyd Roehrich, Jr. – Title VI

Call to the Audience – There were no requests to speak.

Item 1: **Priority Planning Advisory Committee (PPAC)** – Paul Patane, Division Director, Multimodal Planning Division

Motion to Approve PPAC project modification Items 1a-1i

Motioned by Vice Chair Daniels

Seconded by Board Member Howard

The board approved unanimously.

Item 2: **2025-2029 Tentative Five-Year Transportation Facilities Construction Program Review**

Paul Patane, Division Director, Multimodal Planning Division

Item 3: **Strategic Highway Safety Plan**

Mona Aglan-Swick, P.E., Safety Programs Manager Traffic Safety, TSMO Division

ADJOURNMENT:

Chairman Richard Searle adjourned the meeting at 10:43 am.

ARIZONA STATE TRANSPORTATION BOARD
STUDY SESSION

REPORTER'S TRANSCRIPT OF PROCEEDINGS

VIA WEBEX/TELEPHONIC

June 6, 2024
9:00 a.m.

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

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

Perfecta Reporting
(602) 421-3602

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

6

7 PARTICIPANTS:

8 Board Members:

9 Richard Searle, Chairman
10 Jenn Daniels, Vice Chairperson
11 Ted Maxwell, Board Member
12 Jackie Meck, Board Member
13 Jenny Howard, Board Member
14 Sam Elters, Board Member
15 Jamescita Peshlakai, Board Member

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CALL TO THE AUDIENCE

(No requests from the public to speak.)

STUDY SESSION AGENDA ITEMS

PAGE:

Item 1 - Priority Planning Advisory Committee (PPAC) Paul Patane, Division Director, Multimodal Planning Division Director.....	4
Item 2 - 2025-2029 Tentative Five-Year Transportation Facilities Construction Program Review - Paul Patane, Division Director, Multimodal Planning Division Director.....	7
Item 3 - Strategic Highway Safety Plan - Mona Aglan-Swick, P.E., Safety Programs Manager Traffic Safety, TSMO Division.....	39

1 (Beginning of excerpt.)

2 CHAIRMAN SEARLE: Thank you. Do we have -- as we
3 move to the call to the public, have we any requests to speak,
4 Floyd?

5 MR. ROEHRICH: Mr. Chairman, I have no requests
6 to speak.

7 CHAIRMAN SEARLE: All right. Then we will go
8 ahead and forego the call to the public, and we'll move on to
9 Item Number 1, which is PPAC items with Mr. Patane.

10 MR. PATANE: Good morning, Chairman Searle, Board
11 Members. Before we get started on this item, we're going to
12 wrap everything into one motion, project modifications. After
13 looking at some of the information here, all these projects
14 would be considered modifications. So there is no new projects,
15 and so the motion today will be for just only project
16 modifications.

17 That being said, Chairman Searle, Board Members,
18 for your consideration changes to the 2024-2028 Five-Year
19 Transportation Facilities Construction Program, Items 1A through
20 1I.

21 CHAIRMAN SEARLE: Okay. Before I take a motion,
22 are there any questions on any of these items? And actually,
23 since no one else does, I do have one, Paul. Item 1F.

24 MR. PATANE: Okay.

25 CHAIRMAN SEARLE: That's the Riggs Road/387,

1 widen roadway in both directions. Explain that one, please.

2 UNIDENTIFIED SPEAKER: (Inaudible) the money out
3 of '24 to '26.

4 MR. PATANE: What we're doing here, Chairman
5 Searle, Board Members, the action here is just to move the
6 funding -- the funding to a different fiscal year, from FY '24
7 to FY '26. And -- right. And this is when the funding is --
8 (Speaking simultaneously.)

9 CHAIRMAN SEARLE: -- be starting this project,
10 Paul?

11 MR. PATANE: Pardon?

12 MR. ROEHRICH: He asked when you'd be starting --

13 CHAIRMAN SEARLE: I thought this was part of the
14 scope of work -- we're starting with the Gila River Bridge, so
15 what -- how does this change that whole project?

16 MR. PATANE: It doesn't change the project,
17 Chairman Searle.

18 CHAIRMAN SEARLE: You're just bumping it from
19 fiscal year '25 to '26?

20 MR. PATANE: From '24 to '26.

21 CHAIRMAN SEARLE: '24 to '26. And why do we need
22 to bump it out two years?

23 MR. PATANE: Because they're still in the design
24 phase of some of the other segments, and that's when the funding
25 will be needed.

1 CHAIRMAN SEARLE: All right.

2 MR. BYRES: So Mr. Chairman, Board Members, this
3 is Greg Byres. The I-10 corridor has several phases to it.
4 There's multiple projects. So as those projects come available,
5 that's when we need the funding. The project stretches out all
6 the way out to 2028. So there's multiple projects that are
7 going to be timed out. So it's not a single project. It is
8 multiple projects.

9 CHAIRMAN SEARLE: All right. Thank you,
10 Mr. Byres.

11 Okay. I would be open for a motion, the PPAC
12 project modifications Items 1A through 1I as presented.

13 VICE CHAIR DANIELS: So moved.

14 MS. HOWARD: Second.

15 VICE CHAIR DANIELS: This is Board Member
16 Daniels.

17 MS. HOWARD: Second. This is Board Member
18 Howard.

19 CHAIRMAN SEARLE: All right. So who is the
20 first?

21 VICE CHAIR DANIELS: Daniels.

22 CHAIRMAN SEARLE: All right. Thank you, Jenn.
23 The motion by Ms. Daniels and a second by Ms. Howard, and are
24 there any other questions or comments? Hearing none.

25 Is there any opposed to the motion? Hearing no

1 opposition.

2 All those in favor say aye.

3 BOARD MEMBERS: Aye.

4 CHAIRMAN SEARLE: Chair votes aye. Item passes
5 unanimously.

6 Mr. Roehrich, we don't need to poll the members,
7 do we?

8 MR. ROEHRICH: No, sir. You have clarified that
9 it has passed unanimously.

10 CHAIRMAN SEARLE: All right. Thank you very
11 much.

12 We'll now moved to Item -- Agenda Item Number 2,
13 with Kristine Ward and Paul Patane for information and
14 discussion only.

15 MR. PATANE: Thank you, Chairman Searle, Board
16 Members. Today I'd like to provide an update on the five-year
17 program and some of the progress to date and let you know some
18 of the proposed changes based on reprogramming of projects and
19 advancing projects. And so today's just an overview of those
20 changes, along with an update on the public comments received.

21 So before we get started, just wanted to share
22 this slide again. This is the funding for the five-year
23 program. This is the available funding that Christine presented
24 back in February. There has been no changes, but I just wanted
25 to make you aware this is the baseline and how we build our

1 program, and the dollar figures are what we -- we try to be
2 fiscally constrained for each year of the program.

3 Next slide, please.

4 So when we're constructing the program, there's
5 many factors that go into play and how we establish the program.
6 The first one is fiscal constraint. By law, we -- our program
7 has to be fiscally constrained. And so, you know, it's a good
8 practice and -- so that is one of the major goals of the
9 program.

10 Then the project budgets are reviewed annually.
11 As projects change in scope or different unknown conditions come
12 up, we look to adjust the estimates, for example, year of
13 expenditure. If projects get pushed out for some reason, we
14 have to adjust for the year of expenditure. Then other items
15 that go into the project budgets are the construction cost
16 index. And so we're able to adjust the costs based on how the
17 most recent construction projects and bids are coming in.

18 Then on our changes in treatment type, because
19 sometimes our programs -- a lot of times they're -- they get put
20 in, the new project, in the third or fourth year of the program.
21 And when we develop the estimate, we're based on -- is being
22 based on the condition at that time, and a lot of the times, you
23 know, like this past winter, where the conditions can
24 drastically change, thereby requiring us to have a different
25 type of pavement fix or bridge fix, and so those factors come

1 into play when we're evaluating the estimates.

2 Then project readiness as well. Then also the
3 project complexities is a factor as well.

4 Next slide, please.

5 So just an update on the public comments we've
6 received to date. Just a quick overview of the numerous
7 outreach activities. We've targeted over 13,000 email
8 subscribers of GovDelivery. So to date, we have received
9 approximately 670 comments on the tentative program. And if you
10 look to the right, you can see how those -- that 670 comments
11 are broke down, and the majority of those are related to
12 highways, but there are comments as far as the transit and
13 airports as well.

14 I know this slide may be a little bit hard to
15 read, but some of the major themes in the -- in the public
16 comments by far, SR-347 received the most comments of 191.
17 Comments there focused on the widening of 347 and improvements
18 to Riggs Road -- Riggs Road intersection. The next was
19 Interstate 10. There was comments related to Jackrabbit Trail
20 intersection, the traffic interchange, widening of Interstate 10
21 to California, along with the ramps at the Skyline Road
22 interchange in Cochise County, we received comments on as well.

23 Then for SR-260, we had comments related to
24 pavement condition. Then as you can see, there's comments
25 throughout the areas related to pavement condition and

1 (inaudible) our commitment to preservation. As you can see in
2 our program, the preservation is the biggest pot of money that
3 we have.

4 And going down to the -- there's a comment --
5 seven comments received related to SR-410, the Sonoran Corridor,
6 and the emphasis there of keep that project moving forward.
7 Then we had comments related to SR-51 pavement conditions and
8 the need for widening.

9 So next slide.

10 And so based on these comments, we wanted to
11 share with you, you know, what's currently being proposed in the
12 tentative program. For example, SR-347, there we have
13 approximately over \$76 million programmed for improvements along
14 the stretch of 347. They vary from pavement preservation to
15 spot improvements to design, as far as beginning design on
16 certain phases or certain sections of the corridor.

17 Then I-10, there's a list of various projects
18 there. We have the Jackrabbit TI. There's a 5 million
19 legislative appropriation. Design is underway, but currently is
20 no construction funding. Then we have I-10 as far as further
21 west, we have pavement preservation throughout the corridor
22 there. Then also, we have I-10 widening from SR-85 to Citrus,
23 Citrus Valley. There's 160 million programmed for construction,
24 including the 103 million of the legislative appropriation.

25 And for -- as far as US-60, we have projects

1 programmed for preservation. And the 35th Avenue and Indian
2 School Road intersection, there's 106 million programmed there.
3 And also, we have on US-70 some additional pavement
4 rehabilitation programmed as well from Santee -- that's on US-60
5 from Santee Street to US-70.

6 Next slide, please.

7 UNIDENTIFIED SPEAKER: (Inaudible.)

8 MR. PATANE: All right. Okay. So continuing
9 with the theme, so not -- on I-17 was additional pavement
10 rehabilitation funding program. There's money programmed for
11 some IT technology improvements from Sunset Point to Flagstaff.
12 Then first State Route 260, we have our expansion project, Lion
13 Springs Road for the widening there. Also, we have some
14 additional pavement preservation as well from Knottingham to --
15 Knottingham Lane to 357.

16 Then along SR-87, there's a combination of
17 modernization and pavement rehab projects as well. The Green
18 Valley Parkway to Houston Mesa Road, there's 19.8 million
19 programmed for pavement rehab in 2025.

20 Next slide, please.

21 Looking at some of the projects along State
22 Route 101 that are currently in the program, there's system
23 interchange improvements. They're programmed for 291 million
24 for FY '25. Then looking at additional -- at Northern Avenue
25 TI, there's 15 million programmed to construct improvements of

1 that interchange.

2 As -- on the I-40 at various locations, the
3 big -- one of the big projects there is our joint project with
4 Caltrans, and our portion of the project is 66 million
5 programmed for the bridge rehabilitation. Then we have the
6 pavement improvement projects from 11 miles from Two Guns to
7 Dennison. So a lot of -- you'll see in the program a lot of
8 money programmed for I-40 preservation. So much needed. It's
9 good to see. Then for SR-387, you have some spot improvements
10 there, some modernization funding for traffic intersections and
11 signal improvements.

12 On US-70, focus there is on pavement
13 rehabilitation.

14 Then our SR89/89A, we have a joint project with
15 Coconino County on the US-89 flood control where they received
16 close to \$16 million for a PROTECT grant. Then there's the
17 Midgley/Wilson Canyon Bridge for rehabilitation program and 2029
18 as well.

19 So before going to the Greater Arizona, any
20 questions on the public involvement portion that I just covered?
21 Because I initially shared the comments, then just shared with
22 you those projects that were -- a part of those corridors that
23 we received many of the comments.

24 Okay. If -- hearing none, we'll move on to the
25 Greater Arizona as far as the tentative program.

1 As you can see the dollar amounts there, we do
2 have -- our target is 450 million for preservation total. As
3 you can see the -- we have dollars for expansion. That's the
4 blue column. And the yellow column is for statewide planning,
5 followed by the purple columns, which is statewide project
6 development. Then we have the modernization in red, and the
7 green is the pavement, the pavement preservation programs.

8 UNIDENTIFIED SPEAKER: (Inaudible.)

9 MR. PATANE: Preservation for bridge and
10 pavement. Thank you.

11 Next slide, please.

12 So here we want to just point out where we've
13 made some changes from the tentative program. As you can see,
14 the bottom table on the right shows the differences in the
15 program were from the tentative program. For example,
16 preservation, there's a difference of 23 million between the
17 tentative and the current program that will be presented to the
18 Board. And some of that, as you can see, there's a decline to
19 preservation throughout the years, and some of that is because
20 the NEVI program is beginning to kick off. If you recall, you
21 know, when we -- the new law came into effect, as far as the
22 federal -- the federal funding that we -- that we get for each
23 of the programs or for the --

24 UNIDENTIFIED SPEAKER: (Inaudible.)

25 MR. PATANE: Yeah. The federal aid.

1 (Inaudible.)

2 UNIDENTIFIED SPEAKER: (Inaudible.)

3 MR. PATANE: And so as you can see, in the red,
4 we're -- there's an increase in funding. That's because we're
5 beginning to use those funds for the NEVI program. We
6 haven't -- the funding was available since 2021, but it took us
7 three -- about two to three years to get the program in place.
8 We had to come up with the NEVI program, and we have to come up
9 with the plan, the statewide plan. Now we've been working
10 through the P3 to get the RFP going where we can get a
11 contractor on board. And so now we have to begin to use those
12 NEVI funds, and that's -- that's why you're seeing an
13 increase -- a decrease in preservation and -- or the
14 modernization funding is continuing to rise as well.

15 Next slide, please.

16 So we wanted to talk about the changes to the --
17 from the tentative to the final, and so these are some of the
18 reasons for the changes. Typically, we have -- like, sometimes
19 the project gets advanced, either the whole project gets
20 advanced or a phase does. We have the different phases of
21 construction right away or utilities. And so sometime we're
22 able to, depending on if there's funding available to move up
23 the phase or in some cases move up the entire project.

24 Then we have what we call change the advanced
25 construction years, and we typically use advanced construction

1 on our larger expansion projects, where we can cash flow a
2 project over multiple years. And so there's a built -- so
3 sometimes we have to move out a project, and so that kicks the
4 whole project out multiple years. If you move one year, then
5 you're -- it's kind of -- you need to move it out two or three
6 years as well. And sometimes, for various reasons, projects get
7 deferred, either the phase or the project gets deferred to a
8 later year or, in some cases, a project gets deleted from the
9 five-year program.

10 The changes are also because of increased cost,
11 as we've seen throughout the last couple of years, our costs
12 have kind of been variable, and so we -- in some cases, there's
13 a change in scope, which requires an increase in budget. So
14 that's another type of change. The new projects are added,
15 along with reducing costs for budget -- for projects as well.

16 Next slide, please.

17 So this kind of shows the number based on those
18 categories in the earlier slide. This kind of shows the
19 number -- the number of changes per type -- per type. Okay?
20 And so, for example, for -- for new projects, there was 33
21 new -- 30 -- 31 -- 33 new projects added. We had nine projects
22 that were advanced. We changed advanced construction by five
23 years. We deferred six projects. We increased the budget on
24 five projects and reduced the budget on one project. Two were
25 deleted.

1 So next shows the projects that have been
2 advanced and changes for the advanced projects. And so we're --
3 these were moved up to FY '24. With some of the available
4 funding that we still had, we were able to advance projects up a
5 fiscal year.

6 And is there any questions on the projects that
7 we're advancing that's being shown here? A lot of these were
8 pavement rehabilitation. You know, there's one -- the one on
9 I-40. There's, you know, 47 million there for rehabilitation.
10 The one on SR-86 in Pima County was moved up to FY '24 as well,
11 and so were these others on the list here. And just to point
12 out, we were able to advance the two on the bottom for US-93,
13 we're able to advance the design phase for these projects on
14 this corridor.

15 Next slide, please.

16 So these were advanced construction, the changes
17 to the ones with advanced construction category. So on Cane
18 Springs, we've made some adjustments there. On SR-260 to Lion
19 Springs Road, we advanced construction over three years. And
20 also, we -- able to advan- -- change in construction funding
21 spread over multiple years for the US-90/I-40 West Kingman TI,
22 and also for the SR-347/Riggs Road interchange. You can see
23 where we advanced construction for two years, '25 and '26.

24 Next slide, please.

25 So projects -- project phases that we've

1 deferred, we need more time to complete, and here we have five
2 local projects that had to be deferred for various reasons. But
3 also, there was one -- or six projects that were deferred for
4 various reasons on -- both on the local and state system.

5 Any questions on the deferred projects?

6 So deleted projects. We had two deleted
7 projects. The first one was a local project that was changed.
8 It was Yavapai County, Gail Gardner Way and Fair Street. This
9 was a request from the sponsor to cancel the project, to delete
10 the project. Then the one for I-10, Cochise, San Simone port
11 scale and inspection pit. This project was deleted as well.

12 Next slide, please.

13 So this shows the increase in funding based on
14 changes in project scope, schedule or budget. The first one is
15 on I-17. We increased the project there, because there was a
16 change in scope by approximately 9 million. In the I-40, Fort
17 Rock Road, Markham Pass westbound, there was increased cost
18 there. Just minor. Then the Bitter -- US-89 in Coconino
19 County, Bitter Springs Junction to Rossman Hill, we increased
20 the budget there. Then SR-64 from I-40 to Pipeline, it was an
21 increase in cost there, and this is a pavement rehab project.

22 Okay. Next slide, please.

23 So these are some of the new projects that were
24 added. Their -- first one -- there's a couple on I-10. We
25 added what we did for the -- as you can see, we added San Simone

1 Port of Entry. What we did is we just kind of renamed the
2 project and combined them both together where we're taking care
3 of the scales along with some safety improvements. We had --
4 have new projects along I-40. These are new bridge rehabs.
5 There's two of them there at the Hunt Road TI, and also the Lake
6 Havasu TI underpass.

7 We also have advanced a project on Business 8 in
8 Gila Bend. That's the Gillespie Canal Bridge, eastbound and
9 westbound. Excuse me. That's on Interstate 8. And then also,
10 we have five local projects that were added to the program, and
11 these were all bridge rehab projects that were recently added to
12 the program.

13 Next slide, please.

14 So the new projects continued, as you can see,
15 there's more local projects, which is a good thing, and so they
16 vary, from Yavapai County, there's the Navajo County. We have
17 some in Pima and Pina and Yuma County. So it's touching a lot
18 of different areas throughout the state, combination of
19 transportation alternative projects, bridge rehab projects,
20 along with some safety improvements as well.

21 Any questions on the new projects shown?

22 Next slide, please.

23 Got a continuation of the new projects. We have
24 SR-202 in Maricopa County. We have an LED lighting conversion.
25 That's using the carbon reduction funding. It's a big effort

1 for us, for us to -- throughout the Valley is to upgrade from
2 high-pressure sodium to LED lighting, and currently we're using
3 carbon reduction funding for that. And we have -- we added to
4 the program SR-80, Cochise, James Ranch Road, access road to the
5 new port of entry facility. There was 20 million currently
6 being proposed for 2027. We have US-191 in Graham County. We
7 have a new passing lane project that was added for fiscal
8 year '26.

9 Any questions on new projects?

10 VICE CHAIR DANIELS: Chair, I have a question.

11 CHAIRMAN SEARLE: Go ahead, Ms. Daniels.

12 VICE CHAIR DANIELS: Thank you.

13 I may be going backwards here. Sorry. I was
14 bouncing back and forth between the WebEx and then the item that
15 was sent over to us. Can you -- and I'm sorry I'm digging into
16 the weeds, but I feel like that's what the study session here is
17 for, so thank you for indulging me for a moment.

18 Can you please explain to me the advancement of
19 the Gillespie Bridge and the importance of that? I saw that
20 that was a newly added project in District 1.

21 And I, in full disclosure, will tell you why I'm
22 asking. I haven't heard anybody demand for Gillespie Bridge,
23 but I have heard a lot of people making demands for State
24 Route 24 and furthering that expansion, and so I'm trying to
25 understand the differential and the priorities at this point.

1 UNIDENTIFIED SPEAKER: I need to figure out how
2 that was funded.

3 MR. PATANE: Yeah. It's the -- the structures
4 on -- for the I-8 Gillespie Canal Bridge, this is -- I believe
5 those structures are in need of repair because -- and my
6 familiarity in that area is this is like a huge canal that goes
7 under the interstate. Okay? And so it's important, because
8 it's carrying water on a regular basis, it's important that if
9 that structure needs attention or replaced that -- or rehab that
10 it's -- it's part of the interstate system, so I think it would
11 be a priority.

12 (Speaking simultaneously.)

13 MR. JAMES: Do you mind if I jump in?

14 MR. PATANE: Yeah. Go ahead.

15 MR. JAMES: Yes. This is Jason James. The other
16 big reason it was a high priority by our bridge group per our
17 bridge inspections from the past year, it had a poor foundation
18 and heavy cracks on the pier for those bridges. So again, it
19 was per of the inspection for our bridge tech why it was rated
20 so high and why it got funded.

21 MR. PATANE: Thank you.

22 VICE CHAIR DANIELS: Okay. So in comparison to
23 the other bridges throughout the system, this one is the -- one
24 of the highest priority bridges?

25 MR. JAMES: Yes, ma'am.

1 VICE CHAIR DANIELS: Okay. That's helpful, and,
2 of course, bridge safety is important to all of us.

3 I guess now would be a good time for me to slide
4 this in. So again, thank you to the Board for indulging me, but
5 I -- the importance of State Route 24, I just can't state it
6 enough, and having it within the five-year plan, it was -- it
7 was probably needed in the five-year plan five years ago, and I
8 know that there's so many different demands, but the ridership
9 numbers, the -- just a lot of, I think, necessity for --
10 specifically for that area, similar to how much attention the
11 347 has gotten, which again, I agree with as well, is in high
12 priority. I get the same amount of feedback directly on SR-24.

13 And so is there a way for us to incorporate that
14 into the five-year plan? I saw that on your -- there's another
15 slide in your presentation, Paul. It talks about if there was
16 funding made available.

17 MR. PATANE: Yes, we -- we currently (inaudible)
18 show it as an illustrative project, and those are projects that
19 are currently -- there -- it's an unfunded. It's a project of
20 regional importance, but it's currently -- there's no funding
21 source for it.

22 VICE CHAIR DANIELS: Well, there's -- I
23 understand that there's no funding for the construction side of
24 it, but getting through phase one of this next component of it,
25 I think, is what the region is asking for.

1 MR. PATANE: And it's important that we, when it
2 comes to the programming in the MAG region, because it's part of
3 the -- this part of -- this is part of the MAG planning region.
4 It's been the practice for them to take the lead.

5 MR. ROEHRICH: Well, it's the law. Mr. Chairman,
6 Ms. Daniels, as the MAG is the planning MPO for this region, it
7 needs to be in the MAG's program for us to continue to move
8 forward with it. So the funding source that we're looking for
9 is -- what we've been coordinating with -- with MAG is how to
10 get it into the program so it can be brought into our STIP so it
11 becomes a statewide project. So it's something we're still
12 coordinating with. We're still working with them to figure out
13 that funding source and to prioritize it, but it needs to come
14 through the MAG planning process to meet the federal
15 requirements.

16 VICE CHAIR DANIELS: So it's my understanding it
17 has come through that MAG planning process, Floyd.

18 MR. ROEHRICH: Yes, but they haven't programmed
19 it. Yes, ma'am. They've been planning it. They've been
20 starting the process, but they have to program the funds for it,
21 and so that's what I'm talking about is their planning to
22 programming process. Once it -- because you'll see a lot of
23 times we're asking the Board to take something, but we also put
24 the caveat in the MAG region, it's depended upon regional
25 council action -- actions as well. We need MAG to go ahead and

1 plan and then program this project in their regional plan, and
2 then we can add it to our statewide plan.

3 UNIDENTIFIED SPEAKER: Ms. Daniels?

4 VICE CHAIR DANIELS: Yes, sir.

5 UNIDENTIFIED SPEAKER: This is kind of a new --
6 can you -- can you give us an idea of what you're -- what 24
7 needs, in your opinion? I mean, the scope of the project. Are
8 we talking widening? What is it that you've got in mind?

9 VICE CHAIR DANIELS: State Route 24 is a new -- a
10 new roadway, actually, altogether, and there has been a
11 reprioritization at MAG and at regional council in order to
12 further that. What they're looking for today is an extension of
13 the existing State Route 24 farther about one mile to connect to
14 the Central Arizona Parkway that's yet to be built, but that is
15 being funded by Pinal County. They've set aside dollars and
16 have money for all of this, but in order to start their Central
17 Arizona Parkway, which is that important route for Pinal County,
18 extending from the State Route 24 down to San Tan Valley, where
19 we have, you know, 150,000 residents that sort of live without
20 major transportation infrastructure available to them, then they
21 will not be able to proceed with the Central Arizona Parkway
22 until they have that SR-24 extension. And so there's a --
23 there's a challenge associated with that, that until the SR-24
24 extension is made to that canal, the Central Arizona Parkway
25 cannot be furthered, and so things are hinging on this

1 extension.

2 UNIDENTIFIED SPEAKER: All right. Thank you.
3 Thank you for the update.

4 VICE CHAIR DANIELS: Yep. There's a lot of
5 people that live out here, and they've -- you know, San Tan
6 Valley, as I'm sure you guys have been through, is an
7 unincorporated area of Pinal County who has hopes -- I know some
8 of the residents, not all of them, but some of them have hopes
9 of incorporation. And so I just think as attention is drawn to
10 this area, it will -- it will be a huge benefit. There are --
11 and I respect Maricopa, City of Maricopa, they've got a lot of
12 residents there as well, but San Tan Valley has about double
13 that. They're just not incorporated, so they're not as
14 organized, I think, to come to us, but their county supervisors,
15 both Supervisor McClure and Supervisor Goodman, have been very,
16 very vocal with me on what those needs are. So I am doing my
17 job as their district representative to also help advocate for
18 theirs, their project.

19 CHAIRMAN SEARLE: I would -- I would venture that
20 as late as it is in the plan, it might be difficult to get work
21 in at this time, but it sounds like a great project for you this
22 coming year.

23 VICE CHAIR DANIELS: Understood. Thank you.

24 MR. ROEHRICH: So Mr. Chairman and Board Members,
25 I do want to add on. Ms. Daniels gave a very good kind of

1 background on the project and the need. State Route 24 has been
2 in MAG's planning corridor for a lot of years, and they've put
3 some preliminary planning in. They've also obviously started
4 construction on some earlier phases, but it also was in the Prop
5 400 funding for the whole, whole corridor, but with the
6 rebalancing because of the funding shortfall, a lot of those
7 segments were pushed out.

8 My understanding is to complete State Route 24
9 and move into other phases, it is part of MAG's planning for
10 Prop, what, 479 or whatever the next extension of the half cent
11 sales tax is. So it still is -- not so much that it isn't a
12 regional need. It's been identified as a regional need for
13 years, and I'm sure as Ms. Daniels said, and even Board Member
14 Meck, Mr. Meck, you both have lived this for a long time as
15 advocates here in the Valley, and -- because this corridor has
16 been on the planning corridor for probably two decades.

17 Moving it forward does require us to ensure that
18 it's in compliance -- that it -- in collaboration with MAG and
19 their actions to put it into their regional planning and
20 programming TIP so we can then incorporate it into the STIP.

21 VICE CHAIR DANIELS: Yeah. I am texting Audra
22 right now, because I actually thought that it was. That's -- we
23 just voted on the updates, and so I want to make sure that at
24 least we're speaking from the same sheet of music when we talk
25 about the RTIP.

1 And I want to be really clear, Floyd. It is
2 Proposition 479 that will be on the ballot in November. I don't
3 ever want us to say "or whatever it's called." I want us to be
4 really intentional about 479, because it is critical to the
5 entire state that that get passed, and so I will -- I will mute
6 myself now as appropriate.

7 CHAIRMAN SEARLE: All right. Thank you,
8 Ms. Daniels.

9 Is there any other questions or comments from the
10 Board for Paul on this item?

11 MR. MAXWELL: Mr. Chair, Mr. Chair, it's Member
12 Maxwell. I've got my virtual hand up there, but you can't kind
13 of see it. It blends in with the background, it looks like.

14 I'm -- follow up on -- based on the study. I'm
15 going to ask a question that's purely to expand my knowledge
16 first, but I think what you're hearing from Ms. Daniels, and
17 hopefully you'll hear from me in '25, after the regional
18 transportation authorizations get passed by the voters, we're
19 going to have numerous inputs to our five-year plan, as well as
20 the long-range plan. Then there should hopefully be funding
21 available. Plus, you could always tell Ms. Daniels she'll have
22 to work with the next chair to get the stuff through. For those
23 of you who don't know, she's the next chair.

24 The question I've got, Floyd, is this plan has to
25 be fiscally constrained, and I'll tell you down in Pima, we're

1 wrestling with what the definition of "fiscal constraint" is.
2 And so my specific question to get more knowledgeable is: If
3 there's private funds that can be identified for a project,
4 whether it's a safety enhancement, it's improvement, are those
5 private funds able to be considered in our inclusion in our
6 five-year plan?

7 We're -- we've got several projects down here
8 they're trying to get the regional TIP down here, and they're
9 citing the investment of private funds that are available,
10 because it's normally developers and (inaudible).

11 How -- what is it that has to be there for us to
12 consider it fiscally constrained, and what are our limitations?

13 MR. ROEHRICH: So, Mr. Chairman, Mr. Maxwell, to
14 be fiscally constrained, we have to have as reasonable assurance
15 the fund is there. When we work with private developers and
16 other people are bringing funding, just a letter saying that we
17 commit we're going to give you some money has not been
18 sufficient for us to program, because the letter's not -- not
19 anything other than the verbal.

20 Normally, we can add in those private funds as
21 part of our funding that can, you know, increase, obviously, the
22 program -- programmed amount, but what we need is some type of
23 agreement in place, a formally executed joint project agreement
24 of some sort or financial agreement to ensure that we all have
25 identified exactly what funds are available, when they're

1 available, and how ADOT will access those funds. Once we have a
2 formal agreement, then we can add those funds to the program for
3 whatever project we coordinate with that the locals are bringing
4 money to.

5 And obviously, we've done a lot of that in the
6 past with developer-funded traffic interchanges, developer-
7 funded improvements, like we did on US-93 around Wickenburg, the
8 \$10 million they brought in. Once we have a formal agreement,
9 so we know what the funds are and how ADOT will be accessing
10 those funds, then we're able to bring those into the program.

11 MR. MAXWELL: And I know we did that with the
12 SR-189 when we were trying to get the expansion on there. The
13 local communities committed part of their freight fees that they
14 were collecting and such.

15 So I guess what I'm trying to find out, too, is
16 how -- what's considered formal? Obviously, I get it, a letter
17 from a developer or from a local community or anything doesn't
18 work. Does it have to be an IGA? Does it have -- what is it
19 that allows us to put it in there? Because sometimes, when they
20 want to apply for grants or for federal funding, in an -- above
21 what we've already got, they have to be in one of our plans,
22 either the RMAP or in the TIP, both for ADOT and locally. And
23 I'm -- I guess I'm trying to use my access to the experts that
24 you are to improve my knowledge of even locally, because I'm
25 assuming a lot of those rules are the same as well.

1 MR. ROEHRICH: And when I say agreement, an IGA
2 is with another government agency with a private individual, a
3 joint project agreement, a JPA, in order to bring it in, but
4 there's a formal agreement that both parties sign, and it has
5 terms and conditions to it in order to, again, as I said,
6 specify the dollar amount, how did -- where the dollar amount --
7 the funds are coming from and how ADOT can use them.

8 So once we execute that, then we can bring it
9 into the program. Now specific -- I do want to go back.
10 Specific to, like, PAG and MAG, since they're MPOs, those also
11 have to be coordinated regionally through the MPO. So in the
12 PAG region, if they've got developers that want to come in and
13 add projects to move projects forward, we would meet with that
14 developer with the PAG folks and the ADOT team, and we would
15 develop that joint project agreement that would specify exactly,
16 you know, what everybody is doing, because PAG would have to
17 program it so ADOT could bring it into our program.

18 MR. MAXWELL: Absolutely. Thank you for that
19 answer. That definitely clarifies and gives me more -- I won't
20 say ammunition, but more facts to talk with some of the folks
21 that are talking about what they see as problems with us moving
22 forward on getting investment, more investment, private
23 investment even, in into our plan. So thank you.

24 MR. ROEHRICH: And, Mr. Chairman, Mr. Maxwell, I
25 would also say as you're working with those folks, if there's

1 other questions, ask them to contact us and let's meet with
2 them, because a lot of times we can cut through a lot of
3 speculation or a lot of questions by just sitting down and
4 talking through it. So we'd be more than happy, Mr. Maxwell, to
5 work with you and any of these contacts you have and meet and
6 talk about what it is they want to do, you know, to kind of
7 make -- come up with an action plan to move forward.

8 MR. MAXWELL: Thank you, Floyd, Mr. Chair. I
9 appreciate the time to ask this -- that question, and you may
10 get some requests coming your way. So I will follow up with you
11 when I know somebody from either the private sector or maybe
12 even the public sector down here wants to reach out directly to
13 ADOT for some answers. So thank you.

14 CHAIRMAN SEARLE: All right. Thank you,
15 Mr. Maxwell.

16 I think I'll just poll the board members.
17 Ms. Howard, do you have any questions? Any comments?

18 MS. HOWARD: No, I'm good so far. Thank you.
19 I -- actually, you know what? I do have a question for Paul.
20 It's kind of on a -- a few slides back.

21 Paul, the design on the I-10 widening, have we
22 incorporated the cloverleaf at East Pinal Airport Road for the
23 northbound traffic? I know we visited about it a couple of
24 times.

25 MR. PATANE: (Inaudible.) No, it's not part of

1 the project. Chair -- excuse me -- Chairman Searle, Board
2 Member Howard, no, that interchange is not part of the I-10
3 project.

4 MS. HOWARD: Okay. Thank you. I knew it wasn't,
5 but I just kind of want to put in the back of our minds if we
6 have anything and then take a look at it sometime.

7 CHAIRMAN SEARLE: Ms. Howard, I think as we start
8 with the PPP projects in August, this is probably an opportune
9 time to bring that forward.

10 MS. HOWARD: Perfect. Thank you, Chairman.

11 CHAIRMAN SEARLE: All right. Mr. Meck, do you
12 have any comments or questions?

13 MR. MECK: No, sir. I'm good.

14 CHAIRMAN SEARLE: All right. Mr. Elters?

15 MR. ELTERS: No, Mr. Chairman. Thank you.

16 CHAIRMAN SEARLE: All right. Ms. Peshlakai,
17 welcome, and do you have any questions or comments?

18 MS. PESHAKAI: Thank you. I do not have any
19 questions or comments. Thank you.

20 CHAIRMAN SEARLE: All right. I think we've
21 covered the Board, and so I think this concludes Item Number 2.

22 MR. ROEHRICH: Mr. Chairman, this is only to
23 recap the adjustments. Paul still has more topics to go
24 through.

25 CHAIRMAN SEARLE: Oh, okay. I'm sorry.

1 MR. ROEHRICH: Unless you're telling him you
2 don't want to hear it. You get to decide that.

3 CHAIRMAN SEARLE: All right. No.

4 MR. ROEHRICH: Nobody else.

5 CHAIRMAN SEARLE: No. That's fine. I thought he
6 was done.

7 Go for it, Paul.

8 MR. PATANE: Okay.

9 MR. ROEHRICH: He wishes he was done.

10 MR. PATANE: Yeah. I still am trying to recover
11 from that silence part.

12 Okay. Next slide.

13 So here, this slide is what we call the
14 illustrative projects. These are identified as unfunded
15 projects that could be programmed if funding becomes available,
16 and so I just kind of wanted to share with you a few of the
17 projects that are on here.

18 The first one is on I-40. It's a bridge
19 replacement for Window Rock for bridges. It's two locations,
20 Window Rock and Lupton TI, and so here we applied for a
21 bridge -- a bridge -- a discretionary bridge grant, and so there
22 we -- the total cost is 35 million to -- for the bridge repair,
23 and currently, we set aside 7 million for the match requirements
24 associated with that discretionary grant.

25 Then we also are showing -- the next one in

1 Cochise County. We're showing the Land Port of Entry. This is
2 for the Enforcement Compliance Division facility. This is
3 for -- has to deal with truck inspections, et cetera, and so we
4 set aside 10 million for programming there.

5 Also, along -- we put SR-24 as an illustrative
6 project from Meridian to Iron (sic) Drive, and the corridor
7 extension, and there's no funding set aside. All this is to be
8 determined based on the various reasons discussed earlier.

9 Then we're showing State Route 347 as an
10 illustrative project. It's for the widening to six lanes,
11 approximately 13.4 miles. Based on our -- the current
12 parametric estimating tool that we have, we're projecting the
13 cover -- we're projecting the cost to be 215 million with the
14 six -- for the six lanes throughout that area.

15 Then the next project is on State Route 80,
16 Cochise County. This is for the access road, the connector road
17 to the -- to the Land -- the new international port of entry.
18 The improvements are on State Route 80 and the new connector
19 road or the improved connector road. We applied for a
20 discretionary grant as well. There's currently set aside
21 27.5 million. That's 20 million of funding from the State, then
22 the 7.5 million from the legislative appropriation that was
23 given. And so our grant ask was a request for funding from the
24 grant and was a little over \$43 million there is shown.

25 Then the final illustrative project on the list

1 is on US-93, from Wickenburg Ranch Road. We applied for a
2 discretionary grant there as well, and we currently have set
3 aside about 35.4 million. Looking hopefully to get that project
4 funded as well through the grant.

5 CHAIRMAN SEARLE: Paul, if I may.

6 MR. PATANE: Yes, sir.

7 CHAIRMAN SEARLE: On the State Route 80 project,
8 when is -- when would we know if we qualify for -- or we get the
9 INFRA or the other grant that's been applied for?

10 MR. PATANE: Chairman Searle, Board Members,
11 typically it's, you know, been our experience is, you know, four
12 to six months before we hear something back. So I think our
13 plan was to kind of wait to hear the results from our folks with
14 USDOT. Then I'm always one to be positive, and hopefully we'll
15 get the funding. If not, then we'll have to regroup and
16 strategize the funding, the full funding for the infrastructure
17 that's needed.

18 CHAIRMAN SEARLE: All right. I'll follow up with
19 you on that at a later time, but from what you're saying right
20 now, we're talking four to six months. So we're talking October
21 to December probably whether we know or not?

22 MR. PATANE: Yes, sir.

23 CHAIRMAN SEARLE: All right. Thank you.

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

25 So just want to kind of show you, like, when we

1 presented the tentative back in February. Based on the
2 requests, we kind of broke the project out by district. And so
3 just kind of wanted to share with you some of the changes there
4 and the new dollar amounts for each board district and the
5 number of projects. As you can see that the chart here shows
6 the tentative and the final, the new amounts. And so I won't go
7 through those, but they have changed a little bit.

8 Next slide, please.

9 So we'll start with District 1. There's 25
10 projects, a little over \$211 million. Preservation, as you --
11 as you will see throughout many of the districts, preservation
12 is our biggest investment. And so here we're showing
13 154 million toward preservation, another -- a little over
14 27.2 million for modernization. Then 30 million for expansion.
15 And if you look down on the slide at the bottom table there,
16 that shows the different fiscal years where the funding is being
17 used.

18 Next slide, please.

19 So in District 2, we have 24 projects at
20 57.3 million. We have 36.4 in preservation. In modernization,
21 we have 20.9 million. And some of those projects of the
22 modernization or some of the preservation projects were two Pima
23 County off-system bridges, one at Florida Canyon Wash and one at
24 Medium Wash Canyon. And the expansion projects, as you know,
25 there's some -- couple of large extension projects. Those will

1 be shown on the PAG program, and that was similar to the MAG
2 program as well.

3 MR. MAXWELL: Mr. Chair, a quick question.

4 CHAIRMAN SEARLE: Mr. Maxwell.

5 MR. MAXWELL: I know you've got the asterisks on,
6 like, the 24 projects total, and then when we look down at the
7 bottom to look at the -- what's currently in District 2, it only
8 shows 20 projects on the total column. What are the -- where
9 are the four other projects reflected?

10 MR. PATANE: That was an error, Chairman Searle,
11 Board Member Maxwell. Our apologies. That was an error on our
12 part.

13 MR. MAXWELL: Oh, so you're telling me there's
14 millions of dollars that are going to be added to this when
15 those other four projects (inaudible). Okay. So I will assume
16 it's 20 projects at 57.3 million.

17 CHAIRMAN SEARLE: Ted, don't push your luck.

18 VICE CHAIR DANIELS: It's -- I think it's
19 important to note each of the slides it looks like is not
20 totaled out right.

21 CHAIRMAN SEARLE: Go ahead, Paul. Go ahead.
22 Continue.

23 MR. ROEHRICH: The comment was that they're --
24 that they might be not totaled out on the slides, that maybe
25 there might be some errors on the slides. So I think if there's

1 a correction that needs to be done, I would ask the team to
2 correct it, and then we can send it out as a reference.

3 MR. PATANE: So on District 3, there's 20
4 projects totaling 165.6 million. Again, the bulk of it is the
5 preservation at 130.7, modernization at 14.8, and expansion,
6 20 million. And so some of the rehab projects are on State
7 Route 89. We have others on Interstate 10, in the west of
8 Bowie. That we have six rehab bridge projects, including the
9 East Wilcox TI. Then also we have a bridge -- we have some
10 modernization projects as well as far as the San Simone Port of
11 Entry. Then we have the two expansion projects -- or the one
12 expansion project at the Douglas port.

13 So for District 4, we have 32 projects totaling
14 285.9 million. We have 134 toward preservation, modernization
15 at 30.5. Then our expansion, 120.8, which is the Lion Springs
16 section on 260.

17 Next slide, please.

18 On District 5, we have 56 projects totaling a
19 little over \$584 million. Again, preservation, a big bulk of
20 that at 550.8 million, followed up by modernization at 26.4.
21 Then we have administration of 7 million, and that \$7 million is
22 for broadband.

23 Next slide, please.

24 Then at District 6, we have a total of
25 \$903.1 million, with 520.9 targeted for preservation, both

1 pavement and bridge. We have modernization at 103.4 million.
2 Expansion, we have 277.4 million, all with the administration at
3 1.4.

4 MR. ELTERS: Mr. Chairman.

5 CHAIRMAN SEARLE: Go ahead, Mr. Elters.

6 MR. ELTERS: Thank you. A question for Paul
7 regarding District 6, the expansion number. Does this dollar
8 amount include the Rancho Santa Fe Parkway? Which as I
9 understand it, Rancho Santa Fe Parkway is on I-40, sponsored by
10 the City of Kingman. My understanding, it is moving forward and
11 will appear on the next State Transportation Board meeting
12 agenda. Is the -- are Rancho Santa Fe Parkway funds included or
13 reflected in the expansion number of 277?

14 MR. ROEHRICH: Rancho Santa Fe Parkway, is the
15 Rancho Santa Fe Parkway project in Kingman included in the 277
16 million?

17 UNIDENTIFIED SPEAKER: Yes.

18 MR. ROEHRICH: Don't tell me. Respond to the --
19 to the Chairman, please.

20 MR. PATANE: Thank you.

21 MR. ROEHRICH: Or the board member.

22 UNIDENTIFIED SPEAKER: Mr. Chair, Board Members,
23 the answer is yes, it will be in the final program.

24 MR. ELTERS: Okay. Thank you.

25 My question was is it included in the 277 or will

1 that -- will the Rancho Santa Fe Parkway funding be on top of
2 this 277.

3 UNIDENTIFIED SPEAKER: Thank you for the
4 clarification, sir. Yes, it will be included on top of that.
5 This is -- that is money from the City of Kingman, and so that
6 would be in addition to this.

7 MR. ELTERS: Thank you so much. Thank you,
8 Mr. Chairman.

9 CHAIRMAN SEARLE: Now, are you ready for
10 questions, Paul?

11 MR. ROEHRICH: Delay -- it says questions but
12 it's not showing.

13 CHAIRMAN SEARLE: I think we've been there, but
14 if anybody else -- this is the opportune time. If you have any
15 additional questions for Paul at this time on the -- on the
16 five-year plan.

17 Hearing none, thank you for your presentation,
18 and let's move on to Item Number 3.

19 MR. ROEHRICH: So, Mr. Chairman, we're getting
20 ready to start. I just need to get this loaded up here for
21 Mona. And Mona, why don't you introduce yourself, and then you
22 can go ahead and start the discussion of the Strategic Highway
23 Safety Plan.

24 MS. AGLAN-SWICK: Good morning. I'm Mona Aglan-
25 Swick. I'm with the ADOT Traffic Safety. I'm the Safety

1 Program manager, and I'm under Operational Traffic and Safety
2 Group.

3 MR. ROEHRICH: And you just tell me next slide
4 when you want to advance to the next slide.

5 MS. AGLAN-SWICK: Okay. So I will provide you
6 today with an update on the 2024 Arizona Strategic Highway
7 Safety Plan.

8 Next slide, please.

9 We will talk about the updates, and I want to say
10 that we're updating both the Strategic Highway Safety Plan and
11 the Active Transportation Safety Action Plan at the same time.
12 We've done in the last a month and a half public outreach, so I
13 will provide you with some summary. And then also, we've done
14 stakeholder outreach summaries, and then we will talk about the
15 draft emphasis areas and what's happening in the next steps.

16 Next slide.

17 Okay. So the Strategic Highway Safety Plan is a
18 policy document that is updated every five years under the
19 federal guidance. Our last Strategic Highway Safety Plan was
20 completed in 2019, in October. The purpose of the Strategic
21 Highway Safety Plan is to establish a roadmap to how ADOT and
22 its safety partners can help reduce fatalities and serious
23 injuries on all public roads, and that would be through emphasis
24 areas and different strategies and steps.

25 Next slide, please.

1 We have a draft for the SHSP vision and goal.
2 The vision is to create a -- create shared responsibilities so
3 everyone arrives home safely, and the goal -- the draft goal is
4 to reduce life-altering traffic crashes by 20 percent in by
5 2030.

6 Next slide, please.

7 The Active Transportation Safety Action Plan that
8 we're updating at the same time, it's -- the purpose of that
9 plan is to develop specific improvements and strategies and
10 projects where pedestrian and bicyclists interact with the state
11 highway system. So this plan is for the state highway system,
12 but the Strategic Highway Safety Plan covers all public roads.
13 This is for pedestrian and bicycle safety, and the last
14 pedestrian action plan or bicyclist safety was completed in the
15 year 2017 and 2018. And in addition to that, we just completed
16 the Vulnerable Road Users Assessment that we published in
17 November last year.

18 Next slide, please.

19 And on this slide, I'm showing the 2024 SHSP
20 Executive Committee. As you see on the screen, there is six
21 state agencies and then three federals, and also, the
22 InterTribal Council of Arizona. We meet once a month, and we
23 have different options for the meeting. We meet in person or
24 virtual. And we just had a meeting, actually, yesterday. We
25 recently added on the Executive Committee meeting the Arizona

1 Department of Liquor Licenses and Control.

2 The next slide, please.

3 And the team for the SHSP ADOT traffic safety and
4 ADOT MPD, and also, we have a consultant, Kimley-Horn, WSP and
5 Works Consultant.

6 Okay. So I will talk about the public outreach
7 summary. Next slide, please.

8 We did. We had a link to the website, and also,
9 we had an online survey that opened in April 1st and closed in
10 May 24, and we've collected several feedbacks. This graph shows
11 some peak times, and it's surrounded around when we did the
12 workshops and we did -- conducted the public meetings. We
13 always reminded everyone in every single meeting that we have
14 the survey and the website and encouraged them to go ahead and
15 submit their comments. And you see that there was 4,003
16 visitors. It was -- the website was viewed 6,000 times, and
17 then we had lots of surveys that were filled out.

18 Next slide, please.

19 We had several different responses from the
20 public about how to improve road safety, and then we also had
21 "likes" to the -- to the comments that was submitted. We have a
22 total of 1,014 and then responses, and then we had 3,600
23 "likes."

24 Next slide, please.

25 One of the categories that we asked in the survey

1 is -- to the public, why traffic fatalities are increasing. So
2 we had the several -- one was the least, and then five was the
3 top, and then based on the rating, you can see that the first
4 one that had the highest is the aggressive behavior and unsafe
5 lane change. The second one came -- is distraction,
6 inattention, and then speeding came -- speeding and inadequate
7 traffic enforcement came next.

8 Next slide, please.

9 Another category is what do we do to improve
10 traffic safety. And then we had several responses to increasing
11 traffic safety by increasing enforcement of traffic laws. And
12 then the second one was making roadway improvement that reduce
13 risk of severe crashes. And then we had also came third in this
14 category, widening roadway to reduce congestion.

15 Next slide, please.

16 Respondents were then asked to rate the
17 significance of factors causing the current trend of increasing
18 pedestrian and bicyclist fatalities, and then the highest
19 ranking category was -- number one was driving distraction and
20 inattention. Second one was aggressive drivers' behaviors such
21 as not yielding to pedestrian and bicyclists. Third one was
22 unsafe pedestrian and bicycle crossing of roadways.

23 Next slide.

24 Also, there was a question about how to improve
25 the safety for bicycles and pedestrians. The highest ranking

1 categories, the first one was providing additional protected
2 pedestrian and bicycle crossing. There was recommendation for
3 crossing for traffic signals for pedestrians. The second was
4 what -- the second one was increasing enforcement of traffic
5 laws or enacting new traffic laws. So we -- we've noticed that
6 there was several requests for increasing enforcement from the
7 public. The third one here was providing more pedestrian and
8 bicyclist facilities along the roadways.

9 Next slide.

10 We were -- we asked them to rank effectiveness of
11 various safety education strategies. They -- the highest
12 rate -- ranking was social media. Second was freeway messages,
13 signs, and then driver education classes. We had several
14 comments about how often the drivers get their education or
15 license also updated.

16 So on this slide, just a summary -- some --
17 providing you a summary of the public outreach, the cause of
18 fatalities. We had -- basically, the highest was -- human
19 factors was ranked the highest for all roadway users, including
20 the vulnerable road users, aggressive behavior, distractions,
21 speeding, crossing, follow -- not crossing from the crosswalks.
22 And then we asked about some strategies that they believe can
23 improve safety, and again, we have seen this a lot, which
24 recommended increasing enforcement, additional protection for
25 vulnerable road users, and then outreach through the social

1 media and freeway messages and driver education.

2 On this slide, we're just showing how many
3 response or recommendation that we have received from the public
4 and related to the safe system approach, on the left side and on
5 the right side, for the -- related to the safe -- safety focus
6 areas.

7 Next slide, please.

8 And when we looked at specifically for the safety
9 focus areas, there was a category that they checked others, and
10 we're showing just to clarify here on the right side, what did
11 they say about others, and some of the comments was related to
12 maintenance. We had some of the public saying something about
13 that the roads need to be maintained so I don't have to change
14 my tires often, for example. And then there was some comments
15 about the transit and where the buses stop and blocking maybe
16 traffic behind it or some issues like that.

17 Next slide, please.

18 And we had -- this slide would show you how many
19 times we met for or did the public outreach. We had a meeting
20 in Phoenix in April 30th and then Flagstaff August -- May 2nd.
21 We went to Tucson in May 7th, and then we had a virtual meeting
22 in May 9th, and the virtual meeting had the highest number of
23 attendance. And on the slide, we show you some of who attended
24 from the general public.

25 Next slide, please.

1 So on this slide, we -- what's the takeaway that
2 we gathered from the public meetings? They -- the public made
3 several comments about human behaviors and unsafe driving and
4 speeding and aggressive. They continue to comment on the safe
5 road strategies. For example, they wanted more striping, more
6 signing. They wanted to protect the vulnerable road users.
7 They wanted more lighting. Several different recommendations.
8 And we had comments back from the public on actually specific
9 locations in their area.

10 So we took notes of that, and we encouraged them
11 to submit through the survey any specific issues that they are
12 concerned of. There was lots of comments about maintaining the
13 road. We had lots of comments about removing the trash here and
14 there. So we actually took notes of everything, and we
15 encourage them to continue provide us with their feedback.

16 Next slide, please.

17 We also did the stakeholders outreach meetings.
18 Next slide.

19 We had several locations. We met in April 16th
20 in Phoenix, and then we had August 2nd. While we were up there
21 in Flagstaff for the public meeting, we did the stakeholder
22 meeting in the morning, the same with Tucson. While we were
23 there for the public meeting in the afternoon, we did the
24 stakeholder meeting in the morning. And then we had in May 14th
25 a virtual stakeholder meeting.

1 And the format of the stakeholder meeting was a
2 little bit different than the public meeting where we actually
3 had broke down to workstations, and we talked about the five
4 draft emphasis areas or focus areas, and we received feedback
5 from everyone, and that would be also related to the safe system
6 approach, too. On this screen, you can see the agencies that
7 participated in every -- on each of the stakeholders meetings
8 that we had.

9 Next slide, please.

10 We did divide the workshops to the safety focus
11 areas, and we also discussed in each of the workshop areas, we
12 talked about the five elements of the safe system approach, and
13 we heard from everyone and on recommendations of countermeasures
14 and strategies. For example, we had -- for safe roads, we had
15 lots of strategies related to lighting or roundabout or traffic
16 signals. And then for safe road users, they focused on
17 education and more enforcement for the safe speeds. There was
18 lots of requests for cameras and automated enforcement. And
19 then for safe vehicles, improving the safety of the vehicles and
20 more -- maintaining vehicles more often, you know, like check
21 your vehicle before you drive on the road. For the post-crash
22 area, it was some recommendation on the incident management,
23 traffic incident management strategies.

24 So next slide, please.

25 We have some efforts that we're -- continue to do

1 and for the state and local elected officials. Prepare fact
2 sheets and talking points summarizing the SHSP and the ATSAP,
3 and then the ADOT Government Relations staff will meet
4 individually with the state legislators and other elected
5 officials. We think this will happen in the time frame of July
6 and August. There's also letters of commitment that we are
7 going to ask about local agencies and the tribes and the
8 nonprofits to sign for -- to send us for the Strategic Highway
9 Safety Plan and the Active Transportation Action Plan. The time
10 frame, we expect that to happen in September.

11 Next slide.

12 I said that we have an -- we had an Executive
13 Committee meeting yesterday. On that meeting, we just shared
14 with the Executive Committee meeting the emphasis area options
15 that we have.

16 Next slide, please.

17 So here is two options. We just wanted to get
18 some comments back and feedback on what they -- like, the
19 emphasis areas to be displayed, and this is two options for now.
20 We -- the team probably will bring more options in the future,
21 but we expect to finalize some of these details by our next
22 meeting in August.

23 Next slide, please.

24 So what is happening?

25 Next slide.

1 We have the schedule. Again, I said -- I -- as I
2 started, this is -- the plan is -- the Strategic Highway Safety
3 Plan is due to be completed, developed, finalized, signed by the
4 Governor and published online by October 2024. So we expect to
5 have a draft out for the comments from the public sometime in
6 August, and we'll find -- and the Strategic Highway Safety Plan
7 will be finalized towards the end of September. And again, we
8 are updating the Active Transportation Safety Action Plan at the
9 same time, so it will be also completed at the same time.

10 Next slide, please.

11 So this is just to show you how is our schedule
12 going. We're not going to have a meeting in July, but we will
13 be sending updates to the Executive Committee in July, and then
14 our next meeting is going to be in August. We are expected to
15 bring the emphasis areas and the vision and the goal of the SHSP
16 in August and have some decision made by August so we can send
17 out the draft SHSP and the Active Transportation Safety Action
18 Plan for public comments sometime in August so we can finalize
19 in September and publish in October.

20 Next slide, please.

21 This slide just shows you the contact
22 information. We have Daniel Oldham is the SHSP project manager,
23 and Elaine Mariolle is the ATSAP project manager, and we have
24 our team from Kimley-Horn, Michael Grandy, our project manager,
25 the consultants on both the SHSP and the ATSAP.

1 That's all I have. Thank you,
2 DIRECTOR TOTH: Mr. Chairman, this is Jennifer
3 Toth. Just to reiterate, some of the -- I think, some
4 interesting data marks and part of what was included in the
5 presentation, but the highest fatalities that we have are
6 related to human behavior, speeding and lack of restraint or
7 helmet use.

8 And so when we went out to the public, it was
9 interesting to see the survey results that the human behavior
10 was the highest data point for them as well, which was I found
11 rather interesting, because I think we have a tendency to say --
12 and we heard that in some of the comments was, it wasn't about
13 them as drivers, but it was about the other drivers. And so
14 that's some education I think that we need to look at.

15 And as we saw from some of the data, some of the
16 education campaigns that they are looking forward for -- looking
17 for, as well as we are -- DPS just had a -- the colonel just had
18 a conversation with me this week, because our fatalities in
19 particular this month have just skyrocketed. And so the
20 discussion is, what can we do from a public education campaign?
21 So we are taking a hard look at some of the things that we can
22 do from a public education component and looking at the
23 different state agencies, as well as we heard from our local
24 partners and some of the COGs and MPOs. If we can produce some
25 videos that then they can share and the local governments can

1 share, we feel like we can get a wider audience for that.

2 So there's a lot to come out of the Strategic
3 Highway Safety Plan in terms of the actions that we're going to
4 be taking, and looking forward to having some of those
5 discussions in the future with you all as well. Thank you.

6 CHAIRMAN SEARLE: All right. Thank you,
7 Director.

8 Any question for Michelle or the Director at this
9 time?

10 MR. ELTERS: Mr. Chairman?

11 CHAIRMAN SEARLE: Yes, go.

12 MR. ELTERS: Thank you, Mr. Chairman.

13 Great information. It is really revealing. It's
14 interesting to see the data points that were (inaudible) --

15 MR. ROEHRICH: So Mr. Elters, your audio is going
16 in and out.

17 UNIDENTIFIED SPEAKER: We froze.

18 MR. ROEHRICH: We froze, you think?

19 MR. ELTERS: -- on Slide 20 or page 20 of 31 when
20 talking about the public meetings and who attended. This is the
21 virtual meeting, and I couldn't help but notice that the
22 attendees were injury attorneys and engineers. I don't
23 (inaudible) -- I don't know what to think out of that or what to
24 make out of it. I don't know if Mona can share any insight on
25 that.

1 But I do have a question also for Director Toth,
2 and that is: What is the latest full year information, number
3 of fatalities on the state transportation system, not just the
4 state highway, but the whole database for the safe
5 transportation? How are we doing overall, and what is the
6 latest year's data that you can share with us? Thank you.

7 DIRECTOR TOTH: So, Mr. Chairman, Board Member
8 Elters, our annual publishing date, I believe, is in the July --
9 it's -- it comes sometime in the July or Aug- -- you know, fall
10 time frame, if I remember right, but I can definitely get that
11 information and provide that to you.

12 MR. ELTERS: That would be great. Thank you,
13 Mr. Chairman. Thank you, Director Toth.

14 CHAIRMAN SEARLE: All right. Thank you,
15 Mr. Elters.

16 Any other questions or comments? I see
17 Ms. Daniels had a hand up (inaudible). Very good. That's
18 clever.

19 VICE CHAIR DANIELS: Thank you.

20 I just want to touch on something that isn't --
21 and it wasn't highlighted in here, although I do believe that
22 there are some of the sort of titles, if you will, of the
23 presentation. And thank you to all of you for the work that
24 you've done on this. I think this is critically important for
25 our system.

1 I've made the comment, I think, maybe at the last
2 board meeting that, you know, our roadways are going to be
3 congested, because we are a growing state, and that creates a
4 lot of opportunities, and it creates a lot of challenges. So we
5 can't expect any of us to not be sitting in traffic every now
6 and again. It's the price we pay for prosperity, if you will,
7 but we all deserve safe roads to drive on, and everybody
8 deserves to get home, and so that's a critical component.

9 But I just want to touch on something that isn't
10 mentioned here, and that is how we train drivers in the state of
11 Arizona, and I realize I might be getting a little bit
12 controversial and probably stepping in something, so I'll just
13 go ahead and say it anyway, and then if there's no comments,
14 I'll know that I really did step in something, but I've had
15 three teenage drivers get their licenses over the last couple of
16 years, and the threshold to be a driver in Arizona, particularly
17 a new driver in Arizona, is very, very low.

18 So if we want to have better driving behaviors
19 and better driving practices, we need to start younger and
20 younger teaching our drivers a better pathway forward. There is
21 no required driver training as there was for me when I -- and
22 there are no classes in most of our schools that have driver
23 training. There's no required simulator time, although there is
24 a recommended amount of hours behind the wheel, and as a parent,
25 you certify that you've done that with your children.

1 And I -- you know, I think everyone with the best
2 of intentions, I got really excited when my kids got their
3 license, because it meant I didn't have to drive them as often
4 as I had previously. So (inaudible) recommending we change the
5 driver age, but I will recommend and make a suggestion that we
6 take a hard look at how we train drivers in the state of
7 Arizona.

8 DIRECTOR TOTH: Ms. Daniels, thank you.

9 CHAIRMAN SEARLE: Thank you, Ms. Daniels. And,
10 you know, I'll be a little more blunt. I think it's just the
11 influx of Californians into the Valley, but that's okay.

12 VICE CHAIR DANIELS: I don't know that they're
13 statistically worse drivers than us, Richard. In fact, I'd
14 probably -- I'd probably maybe beg to differ having sat in the
15 front seat of some new drivers -- with some new drivers and held
16 my breath most of the time.

17 DIRECTOR TOTH: Yeah. Mr. Chairman, Board Member
18 Daniels, we are constantly looking at the driver education
19 component, as well as I believe, and I'll verify this, but I
20 believe we do have some driving simulators at some of our MVD
21 offices, and I will provide you that information as well.

22 VICE CHAIR DANIELS: I think what I meant was
23 required time. You know, when we -- when we have a new pilot,
24 there's a -- there's a lot of requirements associated with
25 somebody to get a pilot's license. In fact, extensive amounts.

1 Ted could probably delve far more into that. And there are far
2 less airplanes in the sky than there are cars on the road, but
3 our threshold -- our threshold to grant licenses is really low.

4 So I realize that this is maybe a state
5 legislature component, but if we really want to get serious
6 about driver behavior, driver safety, even beyond enforcement,
7 it starts much younger, and it starts with training.

8 CHAIRMAN SEARLE: All right. Thank you very
9 much.

10 Any other questions or comments?

11 MR. MAXWELL: Mr. Chair, this is Member Maxwell.
12 I've got a question for the Director.

13 CHAIRMAN SEARLE: Yes, Mr. Maxwell.

14 MR. MAXWELL: So it was very interesting. I
15 appreciate the briefing. (Inaudible) that there was several
16 comments or section of comments made on enforcement or lack
17 thereof, and I think that goes back to everybody's concerns
18 about it's everybody else that's driving bad, not me. You know,
19 why don't we stop speeding, the running red lights. I mean,
20 it's just -- we drive that way, and I'm probably just as much as
21 Paul, too, in this (inaudible).

22 My question is: There was a recent opinion piece
23 published in the Arizona Republic that highlighted the shortage
24 of DPS officers. I mean, it went to imply that if you weren't
25 in Maricopa or Pima at night, the likelihood of a DPS officer

1 being on the roads was almost nil. So what's the role of ADOT
2 since a lot of the traffic safety stuff and the fatalities, a
3 lot of this -- I won't say is out of our control, but it's
4 definitely impacted by our partnership with DPS. I'm just
5 curious what -- you mentioned, Director, that they've come and
6 asked us for more education. How much do you coordinate with
7 them on their manning and their personnel and how they're used,
8 if at all?

9 MS. AGLAN-SWICK: Yeah. I was going to say that
10 this issue we brought up yesterday in the Safety Committee, in
11 the Executive Committee meetings, and we actually want to do
12 more outreach to the enforcement, and we're actually getting a
13 list of several events that is happening around the Valley. And
14 we're trying to provide them with information on the Strategic
15 Highway Safety Plan, and we're trying to be -- to see if we can
16 go and present or if we can provide them -- if they can provide
17 us with what's been their needs, but we have heard the low
18 staffing.

19 So we -- they do -- lots of them has issues with
20 the number of personnel. So we are actually in contact to get
21 more information on that and how can we help when it comes to,
22 for example, the Highway Safety Improvements funding and how can
23 we make that available, but we are, like you said, in --
24 communicating with enforcement.

25 MR. MAXWELL: Thank you.

1 MR. ROEHRICH: Mr. Chairman, Ms. Peshlakai has
2 raised her hand as well. I think she may have some comments.

3 CHAIRMAN SEARLE: Very good. Ms. Peshlakai.

4 MS. PESHAKAI: Thank you, Mr. Chair. Thank you
5 to the members, and then also thank you to -- for the report.

6 I wanted to ask if there is a need for increase
7 that safety training as well for such things as natural
8 disasters that occur. Like we're -- right now we're coming into
9 the summer season and what people have started to call wildfire
10 season. And I just had a family member coming in from the
11 Valley, and there was a fire somewhere in the distance, and out
12 of nowhere, a deer came running across the road. And I think as
13 the areas of the fires grow then there needs to be something
14 done for making our drivers aware that even though a fire is not
15 right there in the immediate area next to our highways that they
16 ought to be cautious, because animals do roam to escape these
17 natural disaster in areas that we might not have ever seen
18 wildlife.

19 So that is a comment, and I don't know if you
20 want to answer that in the -- as part of the safety report, but
21 I would like to make sure that in the future we do consider
22 those types of seasonal and unexpected safety issues. Thank
23 you, Mr. Chair.

24 CHAIRMAN SEARLE: Thank you.

25 DIRECTOR TOTH: Mr. Chairman, Board Member

1 Peshlakai, absolutely. You know, there are -- right now we do a
2 lot of notification of if you pull off the side of the road, you
3 know, make sure you're -- you know, you kind of stay on the
4 shoulder and not in the dry grass, as well as make sure chains
5 aren't dragging in order to cause a spark. We also do monsoon
6 awareness for flooding events as well, but I like your comment
7 on the wildlife. I don't think we necessarily have highlighted
8 that before in our wildfire messages. So we'll take a note of
9 that and make sure that we include that, but there are a number
10 of -- type of, you know, seasonal, as you -- as you mentioned,
11 safety awareness messages that we currently do that we will
12 continue to move those forward and enhance those based on some
13 of the input that we've received. Thank you.

14 CHAIRMAN SEARLE: Okay. This is -- if there's no
15 other comments or questions, this does conclude our agenda. And
16 if there is nothing else, I'm going to go ahead and adjourn the
17 meeting. Everybody have a safe weekend, and we'll see you in
18 Flagstaff.

19 (Meeting adjourned at 10:43 a.m.)

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

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BE IT KNOWN that the foregoing proceedings were reported by me, TERESA A. WATSON, Registered Merit Reporter, Certified Reporter, Certificate No. 50876, State of Arizona, from an electronic recording and were reduced to written form under my direction; that the foregoing 58 pages constitute a true and accurate transcript of said electronic recording, all done to the best of my skill and ability.

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

DATED at Phoenix, Arizona, this 19th day of October 2024.

 /s/ Teresa A. Watson

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

STATE TRANSPORTATION BOARD MEETING – June 21, 2024 – 9:00am-11:45am

City of Flagstaff

211 W Aspen Avenue

Flagstaff, Arizona 86001

Board members present – in person

- 1) Richard Searle, Chairman
- 2) Ted Maxwell, Board Member
- 3) Jenny Howard, Board Member
- 4) Sam Elters, Board Member
- 5) Jamescita Peshlakai, Board Member

Board members present – via WebEx

- 6) Jenn Daniels, Vice Chair
- 7) Jackie Meck, Board Member

The meeting was called to order at 9:00am. There were approximately 63 attendees on-line and approximately 45 attendees in person.

Chairman Richard Searle – Called this Board Meeting to order at 9:00 am.

Floyd Roehrich, Jr. – Pledge of Allegiance

Floyd Roehrich, Jr. – Roll Call

Chairman Richard Searle – Opening Remarks

Floyd Roehrich, Jr. – Title VI

Call to the Audience – In person attendees:

- 1) Vinny Gallegos, CYMPO Director
- 2) Alton Joe Shepherd, Apache County Supervisor
- 3) Jim McCarthy, Flagstaff Council Member
- 4) Jeronimo Vasquez, Coconino County
- 5) Dave Norton, Yavapai County
- 6) Darryl Ahasteen, Commission President

Call to the Audience – via WebEx

- 7) Donald Huish, Douglas Mayor
- 8) Ron Angerame, Maricopa Resident

Item 1: Director’s Report – Jennifer Toth, Director
Legislative update – Anthony Casselman

Item 2: District Engineer Report – Brenden Foley

Item 3: Consent Agenda
Motioned by Board Member Howard
Seconded by Board Member Maxwell
The board approved unanimously.

Item 4: Financial Report – Kristine Ward, Chief Financial Officer

Item 5: Final Approval of the FY 2025-2029 Tentative Five-Year Program – Paul Patane, Division Director, Multimodal Planning Division

Item 6: Multimodal Planning Division Report – Paul Patane, Division Director, Multimodal Planning Division

Item 7: Priority Planning Advisory Committee – Iqbal Hossain, Deputy Division Director, Multimodal Planning Division

Motion to Approve PPAC project modifications and new projects Items 7a

Motioned by Board Member Maxwell

Seconded by Board Member Howard

The board approved unanimously.

Motion to Approve PPAC project modifications and new projects Items 7b

Motioned by Board Member Howard

Seconded by Board Member Elters

The board approved unanimously.

Item 8: AZ SMART Fund – Iqbal Hossain, Deputy Division Director, Multimodal Planning Division

Motion to Approve Item 8a and Item 8b

Motioned by Board Member Peshlakai

Seconded by Board Member Howard

The board approved unanimously.

Item 9: State Engineer's Report – Gregory Byres, Deputy Director of Transportation/State Engineer

Item 10: Construction Contracts – Gregory Byres, Deputy Director of Transportation/State Engineer

Item 11: Suggestions

ADJOURNMENT:

Chairman Richard Searle adjourned the meeting at 11:45am.

ARIZONA STATE TRANSPORTATION BOARD

BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

BOARD MEETING

VIA WEBEX AND IN PERSON AT:

City of Flagstaff
211 West Aspen Avenue
Flagstaff, Arizona 86001

June 21, 2024
9:00 a.m.

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

Perfecta Reporting
(602) 421-3602

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

1 REPORTER'S TRANSCRIPT OF 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.

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7 PARTICIPANTS:

8 Board Members:

9 Richard Searle, Chairman
10 Jenn Daniels, Vice Chair (via WebEx)
11 Ted Maxwell, Board Member
12 Jackie Meck, Board Member (via WebEx)
13 Jenny Howard, Board Member
14 Sam Elters, Board Member
15 Jamescita Peshlakai, Board Member

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CALL TO THE AUDIENCE

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SPEAKER: PAGE:

In-Person Speakers:

Dave Norton, Yavapai County.....	5
Darryl Ahasteen, Commission President, Nahata Dzill Commission Governance.....	7
Vinny Gallegos, CYMPO Director.....	8
Alton Joe Shepherd, Apache County Supervisor.....	10
Jim McCarthy, Flagstaff Council Member.....	12
Jeronimo Vasquez, Coconino County.....	14

Telephonic/WebEx Speakers:

Donald Huish, Mayor of Douglas.....	16
Ron Angerame, Maricopa Resident.....	18

AGENDA ITEMS

1		
2	Item 1 - Director's Report, Jennifer Toth,	
3	ADOT Director.....	20
4	Legislative Update - Anthony Casselman.....	23
5	Item 2 - District Engineer's Report, Brenden Foley,	
6	Northcentral District Administrator.....	35
7	Item 3 - Consent Agenda.....	44
8	Item 4 - Financial Report, Kristine Ward, Chief Financial	
9	Officer.....	45
10	Item 5 - Final Approval of the FY 2025-2029 Tentative	
11	Five-Year Program - Paul Patane, Division Director,	
12	Multimodal Planning Division.....	48
13	Item 6 - Multimodal Planning Division Report, Paul Patane,	
14	Division Director, Multimodal Planning Division.....	80
15	Item 7 - Priority Planning Advisory Committee (PPAC),	
16	Iqbal Hossain, Deputy Division Director, Multimodal	
17	Planning Division.....	94
18	Item 8 - AZ SMART Fund - Iqbal Hossain, Deputy Division	
19	Director, Multimodal Planning Division.....	96
20	Item 9 - State Engineer's Report, Gregory Byres, Deputy	
21	Director of Transportation/State Engineer.....	100
22	Item 10 - Construction Contracts, Gregory Byres, Deputy	
23	Director of Transportation/State Engineer.....	101
24	Item 11 - Suggestions.....	106
25		

1 (Beginning of excerpt.)

2 CHAIRMAN SEARLE: All right. Thank you very
3 much. And now with that, we'll go ahead and move to the call
4 the audience. We do have a number of people that would like to
5 address us. Those that are on the phone and doing it
6 telephonically, please note, should be muted until your name is
7 called. The WebEx host will guide you through the unmuting and
8 muting process. We will do in person first.

9 Mr. Roehrich, if you would like to take charge of
10 the call the public.

11 MR. ROEHRICH: Yes, Mr. Chairman. Our first
12 speaker is Mr. Dave Norton.

13 MR. NORTON: Good morning, members of the Board.
14 My name is Dave Norton, and I'm coming from the Village of Oak
15 Creek, also known as Big Park.

16 Is this on?

17 MR. ROEHRICH: That's why I'm checking. It
18 doesn't sound like it's on.

19 MR. NORTON: No.

20 MR. ROEHRICH: There we go. Thank you, sir.

21 MR. NORTON: Sorry about that.

22 Anyhow, I am speaking to you from a community of
23 about 6,500 people, and we are concerned about the condition of
24 Exit 298 on I-17. It has some design issues. We have a study
25 group that has looked at it locally, and our study group happens

1 to include a retired ADOT engineer, so we hope we know what
2 we're talking about.

3 There are issues with the entrance and exit ramps
4 for visibility, and the most notable event was about two years
5 ago, we had a family of five killed when a southbound truck ran
6 over their car and killed them all and burned them. They were
7 here from India to see their family member graduate from Sedona
8 High School. They never made it. Killed all five of them. It
9 was a runaway truck who took the Exit 298, instead of going down
10 to the rest area or somewhere else. And they're already coming
11 downhill, and that exit is a downhill, and it didn't slow them
12 down.

13 I provided all of you a report that our committee
14 did, the Big Park Council, and it has a 30-day solution: A
15 simple sign like they have on I-70 in Colorado, and it tells
16 truckers, if you lost the brakes, don't exit here. Could we do
17 that in the next 30 to 60 days, put a sign up to at least let
18 these truckers know that this is not your exit if you've got a
19 problem?

20 We've also got some visibility problems with that
21 intersection, entering and exiting the interstate. Our group,
22 our community, is pleading with you, please put that on your
23 radar. Look at it. Talk to us. We'll be glad to do whatever
24 we need to do to improve that. We've got over 26,000 vehicles a
25 day going across that intersection, coming to the most beautiful

1 place in Arizona -- not that we're biased -- but that's the
2 entrance to Sedona and also to the Grand Canyon, if folks go up
3 the canyon and then go to the Grand Canyon.

4 Can we please get that on the radar? It's been
5 on the five-year plan I don't know how many times. In the last
6 15 years, I know it's been on and off of there multiple times.
7 Please, can we get that on somebody's radar? Thank you.

8 CHAIRMAN SEARLE: Thank you, Mr. Norton. And we
9 did get your documents, and I'm sure staff will be getting back
10 with you.

11 MR. NORTON: Thank you. It's also been supported
12 by the City of Sedona and one of the Yavapai County supervisors,
13 who happens to live in our community, so thank you.

14 MR. ROEHRICH: Our next speaker is Mr. Darryl
15 Ahasteen. Mr. Ahasteen.

16 MR. AHASTEEN: (Speaking Native language.)
17 Darryl Ahasteen, Commission President, Nahata Dzill Commission
18 Governance.

19 I'm here to kind of keep a bug in your ear about
20 moving the port of entry from Sanders to the Pinta exit on I-40.
21 I gave a several-page documentation to Floyd, and he's passing
22 that out, and that kind of speaks for itself. Basically, just
23 trying to keep the bug in the State Transportation Board here on
24 moving forward of entry. So thank you very much.

25 CHAIRMAN SEARLE: Thank you very much for your

1 information.

2 MR. ROEHRICH: Our next speaker is Mr. Vinny
3 Gallegos.

4 MR. GALLEGOS: Good morning, Mr. Chairman,
5 members of the Board. Vinny Gallegos, Executive Director of
6 Central Yavapai MPO.

7 I want to start this morning by thanking the
8 parking lot attendant. We had a pretty good line going on out
9 there, but Irene Higgs worked us through the system. So we were
10 all staring at this machine for parking, and we would still be
11 out there if it wasn't for her, so thank her very much.

12 I want to welcome the two board members just
13 recently that joined. It's good to work with you moving into
14 the future. Good to work with you again, Sam. Looking forward
15 to it.

16 I want to thank the State Board. There's a
17 project, Highway 69, in the city of Prescott. You just recently
18 approved the contractor to move forward with this project. This
19 is an expansion project. It's to add one lane in both
20 directions as you come into the city of Prescott. This project
21 represents a little over 10 years of CYMPO, ADOT, the local
22 municipalities working together. Ten million dollar project.
23 Over the last 10 years, there have been many Board of
24 Supervisors council members that have come before this body, and
25 this is one of those few expansion projects in rural Arizona,

1 especially in those times when times were tough and resources.

2 Why I'm not only expressing gratitude to you this
3 morning is this highlights how rural Arizona often operates, and
4 in four months, we're all going to come together for the 25th
5 Arizona Rural Transportation Summit. It's going to be very
6 valuable to have you all there. You're going to -- the resort
7 where we're having this conference at overlooks this one
8 particular project on Highway 69, and what we're going to focus
9 on at the Rural Transportation Summit is projects just like this
10 across rural Arizona. The local mayors throughout Arizona, the
11 Board of Supervisors, council members want to spend time with
12 you and the state legislators and find a way that we continue to
13 work together, we continue to move forward.

14 We're developing a program. It's October 16th
15 through the 18th. Your board meeting on that Friday will end
16 the conference in the City of Prescott, but the days leading up
17 to that, we have a robust program that we're developing. Again,
18 I wish to thank Director Toth and ADOT for being the title
19 sponsor, for her staff dedicating time and resources to be
20 there. I want to thank Federal Highways, Federal Transit.
21 Administration. I want to thank our U.S. Department of
22 Transportation. We have members across all these areas of
23 engaging and participating in it.

24 So again, be sure that's on your calendar, you
25 make time for it. Looking forward to working with you, and

1 again, creating an agenda. We have tracks focused, obviously,
2 on rural transportation, but we're also working with the tribal
3 office in the ADOT office to have an engaging tribal track and
4 also one for transit and mobility.

5 So again, thank you all and appreciate your
6 service.

7 CHAIRMAN SEARLE: Thank you, Vinny.

8 MR. ROEHRICH: Mr. Alton Joe Shepherd.

9 Mr. Shepherd.

10 MR. SHEPHERD: (Speaking Native language.) Good
11 morning. I'd just first like to welcome all the ADOT board
12 members here to City of Flagstaff and also the NACOG region.

13 I come to you as the chair of the Northern
14 Arizona Council of Governments to express my gratitude and
15 support of the Arizona SMART Fund Program and encourage the
16 timely implementation of the new rules of the program
17 established by House Bill 2318.

18 Before you today are applications from Navajo
19 County, Coconino County to -- for consideration for funding
20 under Arizona SMART Fund. Navajo County is seeking 890,000 in
21 design and engineering services for reconstruction of two
22 waterway bridges and White Mountain Lakes and the unincorporated
23 area of the county. Coconino has also requested 195,000 in
24 matching funds in support of the Safe Streets and Roads For All
25 planning applications for their local road safety plan. I

1 strongly encourage you to support these applications today.

2 The jurisdictions of NACOG regions have been
3 actively participating in the Arizona SMART Fund Program since
4 it was passed in the Legislature in 2022. 2022, since that
5 time, NACOG's region has received funding for 10 separate
6 projects totaling \$6.8 million. With today's application, that
7 total now comes to 7.9 million across the rural parts of the
8 four county region.

9 The 10 previously awarded applications are
10 bringing much needed safety, draining, bridge pavement and
11 vulnerable road users projects to the region. NACOG is grateful
12 for your support and looking forward to continuing to bring more
13 applications before the Board in the near future.

14 HB 2318, which was passed this spring and signed
15 by the Governor adds and changes a number of provisions in the
16 Arizona SMART Fund Program, an attempt to strengthen the
17 management and administration of the program. NACOG is very
18 pleased that COGs and MPOs, along with other entities, are
19 eligible to apply for federal grants and may now participate in
20 the SMART Fund Program.

21 We will be taking advantage of this in the region
22 for the funding opportunities as soon as it becomes available to
23 support the Safe Streets and Schools for All grants,
24 applications to study the safety needs of 191 between Many Farms
25 and Rock Point Chapters in Apache County.

1 This will be exciting partnerships between NACOG,
2 ADOT, Northeast District, Navajo Nation DOT, Apache County, and
3 three local chapters there on the Navajo Nation. We are
4 anxiously awaiting the implementation of the program changes and
5 encourage ADOT program staff to quickly develop and formalize
6 the required program changes so that the new eligibility --
7 eligible participants may begin to apply and benefit from the
8 program as soon as possible.

9 The Bipartisan Infrastructure Law has -- is set
10 to expire in September 2026, leaving only two -- one, two, more
11 rounds of funding for many of its unique infrastructure
12 programs. You will be hearing from me again in the upcoming
13 months, and NACOG is eligible to apply. So we will -- we can
14 share more important details about the proposed 191 safety
15 corridor.

16 And again, thank you for the bridge replacement
17 funding that we received through ADOT, and again, just wanted to
18 welcome my sister on board, too. So looking forward to working
19 with you to (inaudible). (Speaking Native language.) Thank
20 you. Thank you.

21 CHAIRMAN SEARLE: Thank you, Supervisor Shepherd.

22 MR. ROEHRICH: Mr. Jim McCarthy. Mr. McCarthy.

23 MR. McCARTHY: Good morning. I'm Jim McCarthy.

24 I am a member of the Flagstaff City Council. I've been in
25 council eight years now. I'm also on the board of MetroPlan,

1 and I'm the council liaison to the city transportation
2 commission. And I have a very simple goal today: Welcome to
3 Flagstaff.

4 And I just wanted to tell you a very quick story.
5 A year or so ago, I got a tour of the Joy Cone factory out here.
6 I don't know if you're familiar with Joy Cone, but if you've
7 ever eaten a ice cream cone at 31 flavors or at McDonald's,
8 you've eaten a Joy Cone. And when I got the tour, I asked the
9 tour guide, why did you guys locate to Flagstaff? I mean,
10 obviously, we're glad they're here, but why? Why did you choose
11 Flagstaff? He says, transportation. He says, we get our bulk
12 product on the train, and they bring it -- the train brings the
13 product, you know, the raw materials here to the city. They
14 truck it down -- they're located right next to the airport,
15 incidentally -- and then they have to deliver their product.
16 Well, they've got I-17 and they have I-40. So transportation is
17 the reason that Joy Cone is here. A good employer for the city.

18 I just also wanted to mention that our city
19 council is very focused on other types of -- we're very
20 supportive of automobile transportation, but we're also very
21 interested in bicycle and pedestrian travel, and obviously, the
22 train comes through here, Amtrak. And so it's a multimodal
23 city.

24 So I just wanted to say, you know, thank you for
25 traveling the distance, and thank you for attending the meeting

1 last night or the dinner, which was a lot of fun -- I got to
2 drive a bus -- and I'll just leave it at that. Thank you for
3 coming, and I hope you have a good meeting. Thank you.

4 CHAIRMAN SEARLE: Thank you, Council Member
5 McCarthy.

6 MR. McCARTHY: My pleasure.

7 CHAIRMAN SEARLE: As you know, I didn't get to
8 drive the bus last night.

9 MR. McCARTHY: Well, come back up. We'll arrange
10 it.

11 CHAIRMAN SEARLE: All right.

12 MR. ROEHRICH: Mr. Jeronimo Vasquez.
13 Mr. Vasquez.

14 MR. VASQUEZ: Thank you. Good morning, everyone,
15 Mr. Chairman, members of the Board. My name is Jeronimo
16 Vasquez, and I serve as Coconino County Supervisor for District
17 Two, and as the executive board chair for MetroPlan.

18 We would like extend our gratitude to you for
19 taking the time to travel to Flagstaff and attending last
20 night's activities and dinner. We also appreciate your time and
21 attention to transportation challenges in Flagstaff and the
22 broader Coconino County.

23 First, we ask that you consider Coconino County's
24 Arizona SMART Fund request in the amount of \$195,300 for
25 non-federal match for their Safe Streets and Roads for All grant

1 reward for the local street safety plan, which is a
2 comprehensive safety action plan for all of Coconino County,
3 which has some of the highest fatality rates in the region.
4 Coconino County has a commitment towards zero deaths and
5 prioritized safety in its transportation projects. The Arizona
6 SMART Fund is a crucial source of funds for rural municipalities
7 that need a competitive edge for matching funds to win federal
8 discretionary grants.

9 We are grateful to you for your advocacy and to
10 our state legislators who decided to expand eligibility this
11 year. With continued appropriations for the SMART Fund, it will
12 bring much needed resources to rural communities, and we hope
13 you will educate others about the positive impacts it brings to
14 rural Arizona.

15 The second item I would like to raise for your
16 consideration are local projects that have been eliminated from
17 the P2P process that are safety related. The city of Flagstaff
18 is unique in that its local roads are owned by ADOT and make up
19 the core of the city. Unfortunately, ADOT roads in Flagstaff
20 are also some of the region's most dangerous and have high crash
21 rates, making it -- making up a large part of our high injury
22 crash network.

23 Per ADOT's active transportation safety action
24 plan, they're are also some of the most dangerous for multimodal
25 users in the entire state. The US-160 and Milton corridor

1 master plans contain several safety-related projects that
2 include high visibility crosswalks, ADA-compliant curb ramps,
3 pedestrian crossing improvements, and crosswalks. And placing
4 these projects back in the fiscal year 2025-29 construction
5 program so that they can get funded, this will help us get our
6 community members home safely.

7 Lastly, we ask that over the next year you look
8 at your scoring criteria for the P2P process to better emphasize
9 safety. Safer streets have wide reaching benefits that include
10 getting our communities home safely and ensuring the economic
11 vitality of families and businesses.

12 Thank you very much for your time and
13 consideration, and welcome to Flagstaff. Thank you.

14 CHAIRMAN SEARLE: Thank you for your comments,
15 Supervisor Vasquez.

16 MR. ROEHRICH: Mr. Chairman, that's all the
17 in-person. Online we had a couple requests.

18 Our first speaker would be Mayor Donald Huish.
19 Mayor Huish, please raise your hand.

20 Can you please unmute, Mayor Huish?

21 WEBEX HOST: Sir, you can press star six to
22 unmute. (Indiscernible) on your end.

23 MAYOR HUIH: Chairman Searle, Vice Chair
24 Daniels, Transportation Board, Director Toth, good morning. My
25 name is Donald Huish, and I'm the mayor of the City of Douglas.

1 I've come to you on many occasions asking for
2 your support for the connector road for the new commercial port
3 of entry at Douglas. I know that today you will be voting on a
4 revised version of the five-year plan that includes the
5 connector road as an illustrative project. I'm grateful for the
6 collaboration with ADOT on this project, particularly with Paul
7 Patane and Mark Sanders, and I believe that we have a path
8 forward that will ensure the completion of the project.

9 The General Services Administration has been in
10 contact with ADOT requesting a letter that indicates the State's
11 commitment to the road. The federal government will invest over
12 \$216 million in the new port of entry, and want to make sure
13 that the connecting road to the port to State Route Highway 80
14 construction is projected to begin the 10 to 12 months. I want
15 to assure you that the city, along with our partner, Cochise
16 County, is doing all we can to make sure that the road gets
17 done. We're also grateful for Senators Sinema and Kelly,
18 Congressman Grijalva and Ciscomani for all their support as
19 ADOT's applying for several federal grants to help pay for the
20 construction of the project.

21 I thank you for approving last month the
22 \$4.5 million Arizona SMART grant that will pay for the final
23 design of the road. We anticipate the completion of the DCR by
24 the end of this year. We continue to work on the \$45 million of
25 related infrastructure needed to support the new port of entry

1 and all the anticipated industrial commercial development
2 corridor. When completed, the connector road will be a true
3 economic corridor, not only for Douglas, but for Cochise County
4 and for the entire state and the nation.

5 We also expressed our support for the \$10 million
6 that will be used to support the (inaudible) location of the
7 ADOT (indiscernible) for truck safety inspections at the new
8 port of entry. We hope today to improve the -- to approve the
9 revised five-year plan, with the inclusion of the connector road
10 in Douglas is a critical step in the process. I believe it will
11 send the right message to our partners at GSA that the road will
12 get done. There is -- this project has to succeed. There's
13 simply too much at stake for Douglas/Cochise County, the State
14 of Arizona and the nation.

15 I thank you for this consideration and look
16 forward to working with you as we complete this project. Thank
17 you.

18 CHAIRMAN SEARLE: Thank you, Mayor Huish.

19 MR. ROEHRICH: Our next speaker is Mr. Rob
20 Angerame. Mr. Angerame, please raise your hand. It looks like
21 you're unmuted, Mr. Angerame. Please make your comments.

22 Caroline, can you work with Mr. Angerame?

23 WEBEX HOST: Yes. I think he muted himself
24 again. So, sir, if you'll press star six.

25 MR. ANGERAME: Okay. Can you hear me now?

1 WEBEX HOST: Yes, we can.

2 MR. ANGERAME: Okay. Thank you. So sorry.

3 Yes. Good morning. My name is Ron Angerame, and
4 I want to thank the ADOT board for the opportunity to talk to
5 you about State Route 347. I understand from the latest budget
6 changes that construction work has been pushed back from 2026 to
7 2028. As we've brought forward to ADOT on numerous occasions,
8 this delay continues to represent an escalating and dangerous
9 condition for the tens of thousands of daily commuters who rely
10 on State Route 347.

11 In the last four weeks, there have been four
12 serious accidents on State Route 347: June 7th, May 29th,
13 May 22nd, and May 14th. That's one accident a week. Also,
14 there was another serious accident just this morning, at
15 8:30 a.m. on State Route 347.

16 Delaying the improvements on State Route 347 from
17 2026 to 2028 adds two years, or 104 weeks. If we consider
18 delaying improvements by 104 weeks, this could potentially add
19 104 accidents. This is 104 accidents that could be prevented if
20 the original timeline is not changed. How many injuries could
21 be avoided or lives saved if the timelines are not delayed?

22 I saw in the recent Strategic Highway Safety Plan
23 ADOT wants to, quote, provide a roadmap for how ADOT and the
24 safety partners will reduce fatalities and serious injuries on
25 Arizona roadways in the next five years. ADOT is looking to,

1 quote, identify specific strategies and actions to achieve a
2 target safety goal. ADOT has a vision to create a shared
3 responsibility so everyone arrives home safe -- or everyone
4 arrives safely home and the goal to reduce life-altering traffic
5 crashes by 20 percent. Not delaying construction on State Route
6 347 will absolutely fulfill on ADOT's vision and goals of the
7 Strategic Highway Safety Plan. Please do not delay any work on
8 347. There are 104 people counting on you. Thank you.

9 CHAIRMAN SEARLE: Thank you, Mr. Angerame, for
10 your comments, and please don't forget to talk to your
11 legislators.

12 MR. ROEHRICH: Mr. Chairman, those are all the
13 requests to speak I have.

14 CHAIRMAN SEARLE: All right. Then I'm going to
15 go ahead and close to the call the audience, and we'll move on
16 to Item Number 1, Director's report. Director Toth, please.

17 DIRECTOR TOTH: Good morning. I want to thank
18 the City, the County, MetroPlan, (indiscernible). Hopefully I
19 did not forget anybody for -- and yes --

20 CHAIRMAN SEARLE: And did you get to ride the
21 bus -- drive the bus?

22 DIRECTOR TOTH: I did drive the bus.

23 CHAIRMAN SEARLE: Okay.

24 DIRECTOR TOTH: That was great. We are -- we're
25 very happy to be in Flagstaff today, so greatly appreciate

1 (indiscernible) both last night and this morning.

2 So first, let me start by saying welcome to our
3 new Board Member Peshlakai. We look forward to working with
4 you, and I also want to extend congratulations to you, along
5 with Board Member Sam Elters and Jenny Howard for completing
6 your confirmation hearings. That was awesome news this past
7 week or so. So it's an accomplishment, and we're very thankful
8 for your commitment and your expertise that you're bringing to
9 the State Transportation Board.

10 So next, I'd like to share a quick update on the
11 State's budget and some of the legislative actions affecting our
12 agency, and you'll hear more from Anthony just right after I
13 speak. As you know, Arizona lawmakers passed a budget last
14 weekend, and they needed to address a significant shortfall.
15 Hard decisions were made in the final budget, including some
16 cuts which were to be expected, with the final budget, several
17 of ADOTs previously appropriated projects were decreased or, as
18 you just heard, delayed into a future fiscal year or funded in a
19 way to address some of the funding shortfalls.

20 Also, net savings from previously appropriated
21 projects were transferred to the State's General Fund to help
22 address the budget shortfalls. And again, Anthony will cover
23 some more specifics in the legislative report, but overall,
24 ADOT's operating budget will see a \$2 million reduction. Right
25 now we're strategizing and having conversations on the most

1 efficient way to implement those reductions within the
2 requirements of the law.

3 And some other good news, though, out of the
4 legislative session, is that ADOT has been continued for another
5 eight years. We are very happy with that outcome. I will take
6 this opportunity to thank our audit and analysis and our MPD
7 teams and the many ADOT employees who worked to provide the
8 information to the Auditor General's Office during our sunset
9 review process. It is a very time-consuming process, and -- but
10 however, we welcomed the review and are working towards the
11 implementation of addressing some of the issues that were
12 discovered.

13 I also want to acknowledge our Government
14 Relations and Rules Office and our Financial Management Services
15 Team. They quickly reviewed those budget bills and monitored
16 all the action that was happening down in the Legislature within
17 this past week, along with the entire 160-day session. So thank
18 you very much.

19 Finally, yesterday was the official start of
20 summer, which means it is hot, and in Arizona, it also means we
21 have wildfires and monsoons to contend with. So just last week,
22 we had the Rose Fire, which forced the closure of US-60 near
23 Wickenburg. Our crews were out there helping to manage the
24 closure, all -- and all -- trying to keep the drivers safe and
25 support the fire crews as well as keep the community safe.

1 So we do rotate shifts and give our crews time
2 for rest, shade, hydration, but these incidents do have a big
3 impact on our operations. We often have to pull the resources
4 from projects or maintenance work to concentrate on those
5 closures and detours related to the fires. So we hope that this
6 season, our crews and all the firefighters and the first
7 responders throughout the state will get a break. However, we
8 are -- we have seen a high uptick in the fires already this fire
9 season.

10 So just a few reminders, from the public
11 standpoint and all of us. Don't throw cigarettes out your
12 vehicle window. Don't park in the tall grass or brush, because
13 the heat from your vehicle can set that vegetation on fire.
14 Always secure your tow chains before heading out, because those
15 do cause sparks. And definitely check your tire pressure before
16 you travel, because those exposed wheel rims can cause sparks as
17 well.

18 So with that mind, I'm going to hand it over to
19 Anthony for the legislative report. Thank you very much.

20 MR. CASSELMAN: Am I in control down here, or do
21 I just say next slide?

22 UNIDENTIFIED SPEAKER: You gotta tell us that.

23 MR. CASSELMAN: Okay. Perfect. Just making
24 sure.

25 MR. ROEHRICH: We don't trust you, buddy.

1 (Inaudible).

2 MR. CASSELMAN: Yeah. I wouldn't trust somebody
3 from the Government Relations Office either, so that's totally
4 fair.

5 Good morning, Mr. Chairman, Board Members.
6 Again, for those of you that may not know me, Anthony Casselman
7 with the ADOT Government Relations Office. I did want to
8 provide just a brief update on the legislative session. So I'll
9 cover some -- just some general highlights from the session
10 first, and then I did want to dive into the project funding and
11 how some of those project funds were modified as part of the FY
12 2025 budget as well.

13 So next slide.

14 CHAIRMAN SEARLE: Maybe Anthony should be
15 (inaudible).

16 MR. ROEHRICH: Just a little glitch. It will be
17 up there in a minute. It is not showing on the WebEx online,
18 the presentation.

19 MR. CASSELMAN: Awesome. Can you go back one
20 slide, please? Thank you.

21 So just some general updates. The Legislature
22 did adjourn officially on June 15th, after 160 days, as was
23 noted, making the general effective date September 14th. I
24 wanted to make note of the general effective date, because that
25 is important. That will be the date that the SMART Fund bill

1 that's been alluded to in a number of different comments this
2 morning will go into effect.

3 There were 332 bills sent to the Governor this
4 session as of today, which is really yesterday. 226 bills have
5 been signed, 69 have been vetoed, and then the remainder are
6 awaiting action from the Governor.

7 As the Director alluded to, the Governor signed
8 House Bill 2438 on June 18th, which continues ADOT for eight
9 years, and then I'll also make a mention of some of our board
10 members who were officially confirmed on June 14th. Board
11 Member Pashlakai, Board Member Howard and Board Member Elters.
12 So great accomplishment. You guys made it look easy. So
13 awesome.

14 Next slide, please.

15 So as I mentioned, the main reason I wanted to
16 present and put some slides up here is to talk a little bit
17 about the fiscal '25 budget and some of the impacts to the
18 project funding. So this chart just gives you, again, a broad
19 overview. There were about 22 projects included in that -- in
20 that budget. Ten projects saw a reduction in funding. I think
21 it's really important to note of that 135 million in reduction,
22 six -- you know, ten projects total, but six projects were
23 reduced out of surplus funding. So I wanted to make that known.

24 That yellow box, 166 million, shows the projects
25 that were deferred. We had three projects deferred to future

1 fiscal years, and then there was actually some additional
2 funding appropriated to nine projects, totaling about \$20
3 million. So in terms of, like, a net total, about 280 million
4 was recovered utilizing transportation project funding for the
5 budget deficit.

6 Next slide.

7 So put together a chart kind of outlining the
8 different categories, the reductions, the deferrals, and then
9 the supplements. This is the first slide for reductions. This
10 slide is going to cover the four projects that were reduced out
11 of, I guess, non-surplus funding, I would say. So I'll kind of
12 lump the two top ones together there. There was pavement
13 rehabilitation lump sums given to the department in multiple
14 years.

15 So in '24, we got a \$54 million lump sum
16 appropriation for pavement rehab projects in Greater Arizona.
17 So outside of Maricopa, Pima. You may remember there were some
18 other requirements as part of this. Had to be outside Maricopa,
19 Pima, had to be a project that wasn't currently in the five-year
20 program, and then had to be pavement that was in fair or poor
21 condition. So they recovered about 41 million of that, leaving,
22 you know, roughly 13 million left.

23 And then the second line there is an FY '23
24 appropriation. This was actually an inflationary adjustment to
25 a previous \$90 million lump sum appropriation that was given for

1 pavement rehab that's not covered on this slide. They recovered
2 about 29 million of that. We had utilized some of that funding.
3 So that's what makes up the difference there.

4 And then moving on to the third line, SR-97, some
5 improvements near Bagdad. This was a \$10 million appropriation
6 that was conditional on obtaining federal grant dollars, and
7 they recovered all 10 million of that funding.

8 And then finally, I'll cover the SR-24 Ironwood
9 Road. They recovered about 28 million. That leaves about
10 60 million. They also put some language in the budget,
11 specifying that the funding had to be first utilized for the
12 Ironwood TI and then any remaining funding could be used for the
13 extension of SR-24.

14 Next slide.

15 A couple more project reductions again. Now
16 we're getting into some of those surplus. You'll see it covered
17 there on the fourth column there in parentheses. There's a
18 pavement rehabilitation project on US-191 where there was some
19 surplus funding recovered, about 7 million. The design of the
20 TI at State Route 303 and I-17, \$19 million was appropriated for
21 that, and there was a \$4 million surplus that was recovered.
22 And then the Sonoran Corridor, again, about two and a half
23 million was recovered for surplus after awarding a contract for
24 that tier two study.

25 Next slide.

1 So I'm going to kind of lump all these together.
2 We initially got an appropriation in '21 for a pavement
3 rehabilitation project on SR-90 from Moson Road to Campus Drive.
4 Subsequently, we received an inflationary adjustment for that
5 same stretch of road in '23, and subsequently, we also got
6 another appropriation for pavement rehab monies from Campus
7 Drive to the US Border Patrol Station.

8 So those two projects actually had connecting
9 termini. So what we did was actually bid those all as one
10 project, or I guess both of them as one project. And what that
11 allowed us to do was experience economies of scale, and there
12 was quite a bit of savings generated there. So you'll see the
13 savings again on that far right column for each of those, you
14 know, total -- almost \$15 million.

15 CHAIRMAN SEARLE: Anthony, if I -- if I could
16 weigh in on these.

17 MR. CASSELMAN: Yeah.

18 CHAIRMAN SEARLE: So these are -- the amount
19 being recovered, it's not stopping the projects. It's just this
20 is surplus funds that are not needed for the -- to complete the
21 project. Is that my understanding?

22 MR. CASSELMAN: Mr. Chairman, that's correct.

23 CHAIRMAN SEARLE: Okay.

24 MR. CASSELMAN: Next slide.

25 All right. Now I'm going to cover the project

1 deferrals. There were two separate appropriations in '21 and
2 '23 for a total of \$49 million in construction funding for the
3 SR-347 Riggs Road TI. Those appropriations were deferred out to
4 fiscal year 2028. There was a large appropriation of about
5 \$113 million in FY '23 for I-10. This is I-10 in the West
6 Valley. I want to make that statement very clear. This is out
7 from SR-85 to Citrus Road.

8 The reason I have it broken down into two
9 different line items here is there was actually, as you see on
10 that far right column, 30 million of that was deferred out to
11 FY '27, and then 78 million was deferred out to FY '28. So I
12 just wanted to make that distinction for the Board and make sure
13 they were aware of that.

14 CHAIRMAN SEARLE: Anthony, (inaudible).
15 Mr. Elters, do you have a...

16 MR. ELTERS: Thank you, Mr. Chairman.
17 (Inaudible) I guess I'd just -- I would ask you to go back one,
18 maybe two slides, related to SR-97, Anthony.

19 MR. CASSELMAN: Yeah. One more.

20 MR. ELTERS: It says the entire amount was
21 reclaimed back, so I guess my question is: It was in -- it was
22 programmed for a federal grant. Does that mean that the federal
23 funds were not awarded or were not received? Is that why the
24 10 million was reclaimed, because it was needed?

25 MR. CASSELMAN: Mr. Chairman, Board Member

1 Elters, that's correct. There -- I think there have been two
2 attempts to obtain a federal grant on that one, and neither of
3 them were successful.

4 CHAIRMAN SEARLE: (Inaudible.) Great. Did
5 anybody else have a question?

6 All right. Go ahead, Anthony. Sorry about that.

7 MR. CASSELMAN: Yeah. No worries.

8 Next slide. Yeah. Right here. Sorry. Go back
9 one, please. Thank you.

10 So, yeah. I just wanted to make the distinction
11 there.

12 And then the last one there is the Pinal Parkway
13 east-west corridor. This is a corridor that would essentially
14 connect the city of Maricopa to Casa Grande. This was a
15 distribution out to Pinal County. There was \$9.24 million
16 appropriated, and they deferred this out to fiscal year 2028.

17 Any questions on that?

18 All right, next slide.

19 And then I'll cover just quickly some of the
20 supplemental appropriations here. So there were -- a four and a
21 half million dollar appropriation for improvements at the 303
22 and 60 interchange. They supplemented that with about \$167,000
23 to make up the shortfall for the projects, and I believe that
24 project's on the agenda today, so...

25 SR-347, \$18 million appropriation in FY '24 for

1 some intersection improvements at Casa Blanca and the Cement
2 Plant Access Road, or some people refer to it as Mammoth Way.
3 There was an additional almost \$2 million put into that for the
4 construction funding. FY '24, pavement rehab project on US-60,
5 from Morristown to Wickenburg, supplemented with close to
6 \$400,000 to make up the shortfall there. And then another
7 pavement rehab project on SR-260 got \$172,000. And then the
8 last one I'll mention there, again, out in the West Valley,
9 SR-85, an expansion project from Milepost 123 to Maricopa Road.
10 We got a pretty substantial supplement of 12 and a half million
11 dollars, roughly.

12 Next slide.

13 All right. And finally, pavement rehabilitation
14 project in Santa Cruz County on SR-83, got an additional
15 1.1 million. The design of some intersection improvements on
16 SR-87, specifically Erica Road, got an additional \$315,000. And
17 then going back to the 347 Riggs Road TI, there was an
18 appropriation in FY '21 for the design and the right-of-way.
19 There was a supplement in this year's budget of about a million
20 and a half to ensure that the design and the right-of-way
21 portion of that project could move forward and be completed.
22 And then one of the projects that was mentioned earlier in the
23 meeting, SR 69/169 roundabout, there was almost a million
24 dollars supplemented to that project to make up for the
25 shortfall there as well.

1 Next slide.

2 That's all I've got. I know that was a lot of
3 information. I am happy to answer any questions about any of
4 the projects on that list that you may have.

5 CHAIRMAN SEARLE: Any additional questions for
6 Anthony at this time?

7 MS. HOWARD: Anthony, do you recall the logic in
8 the 2028, why they chose that construction year to push these
9 funds?

10 MR. CASSELMAN: Yeah. Mr. Chairman, Board
11 Member Howard, I really don't have a ton of context as to why
12 they chose FY '28. As many of you probably know, a lot of these
13 negotiations happen between the Governor's office and the
14 Legislature, and we aren't necessarily always privy to all the
15 information that's being discussed.

16 MS. HOWARD: Okay. Thank you.

17 CHAIRMAN SEARLE: Mr. Maxwell, did you have a
18 question?

19 MR. MAXWELL: I did, Mr. Chair. Thank you.

20 I mean, I think it's important to take a look
21 between the deferrals and deductions. I'm seeing 100 -- or
22 200 -- almost \$300 million. So yes, I was grateful to see we
23 had some of the supplementals, but that was only about 20 days.
24 So this really, really impacted our budget. Anything that
25 impacts our budget impacts the region's budgets, particularly

1 Greater Arizona. I think that's something we focused on a lot,
2 with the importance of the regional transportation funding that
3 both we've got to remember up for election this year in Maricopa
4 and probably the following year. And even if those aren't
5 successful, then the clawback of this money now will be
6 incredibly more important than when we don't have regional funds
7 to offset a lot of these projects. So it's something needs that
8 to be there.

9 The question I have no specifically -- I do thank
10 you for letting me go there -- one, I'm glad we figured out how
11 to work the parking thing and got in here in time (inaudible),
12 but the tier two EIS for the Sonoran corridor. So the --
13 obviously, the contract is signed. What was originally
14 appropriated, is everything else with that tier two study still
15 on time and on funding?

16 MR. CASSELMAN: Mr. Chairman, Board Member
17 Maxwell, that's my understanding.

18 MR. MAXWELL: Okay. Thank you. There's a -- as
19 with all things, when the Legislature's (inaudible) around
20 money, a lot of rumors start swirling and things. I just wanted
21 to clarify that that was the case with that tier two study. So
22 thank you. Thank you, Mr. Chair.

23 CHAIRMAN SEARLE: Thank you.

24 Ms. Peshlakai.

25 MS. PESHAKAI: Thank you, Mr. Chair.

1 I just wanted to -- I don't have any questions or
2 asking for any clarification, but I just want to say that in
3 this presentation for all of us here as board members, Mr. Chair
4 and Members, and those in the audience, that there is -- there
5 is a real lack of equity in distribution of funding, and I know
6 it's supplemental funding that we're talking about, but the
7 Legislature has always openly prioritized Maricopa County and
8 those types of areas.

9 And I am the new board member for District 5,
10 which is primarily rural and tribal Arizona, and I think one of
11 the things that I need to say in this board meeting here at
12 Flagstaff is that we are aware, as community members in rural
13 and tribal Arizona, that this lack of -- continuous lack of
14 maintenance and funding for rural and tribal Arizona will
15 continue, will impact the rest of the state for many, many years
16 to come.

17 And so in my comment here today, I would like to
18 say that I'm grateful and honored to be the district
19 representative with rural and tribal Arizona, and that I will
20 continue to -- I will, in my new role/capacity, work to make
21 sure there's equity and priority, the prioritization of the
22 areas that have been impacted by lack of funding and
23 prioritization.

24 So I just wanted to make that comment, Mr. Chair
25 and Members, and then, also, to the legislative members in

1 Arizona that this is very apparent and clear, what is going on,
2 and so I wanted to say that. Thank you.

3 (Speaking Native language) Alton Joe Shepherd and
4 our my family and friends here, even though you're not Native
5 American or Navajo, related to me. I'm from Flagstaff, the
6 Navajo Nation. I'm very happy to be here. I'm glad to see that
7 folks are continuing to work in the public service for all of
8 Arizona. (Speaking Native language.) Thank you, Mr. Chair.

9 CHAIRMAN SEARLE: Thank you.

10 All right. Thank you, Anthony.

11 Anything else, Director Toth?

12 DIRECTOR TOTH: No, I don't have anything.

13 CHAIRMAN SEARLE: All right. Who has any
14 questions for Director Toth on her report? All right. Hearing
15 none.

16 Let's go ahead and move to Item Number 2, our
17 district report. And I believe this is Brenden Foley.

18 MR. FOLEY: Yes. Good morning, Chairman Searle
19 and members of the Board. My name is Brenden Foley. I'm the
20 Northcentral District Administrator. Thank you very much for
21 the opportunity to be here with you this morning and talk to you
22 a little bit about what the Northcentral District has going on
23 right now.

24 Next slide. Thank you.

25 So just looking at our continuing versus upcoming

1 construction projects right now, we have about \$147 million
2 worth of projects that were started in previous years and
3 awarded. These are construction dollars that are continuing
4 through this calendar year. About 82 percent of those have been
5 completed to date, and we got about 18 percent of that cost left
6 to finish up, mostly this year. And then we have about
7 \$139 million more of anticipated projects that we anticipate
8 advertising this year for construction in subsequent years.

9 Next slide, please.

10 So it's just a quick look at some of the projects
11 that we have ongoing right now in calendar year '24. We're
12 going to go over some of these in the subsequent slides here.

13 Next slide.

14 This is our I-15 Virgin River Bridge Number 1
15 project. This is over the Virgin River Gorge near Littlefield,
16 Arizona. On the left-hand side there, you can see the old five-
17 span bridge, and on the right-hand side you can see the new
18 bridge, new three-span bridge that was -- replaced the old
19 bridge there. This one just recently opened up a few months
20 ago. We've got a little bit more work to finish up on it, as
21 far as finishing up some striping and delineation, but this
22 project will be ending this summer.

23 Next slide, please.

24 On US-89, north of Flagstaff here, we're working
25 on a life extension project currently. This project is removing

1 in spot locations up to three inches of asphalt and replacing
2 that, and then we're also removing one inch of the surface
3 course and replacing that with a bonded wearing course, and
4 addressing all the potholes and other issues in there to provide
5 a better riding surface for years to come.

6 Next slide, please.

7 This is our I-17 Airport Road TI Bridge. If you
8 drove up I-17, you probably saw that in progress. So my
9 pictures are a little bit dated here. Those show the abutment
10 on the left and then the center piers on the right-hand side
11 there and some of the drill shafts. So they actually set the
12 girders on the northbound lanes this week, and we're looking to
13 set the girders on the southbound lanes next week and finish
14 this project up by the end of the year.

15 Next slide, please.

16 On State Route 89A through Oak Creek Canyon,
17 we've had three separate projects that were combined into one
18 that have been ongoing for the last couple of years. On the
19 left-hand side, you'll see the spider excavator that's doing
20 some work on the slopes and switchbacks. We've got some
21 drainage issues through there. The center slide as well shows
22 some of the crews doing some scaling and getting ready to
23 install some pipe down that very steep slope.

24 Just above that in the center is the Pumphouse
25 Wash Bridge project. That deck replacement was also part of

1 this set of projects. And then on the right-hand side there,
2 this is just north of the city of Sedona, we did some blasting
3 to remove a large rock shelf that was overhanging the roadway
4 that was completed in December last year. So this project is
5 going to be wrapping up this year as well.

6 Next slide, please.

7 On I-17, we're working on finishing up our
8 southbound pavement rehabilitation project. This project
9 started a couple years ago, had about 10 miles of reconstruction
10 on the -- mainly on the travel lanes. We replaced a lot of
11 concrete slabs. We are working right now to finish up our
12 overlay paving, and hopefully have that completed for a weekend
13 here, and then we'll go into the friction course placement next
14 week or the following, depending on the weather, and have this
15 one wrapped up, again, by the end of the year.

16 Next slide, please.

17 We've also got a progressive design-build project
18 in progress right now. This is a rest area rehabilitation and
19 truck parking expansion. So there's four rest areas involved,
20 two on I-40, two on I-17. We have the I-40, Haviland and Parks
21 Rest Areas. This is the Parks Rest Area shown in the picture
22 there. And then we have I-17, Christensen and Sunset Point Rest
23 Areas. At the moment, we're working through the design portion
24 of this project and working on completing the first G&P
25 (phonetic), which will allow the contractors to go in and do the

1 demolition on the Parks and Christensen Rest Areas, and then
2 that'll be followed up by G&Ps two and three for the other two
3 rest areas and the completion of the construction on these two
4 rest areas.

5 Next slide, please.

6 This project has been ongoing as well. This is
7 on State Route 260, east of Star Valley, from the rim to just
8 about Heber. This is a safety project that is extending pipes,
9 placing embankment and then widening shoulders through that
10 section of the roadway. The contractor's making decent
11 progress. You can see the pictures there. They're removing
12 shoulders and placing embankments and then doing some paving.
13 This project, I anticipate going on at least this year and next
14 year through this 20-mile stretch. There's a lot of traffic,
15 and just takes a long time to get all the aggregate base and
16 compaction placed and the asphalt.

17 Next slide, please.

18 Then some anticipated advertisements in this
19 calendar year. So we have a number of projects coming up that
20 we expect to advertise. Those are programmed construction
21 dollars. US-89 and Lake Powell Boulevard. We have a roundabout
22 that we are finishing design on. Look to advertise soon. We
23 have the I-40 broadband project from the California state line
24 to Flagstaff here. That is going to be potentially, I think,
25 coupled with the next project, which is the variable speed limit

1 project. That's from I think about Belmont or -- yeah, about
2 Belmont to Country Club to place some variable speed limit
3 signage. We have our US-89 Townsend-Winona Road, Sunset Crater
4 emergency repairs.

5 Somebody had spoken about fires and flooding
6 previously. This project was an emergency repair project to
7 repair some of our infrastructure channels and other things that
8 got damaged in some of the flooding a couple years ago after the
9 fire.

10 We have some local government projects. One of
11 those is the City of Flagstaff's Fourth Street, Cedar Avenue,
12 Lockett roundabout, which will be going into -- or, excuse me --
13 is advertised currently. Will be opening and going into
14 construction next year. We have a Flagstaff area LED lighting
15 conversion project, which we're coordinating with the city and
16 other stakeholders in the area to try and accommodate dark sky
17 needs.

18 We have the I-17 wildlife overpass and game
19 fencing project. The overpass is going to be near Munds Park --
20 or excuse me -- Willard Springs, in that area. That'll get
21 wildlife off of I-17 and over the roadway.

22 And then we also have our State Route 87, Indian
23 Road, or Green River Parkway, to Houston Mesa pavement
24 preservation project, which is going to advertise toward the end
25 of the year for construction next year.

1 Next slide.

2 And that is all I have. Thank you.

3 CHAIRMAN SEARLE: Any questions for Brenden on
4 this? Ms. Peshlakai.

5 MS. PESHAKAI: Thank you. Thank you, Mr. Chair.

6 Brenden, this being my first meeting. I'm not
7 really quite sure if this is the place where I would ask, but is
8 there -- in all the planning, and -- this might be a question
9 for ADOT in general as well -- in the public safety. I was
10 the -- one of the -- I was a vice chair for the Missing and
11 Murdered Indigenous Peoples Committee when the -- when we passed
12 a study committee for the state of Arizona.

13 And one of the things that I personally -- I'm a
14 mother, and I have -- my only children are daughters, and some
15 of the trauma that we suffer in modern times, and they might
16 have (inaudible) longer, but public safety in the missing --
17 missing people. Is there any closed-circuit television or any
18 kind of recording or public safety in these major transportation
19 areas? Because I -- and one of the things that plagues our
20 society, really directly impacts tribal people and just
21 everybody, but I'm asking -- maybe this might be out of the
22 realm of the work that we're all doing, but to me, I think it's
23 critical that we start thinking in those terms. As you
24 (inaudible), so...

25 And I don't mean to put anybody on the spot.

1 It's a general question, because this is my first time being in
2 a board meeting. Thank you.

3 DIRECTOR TOTH: Mr. Chairman, Board Member
4 Peshlakai, we do work with local jurisdictions, tribal nations,
5 with their police department when they do request to install the
6 camera either on our -- via permit, an encroachment permit on
7 either of our -- any of our facilities. So we do work with the
8 local jurisdictions, but we do not install the cameras directly
9 ourselves or monitor those outside the regional freeway system.
10 Well, and we have -- I mean, we do have cameras on our system as
11 well for traffic purposes, but for law enforcement, the law
12 enforcement agencies do have those cameras for themselves.

13 MS. PESHAKAI: Thank you, Member Toth, and I
14 would just like to say, Mr. Chair, that I think this will be
15 something that we ought to be interested in --

16 CHAIRMAN SEARLE: At the --

17 MS. PESHAKAI: -- in the future.

18 CHAIRMAN SEARLE: At the end of our meeting, we
19 have an opportunity to ask for future agenda items.

20 MS. PESHAKAI: Thank you, Mr. Chair.

21 CHAIRMAN SEARLE: And that would be an
22 appropriate time to ask for it.

23 MS. PESHAKAI: (Inaudible.)

24 CHAIRMAN SEARLE: All right. Thank you.

25 Brenden, there's a quick question before we let

1 you go. I noticed you had some main closures on 17 yesterday,
2 some -- quite a bit of backup on southbound traffic. Is -- are
3 we going to have those same closures today?

4 MR. FOLEY: Chairman Searle, in short, yes.
5 We're working on finishing the paving today in hopes of having
6 that complete for the weekend. We've had those lane closures
7 for the last few weeks due to the extensive nature of the
8 reconstruction and the paving that's ongoing, but with luck, if
9 weather and equipment and everything else works with us, today
10 should be the last day for those until we get into the friction
11 course.

12 CHAIRMAN SEARLE: Thank you. Anything? All
13 right. Thank you, Brenden.

14 MR. FOLEY: Thank you.

15 MR. ROEHRICH: So, Mr. Chairman, before we move
16 on, I've got a couple of messages that some people are having a
17 hard time hearing some people speak. So remember, please use
18 the microphone. You need to hold the button down, and please
19 get close. Don't be scared of that microphone.

20 CHAIRMAN SEARLE: Did they give you any names?

21 MR. ROEHRICH: I don't want to call anybody out,
22 but just about everybody but you.

23 CHAIRMAN SEARLE: Okay.

24 MR. ROEHRICH: (Inaudible.)

25 CHAIRMAN SEARLE: They can hear me. Okay.

1 (Inaudible.)

2 MR. ROEHRICH: Thank you.

3 CHAIRMAN SEARLE: Item Number 3, consent agenda.
4 Is there any items on the consent agenda that you'd like
5 removed, Board Members?

6 All right. Mr. Byres, was -- did you have
7 anything you wanted to comment on a couple of construction
8 contracts that are in the agenda?

9 MR. BYRES: Mr. Chairman, Board Members, one of
10 the projects that you have in the consent agenda is the 303/60
11 interchange. That is a rebid project. We only had one bidder.
12 The first time, it was about a half a million dollars over. We
13 did have two bidders this time. The bids did come down by about
14 200,000. Pulled it within our -- within two and a half percent
15 of the engineer's estimate. So it actually came out pretty
16 well.

17 CHAIRMAN SEARLE: All right. Thank you. And
18 those are on our consent agenda, so...

19 All right. If there's no other comments, I would
20 entertain a motion to approve the consent agenda.

21 MS. HOWARD: So moved.

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

23 MR. MAXWELL: Second.

24 CHAIRMAN SEARLE: Second by Mr. Maxwell.

25 Since we do have two members that are remotely,

1 I'm going to ask if there's anyone opposed to the motion.

2 MR. MECK: Board Member Meck, (inaudible).

3 CHAIRMAN SEARLE: Mr. Mack, are you opposed?

4 MR. MECK: No, sir.

5 CHAIRMAN SEARLE: Okay. I'm just making sure
6 that there's no opposition.

7 Hearing no opposition, all those in favor say
8 aye.

9 BOARD MEMBERS: Aye.

10 CHAIRMAN SEARLE: Chair votes aye. Passes
11 unanimously.

12 We'll now move on to Item Number 4, which is our
13 financial report with Kristine Ward.

14 MS. WARD: Good morning, Board Members. If we
15 could put the financial presentation up, that would be helpful.
16 Let's just go to our first slide with the Highway User Revenue
17 Fund.

18 MR. ROEHRICH: Go ahead and move to the next
19 slide, please. Thank you.

20 You're good to go, Kristine.

21 MS. WARD: It's a little (inaudible). Are you
22 seeing it live on your end?

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

24 MS. WARD: Okay. I'm sorry. You might get a
25 little delay, so I apologize.

1 On the Highway User Revenue Fund, we are within
2 target range of our forecasts with \$1 billion collected year
3 date. Just a little over 1.9 percent over that forecast.

4 If you go to the next slide -- I think I'm
5 experiencing a lag. So if you're seeing that slide -- there we
6 go. At least I'm catching up now. For the individual month of
7 May, this just shows May's activity, and you -- when you look at
8 the individual categories, you'll note that May has some growth
9 rates into diesel and vehicle license tax that are quite high.
10 I'll just note that the use fuel diesel category is more the
11 result of a technical reason associated with some refunds from
12 prior year.

13 And then on the VLT, we are genuinely -- we're
14 investigating it, but it seems that we are just experiencing --
15 those represent actual transactions and growth. We are -- VLT
16 collections experienced the high (inaudible) May on record and
17 the second highest month overall, and so we've had some strong
18 work there in that month.

19 Moving on to the next slide, the Regional Area
20 Road Fund, you'll see there, again, RARF revenues are within
21 target range. We've collected 626 million year to date. Again,
22 just a little over forecast. 1.2 percent over forecast.

23 Going to the next slide, which depicts the
24 individual categories that -- revenue categories that flow into
25 RARF, there's really nothing significant to report on the

1 individual categories.

2 I'd like to make just one additional note. I
3 mean, the Director and Anthony covered the budget pretty
4 thoroughly. I would just add a couple of things. You know,
5 when they were trying to address the approximately \$1.3 billion
6 state deficit, you know, they addressed them -- addressed that
7 deficit through a number of means, some of which impacted ADOT.

8 Now, Anthony already covered the projects with
9 you and those X appropriations and the shifting of project
10 funds, but another technique that they used to address the
11 deficit was in using fund transfers, transferring dollars that
12 they believe to be excess funds from various funds to make up
13 that deficit. One of those fund transfers was for the Aviation
14 Fund. They transferred \$15 million from the Aviation Fund to
15 the General Fund, and so we will be coming back to you and
16 looking at the -- to figure out the impact of that now, and so
17 you'll hear from us at a future board meeting in terms of
18 evaluating the impacts on that fund transfer.

19 That concludes my presentation, and if you have
20 any questions, I'd be happy to take them.

21 CHAIRMAN SEARLE: Any questions for Kristine Ward
22 on her presentation?

23 MS. HOWARD: Chair, I have a quick question.

24 Kristine, this is Jenny. So the 15 million that
25 was transferred from the Aviation Fund, that was not surplus

1 funding?

2 MS. WARD: So, Mr. Chairman, Board Member, the --
3 they had asked us what we could handle in terms of a fund
4 transfer there that we thought we could handle without any
5 impacts, and that we submitted \$12 million as something we
6 thought we could do without impacting any of the programs. Now
7 we're going to have to go back. Since that transfer amount is
8 actually \$15 million, we're going to -- we have to go back and
9 see what impact that's going to have to the individual programs
10 that are funded by the Aviation Fund.

11 MS. HOWARD: Okay. Thank you.

12 CHAIRMAN SEARLE: I don't see any other
13 questions. Ms. Daniels, do you have any questions for Ms. Ward?

14 VICE CHAIR DANIELS: I do not. Thank you.

15 CHAIRMAN SEARLE: Mr. Meck, are you still here?
16 Or did he have to take off?

17 MR. ROEHRICH: Yeah. Mr. Chairman, I'd just like
18 to reflect that he did have to leave the meeting because of a
19 prior commitment.

20 CHAIRMAN SEARLE: All right. Very good.
21 Thank you, Kristine. Appreciate your report.

22 MS. WARD: Thank you, sir.

23 CHAIRMAN SEARLE: I will now move to Item
24 Number 5, which is the final approval of the '25-'29 Tentative
25 Five-Year Transportation Plan Program. Mr. Patane.

1 MR. PATANE: Good, Morning, Mr. Chairman and
2 Board Members. I'm Paul Patane with the ADOT Multimodal
3 Planning Division, and today I'd like to present to you the
4 final 2025-2029 Transportation Facilities Construction Five-Year
5 Program for your approval today.

6 We have a robust program. There's over
7 \$8.2 million programmed. The majority of those funds are going
8 to our pavements and our bridges.

9 And just a couple caveats before I get into the
10 program. As you heard earlier from Anthony, there was -- the
11 budget got approved last weekend, and so when we build our
12 program, there's a point in time where we have to stop, you
13 know, as far as adding projects, adding funding, and so with
14 these -- with the new funding coming in, as Anthony presented
15 today, we'll have to go back and do some rebalancing. So we'll
16 bring back those projects and -- later on during the year for
17 approval as well when they get their -- they get modified
18 through the process or change management process.

19 The second has to do with our folks from -- our
20 partners from MAG, Maricopa Association of Governments. You
21 know, they're -- as you know, their tax expires in 2025, and so
22 anything past the 2025 is going to be for illustrative purposes.
23 That's how it's shown, and so that's how we're going to present
24 it today in the program.

25 Next slide, please. Oh, I'm sorry. No, you went

1 too far. One back, please. Next slide, please.

2 So some of the factors considered -- that are
3 considered when putting the program together, first and foremost
4 is being fiscally constrained. As you know, that's one of the
5 requirements by law, and as Kristine is -- gives us the annual
6 amounts per year, those are the targets that we have to hit to
7 be fiscally constrained.

8 The other is the project budgets, and there's
9 several factors that impact the project budgets, such as the
10 year of expenditure. A lot of times projects, when the new
11 projects get put in the program, they're put in the third,
12 fourth year, fifth year of the program. So as those projects
13 move forward in the process, it's important that the year
14 expenditure is calculated in those numbers.

15 Next, the Construction Cost Index is where we
16 track changes and inputs based on, you know, construction costs
17 that we get throughout the year. So some of the factors that we
18 can monitor through the Construction Cost Index is typically the
19 price of materials, because they are -- they do tend to change
20 over time.

21 The next is when we make a change to a
22 preservation or treatment type. A lot of these, the new
23 pavement rehab projects get put in the third year of the
24 program, and so when -- come time for construction, in some
25 cases the pavement condition has gotten worse, so it requires us

1 to do a little different type of treatment, maybe something more
2 extensive than -- a little deeper mill, items like that.

3 Then there's just project complexities. Those
4 factor in as well. There's different issues as far as, you
5 know, right-of-way and clearances. Then there's project
6 readiness. We want to make sure these projects that we put are
7 shovel ready, ready to go.

8 Okay. Next slide, please.

9 So this is the total for the program for each of
10 the fiscal years. As you can see, there's over 1.6 billion for
11 the first year. Then goes through 1.5 in the year 2029. So
12 really robust program that we have.

13 Next slide, please.

14 So the first part of the program I'll talk about
15 is the Greater Arizona. This is the five-year total for Greater
16 Arizona, which excludes the MAG and PAG regions, is
17 approximately 4.55 billion. And so we -- it includes the -- all
18 the subprograms, the line items, different -- the competitive
19 programs such as the transportation alternative, the Highway
20 Safety Improvement Program.

21 Next slide, please.

22 So this was the totals from the tentative
23 program. This is how we presented the tentative program in
24 February. These were the amounts. As you can see, our target
25 for total preservation is at 450 million, which is -- includes

1 the pavement rehab and bridges. Then we have -- the green is
2 the preservation funding, followed by the red, modernization,
3 and the blue in expansion.

4 Next slide, please.

5 So after we received comments and rebalanced the
6 program, this is how the final program is being presented today.
7 As you can see, we're still over our targets for the -- for our
8 preservation. There was -- there was a decrease in the
9 preservation amounts, and that's because of the increase in
10 modernization funding. And some of those increase in
11 modernization of funding is -- was related to the NEVI program
12 as far as the infrastructure being ready to be built over the
13 next few years.

14 The last -- the last few years, we've been
15 focusing on the EV plans and getting the project ready to be on
16 the street for construction, and that's where we're -- now that
17 we have the infrastructure to add on, the cost of modernization
18 has increased. As you can see on the table on the bottom right
19 there, that kind of shows the differences from the tentative and
20 the final program,

21 MR. MAXWELL: Mr. Chairman.

22 CHAIRMAN SEARLE: Mr. Maxwell.

23 MR. MAXWELL: Mr. Chair, Paul, real quick, since
24 you brought up the NEVI program right now and said that's the
25 increases to the modernization, is that the state portion of

1 those funds versus the federal portion, or is it the federal
2 funds are represented there as well?

3 MR. PATANE: It's the federal funds as well in
4 there.

5 MR. MAXWELL: Because we've had a lot of
6 conversation regarding how much it costs the State under that
7 program, and so those are all federal dollars that are showing
8 there for the -- for the NEVI program?

9 MR. PATANE: Correct, sir.

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

11 MR. PATANE: Next slide, please.

12 So on this year's program, we also have some
13 illustrative projects. These are projects of regional
14 significance, but they're just currently unfunded projects that
15 couldn't be programmed. And so the first ones are on I-40.
16 These are two bridge rehab projects. We did apply for a bridge
17 grant, and we're waiting for the notification if we were
18 successful or not, and the 7 million there is the match
19 requirement for the grant.

20 Then we have the two projects for Cochise County
21 at the Douglas International Port of Entry. One is for the --
22 our ECD partner, as far as the truck monitoring item. Then we
23 have the connector road, which is on SR-80, which would lead
24 into the new international port. Also --

25 CHAIRMAN SEARLE: Paul, if I can right quick.

1 MR. PATANE: Yes, sir.

2 CHAIRMAN SEARLE: (Inaudible) projects. I was
3 going through the final here, and I don't see them in the plan.
4 Is there a reason for that or where would they be?

5 MR. PATANE: They should be in the first couple
6 pages of the book there.

7 UNIDENTIFIED SPEAKER: They're on this list.
8 (Inaudible.)

9 CHAIRMAN SEARLE: Okay. Got it. Thank you.

10 MR. PATANE: Okay. Thank you. So --

11 CHAIRMAN SEARLE: On these illustrated
12 projects -- never mind. I'll get with you on it. (Inaudible.)

13 MR. PATANE: Okay. Then also on US-93, we
14 applied for an INFRA and MEGA -- INFRA and Rural grant for US-93
15 widening to four lanes. Also, for the Douglas port of entry
16 connector road, we did also apply for the INFRA and Rural grant
17 as well. We have SR-24 on there for Meridian to Ironwood to
18 construct a corridor extension. Also, we have 347 as far as
19 Maricopa to I-10.

20 Next slide, please.

21 MR. MAXWELL: Mr. Chair, Paul, a question based
22 on what you just asked. So just since you took the time to show
23 that slide, it's obviously something you want people to be aware
24 of some projects that we're trying to take funding for outside
25 that can fit into the project. So my question is the column

1 there that said current set asides, is that -- are those funds
2 that are in this plan that we are literally holding off, so not
3 committing them to any other projects in anticipation of
4 obtaining these other federal funds?

5 MR. PATANE: Correct.

6 MR. MAXWELL: All right. Thank you. Thank you,
7 Paul. Thank you. Mr. Chair.

8 MR. PATANE: Next slide, please.

9 So some of the changes from the tentative to the
10 final -- to the final, we just -- we have them in different
11 categories. The projects can advance. That's when we move a
12 project phase or move it up earlier. Then deferred. We also
13 have deleted, when projects get removed from the program, which
14 we don't like to do, but some cases it's necessary. Then we
15 have increase in cost or -- as far as another item. Then new
16 projects, reduced, and other as well.

17 Next slide, please.

18 So this kind of shows the number of changes
19 throughout as far as the different categories. By far, the --
20 we were fortunate enough to add 31 new projects to the program.

21 Next slide, please.

22 And so some of the new projects or projects that
23 were advanced into FY -- from FY '25 to FY '24, so you can see
24 the list there. We were able to advance the design for US-93,
25 both for US -- Vista Royale and Big Jim Wash. The Cochise East

1 Willcox TI underpass was advanced as well. Then we have some
2 much needed pavement rehabilitation on I-40 from Holy Moses Wash
3 to Rattlesnake Wash.

4 Next slide, please.

5 These are some projects that were deferred. The
6 first set is from -- there's four that was deferred at the
7 request from the City of Tucson due to some challenges during
8 the design. Then also, we have projects deferred. The SR-303
9 loop was deferred.

10 Next slide, please.

11 Then projects that were deleted. We have a local
12 project, Gail Gardner Way and Fair Street was deleted at the
13 request of Yavapai County. Then also we have the I-10, Cochise,
14 San Simon port scale and inspection pit. What we did there is
15 we deleted this project, but we added it to another project
16 similar at that location. So we more or less just combined the
17 two projects.

18 Next slide, please.

19 So projects that were increased due to increases
20 in the cost estimate. The I-17 here, so a pavement rehab
21 project was increased by 9 million. There on I-40, another
22 rehab project was increased just a little bit over 100,000.
23 Then the SR-64 from I-40 to Pipeline Road was increased by a
24 little over -- close to \$3 million. Little over \$2 million.

25 Next slide, please.

1 Continuing with the new projects. These are a
2 lot of new rehab, bridge rehab projects. You can see there a
3 lot of these are local projects as well as on the state system.
4 So that was a good sign to our local partners who are applying
5 for the bridge -- the bridge programs.

6 Next slide, please.

7 So new projects continued. Here we did a lot of
8 investment in our lighting, converting the high pressure sodium
9 to LED lighting. As you can see, (inaudible) a few of those
10 projects on the bottom there, those on the state system. Then
11 on the local system, you know, we had a variety of projects,
12 from transportation alternatives, bridge rehabs, as well as
13 safety projects from the local communities of Pima, Pima,
14 Navajo, and Yavapai Counties.

15 Next slide, please.

16 New projects continued. It lists there is,
17 again, more lighting projects, and also on there is the SR-80 to
18 the James Road -- Ranch Road access to the new port facility.
19 We have projects on -- new passing lane on US-191 in Graham
20 County, along with more additional lighting on US-60 and within
21 Maricopa County there. And the big project was added by the
22 local, Pima County. That's from Grant Road -- on Grant Road,
23 from Oracle Road to Swan. Close to \$9 million.

24 Next slide, please.

25 In projects reduced, we just had one that was

1 reduced. Funding was -- this is an ITS project, and it came in
2 under the program amount, so the funding was just reduced.

3 Next slide, please.

4 So I want to go through by district, as we did in
5 the past, kind of show what each board district is getting as
6 far as the funding. As you can see here, the -- on the
7 tentatives, that was back in February. Then the final number is
8 there below with the new numbers.

9 Next slide, please.

10 So for District 1, we have a total of 26
11 projects, a little over \$211 million. It's broken up into three
12 categories. You can see the, again, preservation is the bulk of
13 where the funding is going, and we have the modernization and
14 expansion dollars as well.

15 Next slide, please.

16 So this District 2, there's a total of 25
17 projects. A little over 57 million. Again, with -- for the PAG
18 and the MAG regions, we'll get into the projects, you know, for
19 their program as far as expansion, because there's a lot more
20 that will be shown here later.

21 So as far as the modernization projects, there
22 was a total of about ten projects. Well, let me see.
23 Modernization. There was some safety projects -- three
24 projects, safety projects in Tucson, Oro Valley and Pima County,
25 and there's -- there's no administration-type projects.

1 Next slide, please.

2 As we get into District 3, we have 17 projects.
3 A total of a little over 165 million, and there's a breakdown of
4 the modernization and expansion. As far as the expansion
5 projects, as mentioned earlier, we listed in 2026 the Land Port
6 of Entry facility at 10 million, then the James Ranch Road with
7 the 27 and a half million, which includes some of the local
8 funding appropriation there.

9 So on the District 3, the preservation projects
10 includes SR-89. Then there's a couple projects on 10, as far as
11 pavement rehab. There are several rehab -- bridge rehab
12 projects throughout. Then there's the ones on Rattlesnake,
13 Cochise Railed overpass on 191, and the Stronghold Bridge is on
14 SR-90. Then finally, there's the bridge replacement on SR-82 at
15 San Pedro River Bridge.

16 CHAIRMAN SEARLE: San Pedro.

17 MR. PATANE: Pedro. Sorry. Thank you.

18 Okay. Next, District 4, please. Next slide,
19 please.

20 So in District 4, we have 35 projects at 200
21 and -- almost 292 million. The bulk of it is on the
22 preservation, 134 and a half million. Then we have the
23 modernization projects. Some of the modernization projects
24 include some dynamic message signs on 10. Then there's five
25 local safety projects, including intersection improvements at

1 Florence and Colorado Street, along with some sidewalk
2 improvements in -- for Golden Hill Road, sidewalk improvements
3 at 500,000 in Gila County. And the two significant expansion
4 projects in District 4 are the Lyon Springs project, then also
5 the I-10 widening is part of District 4 as well.

6 So for District 5, there's a total of 59 projects
7 approaching 591 million. Both of those projects are
8 preservation, with a little over 32 for modernization, and we do
9 have 7 million for administration. And so some of the rehab
10 projects or majority of the rehab projects are on I-40 totaling
11 about 172 million. Then we have pavement rehab projects on
12 State Route 60 and 64. There's 16 modernization projects that
13 include scales for the new Page and Sanders port of entry.
14 There's safety projects along 377, 264, SR-164, and there also
15 is four local safety projects, including signals and signs in
16 Apache County, the town of Eagar, as well as Tuba City. There
17 are no -- there's no expansion projects at this time. And the
18 administration categories for our broadband efforts throughout
19 the state.

20 For District 6 -- next slide, please. So there's
21 a total of 93 million of Greater Arizona funding. Excuse me.
22 As you can see, the bulk of that is in preservation,
23 modernization and expansion, and you can see the expansion
24 projects on the right. We have, like, the West Kingman TI. We
25 also have the I-40 Rancho Santa Fe traffic interchange at 48.3

1 million, which is not included in the table. This is a really
2 great project where the locals, you know, worked and, you know,
3 there -- this is a local funded traffic interchange project
4 within the city of Kingman. They received some budget
5 appropriation, but over -- close to 29 million of that was from
6 the local funds.

7 The next, we have -- as far as the expansion on
8 US-93, we have three projects there Cane springs, Big Jim Wash
9 and Vista Royale. All those are converting a two-lane section
10 to a four-lane divided highway.

11 CHAIRMAN SEARLE: (Inaudible) Mr. Elters,
12 (inaudible) budget for the next five years. You might need to
13 learn to share with Mr. Maxwell.

14 (Inaudible conversation.)

15 MR. PATANE: Next slide, please.

16 So now we'll move on to the MAG portion of the
17 program. The five-year total for MAG is close to two and a half
18 billion dollars. This is 37 percent of the allocation given to
19 the State. This includes the MAG subprograms, and the current
20 TIP runs only through 2026. This section also includes some of
21 the additional funding provided by the region.

22 Next slide, please.

23 And so these are some of the projects within the
24 MAG region. You know, some of these are, you know, quite large
25 projects. As you can see, the I-10, the 101 interchange

1 improvements, you know, we have the I-10 Wild Horse Pass
2 Boulevard. That's part of the I-10 project. Then also the --
3 call it the I-10 (inaudible) road widening there. We have
4 SR-303 from MC 85 to Van Buren, as far as the widening expansion
5 there, at over \$600 million. We have SR-30 from 303 to 202, as
6 far as some right-of-way acquisition, I believe.

7 Next slide, please.

8 So this is our project, our I-10 project. You
9 know, this will have us to six lanes all the way from Phoenix to
10 Tucson, which is much needed, and so we broke it into the four
11 projects. The Gila River Bridge is under construction as we
12 speak. Things aren't moving about as quickly as we want, but
13 things are moving, progressing, and so this is the -- you know,
14 where we've received the grant of the \$95 million, and you know,
15 the project is fully funded, the corridor, and just look forward
16 toward its implementation.

17 Next slide, please.

18 So next is the Pima County, and this is -- their
19 five-year total is right at 849 million. This is the 13 percent
20 allocated to PAG for ADOT routes. Their TIP also runs through
21 2026.

22 So next slide, please.

23 So these are some of the projects within the PAG
24 region. Here we have the I-10, Country Club and Kino TIs. We
25 have the widening, the I-19 widening from Valencia Road to I-10,

1 the I-19 Irvington TI, the I-10 Alvernon Way to Valencia Road
2 projects.

3 Next slide, please.

4 So this is the big project as far as one of the
5 bigger projects in the PAG region. This is the widening of I-10
6 from Kino to Country Club. We're adding two new traffic
7 interchanges and look forward to getting that project moving.

8 Next slide, please.

9 So far as our Airport Capital Improvement
10 Program, as mentioned earlier, you know, Show Low Regional
11 Airport was the airport of the year, and so our Capital
12 Improvement Program has a total of \$213 million this program.

13 Next slide, please.

14 So the Airport Capital Improvement Program is
15 broken into the five programs there. We have the FSL program.
16 This program is -- it provides half the sponsor's share for
17 funding received by our local airports from FAA grants. Then
18 next we have the state funded, the SLL program. This program
19 comes up with cost for the -- for the funding for grants
20 eligible. So we pay up to 90 percent of the project cost for
21 some airports, and for general basic airports, we pay 95
22 percent. Types of projects are design, construction, safety,
23 capacity enhancements, and minor land acquisitions.

24 Next, we have the APMS program. That's, you
25 know, for pavement rehabilitation along airports as well. We

1 have the Grand Canyon National Airport. You know, 90 percent of
2 those -- the funding shown on the Grand Canyon National
3 Airport's total will be reimbursed. These are grants that we'll
4 get from FAA. Then we also have our airport development group
5 projects as far as our planning. It's kind of our planning for
6 the Aeronautics Division.

7 Next slide.

8 Any questions?

9 CHAIRMAN SEARLE: Questions for Mr. Patane on the
10 five-year plan? I think we went over most of this (inaudible).
11 Mr. Elters.

12 MR. ELTERS: Thank you, Mr. Chairman. I don't
13 really have a question, but I think this is an opportunity to
14 offer some observations from me, and I'd like to piggyback off
15 of a comment that you made earlier, during or after the call to
16 the public, where you said, speak to your Legislature.
17 Understanding that the Board works with the available funds, we
18 allocate them at their availability, and I would also like to
19 make my comments and start with the commending of the department
20 for a Herculean effort for what is taking place, the projects
21 all around the state as you drive the network, but also, you'll
22 notice as you drive the network, the conditions of some of those
23 segments which are rough and difficult, and the percentage of
24 miles that are in poor conditions today continue to increase and
25 probably far exceed what we've had historically.

1 We noticed more deferred and more deleted
2 projects in this presentation, and no surprise given what
3 we're -- given the available funding and the revenue. When you
4 look at the charts that were presented during the presentation,
5 and you look at how much money is spent for system preservation
6 and how much is on expansion, it's really three to one or four
7 to one, and that's necessary as well. I'm not being critical
8 that that is needed to preserve the system, but the expansion
9 dollars are inadequate to keep up with all the requests that the
10 department knows, the Board knows we need and the public reminds
11 us of.

12 So I guess my comment is to highlight the fact
13 that we continue to experience a set of conditions where our
14 needs far outpace and exceed our transportation revenues, and at
15 some point, sooner or later or needs to be ongoing, we need to
16 figure out a way to expand the pie and increase our
17 transportation revenue to meet the needs of the state of
18 projects and to reduce the numbers of deferred and deleted
19 projects.

20 So thank you for giving me an opportunity to
21 share those thoughts with you and really, truly with the
22 audience, both in the room and virtually as well.

23 CHAIRMAN SEARLE: Mr. Elters, I think your
24 comments are right on point. I would like to note, though, we
25 do have some expansion money in the -- in the plan this year.

1 Three years ago, there was no expansion money. So we have made
2 some improvements on that.

3 But getting back to your comment on the funding,
4 I think we've been -- we've been beating this issue for years,
5 and it's obvious that we don't have enough funding, and it's --
6 the local jurisdictions don't have enough funding. Counties
7 don't have enough funding. The State doesn't have enough
8 funding. Sometime, I think, the discussion needs to be had with
9 the Legislature and the government and our COGs and others, how
10 do we do this going down the road? Maybe we should sit down and
11 look at the whole scenario.

12 One of the conversations that we've kind of
13 started, and I don't think I'll be able to finish business down
14 the road is if we just look at the system that we're
15 maintaining, it's obvious that we can't afford to maintain this
16 system. That I can guarantee you. The counties can't afford to
17 maintain their system, and the cities can't do it as well, but
18 maybe there's a time we need to sit down, look and have the
19 discussion. What do we maintain?

20 It's been brought up several times in the last
21 two days how much ADOT provides maintenance to the City of
22 Flagstaff for the roads that are in Flagstaff. I mean, are
23 these -- are these urban roads? Are these rural roads? Are
24 these -- are these roads that ADOT should be doing? Are these
25 roads that Flagstaff should be doing? I mean, these are the

1 conversations that I think transportation individuals all over
2 the state need to be having, and it's not an easy conversation.
3 It's -- but I guarantee you there are some roads that ADOT
4 maintains that we probably shouldn't be maintaining, but anyhow,
5 bigger discussion, and I don't know that this is the time for
6 it, but I just opened a can of worms.

7 Mr. Maxwell.

8 MR. MAXWELL: Mr. Chair, appreciate it.
9 Mr. Elters, you're (inaudible) -- we had this conversation in
10 the last year. You know, I remember, as I said, I've said many
11 times when Gary Knight brings up the idea that we need to
12 modernize our transportation funding, then we need to modernize
13 our transportation funding, you know, because you have folks
14 from different sides of the aisle that understand that reliance
15 on a gas tax is outdated. It's not going to be sufficient.
16 We -- I mean, the funding stream is going to have to be
17 addressed. Modernization includes consideration of electric
18 vehicles, alternate vehicles. I mean, there's -- and it's not
19 just the vehicles. It's everything.

20 And I think this Board has a role in playing a
21 lead on getting that conversation going. We've talked about
22 adding an agenda item on a study session. I think we need to do
23 it sooner than later that looks at what are other states doing
24 to fund their transportation systems.

25 If we rely on the Legislature to be the one

1 that's going to go out and do -- make any major changes, they're
2 not going to, predominantly because they focus often on what
3 their constituents want, and their constituents want good roads,
4 but they don't want to have the conversation of the work that's
5 going to say, how are we going to do that?

6 And to your point, we've -- I'll never forget my
7 first meeting as a member, when we showed up and there was no
8 expansion money beyond '26. None. IIJA played a big part, but
9 people forget that's a one-time fix. The federal government is
10 also not good at re-authorizing their role in funding the roads
11 that we as a state are required to take care of, the interstates
12 (inaudible).

13 So it's a much bigger issue, but it's one that,
14 you know, as this (inaudible) chair here, you may not get a lot
15 of opportunity, but we have to get the conversation going. You
16 brought it up before. It comes up time and time again, and at
17 some point we have to start throwing out some ideas.

18 And then I know Vice Chair Daniels would agree
19 with me. There is a role that I think we as a board have in
20 engaging with the State Legislature to help have those
21 conversations. So I -- I don't (inaudible) because this is only
22 going to get worse. If Prop 479 struggles, if RTA (inaudible)
23 struggles -- because remember, we do this plan every year.

24 If that money goes away that we just agreed on,
25 there's tentative things to do, there's holding spots. If

1 those -- and either one of those two regional funding
2 (inaudible) go away, I guarantee now, to your point about
3 District 6 looking so strong, is from Representative Biasiucci
4 and some others. They've done a great job identifying available
5 funding, the State Legislature and funding Greater Arizona.

6 I know, you know, the folks that run the rural
7 summit, I hope they're going to have a conversation about how
8 important it is for the rural areas that these major additional
9 funding sources like (inaudible) I mean, everybody's got a
10 place. It's not just about Maricopa County. It's not just
11 about Pima County, because the reason you don't see a lot here
12 is we have (inaudible) funds that we get that go to our needs
13 for expansion and maintenance requirement. They go away.
14 (Inaudible) will become much longer meetings.

15 CHAIRMAN SEARLE: Thank you.

16 Ms. Peshlakai.

17 MS. PESHAKAI: Thank you, Mr. Chair. I have a
18 question for clarification. I'm sorry.

19 MR. PATANE: It's Paul. It's fine.

20 MS. PESHAKAI: Paul?

21 MR. PATANE: Yeah.

22 MS. PESHAKAI: Okay.

23 MR. PATANE: We're good.

24 MS. PESHAKAI: During the presentation, you
25 brought up that (inaudible) District 5, which is (inaudible)

1 however, you mentioned broadband, and is District 5 the one that
2 will be having their broadband funding in the transportation
3 funds that is included in (inaudible)?

4 MR. PATANE: Yes. It's for the I-40 area.

5 MS. PESHAKAI: Thank you. And -- well, do the
6 other districts have that kind of broadband? What is the
7 percentage of broadband funding per other district, and I want
8 to know how much of the percentage of what we have for
9 District 6 is for broadband versus the infrastructure for the
10 transportation for (inaudible).

11 MR. PATANE: For District 6, you know, the
12 administrative amount was 1.4, and it was primarily for
13 installing dynamic message signs. And so those --

14 MR. ROEHRICH: So, Paul, can I weigh in?

15 MR. PATANE: Yeah. Thank you.

16 MR. ROEHRICH: Mr. Chairman, Ms. Peshlakai, the
17 broadband separate that we have in the program (inaudible) the
18 Governor's office has provided to ADOT, and working through
19 Arizona Commerce Authority, they have the broadband office, and
20 they help set priority. So those funds have been directed
21 towards projects that the Governor said it's kind of a priority.
22 And it was the interstate system: I-17, I-10, I-40, I think
23 I-40 toward the west, and I-40 toward the east, I believe, was
24 not funded yet, but the Governor's office is looking if they can
25 get additional broadband funding from the federal government, we

1 would bring that in.

2 So it's not that -- those broadband projects have
3 not been a priority that the Board is weighing in on. It has
4 come from the Governor's office with the funding, but because
5 it's given to ADOT to administer, it gets put into the program.
6 So we have not dedicated any other funds towards the broadband
7 program because it has been an administration funded/directed
8 program.

9 DIRECTOR TOTH: Mr. Chairman, Board Member
10 Peshlakai, I'll just add on to that. We can provide some
11 additional information on the broadband program, but in
12 addition, we do have a commercialization of the broadband. So
13 the incentive's to install with the funding that we already
14 have, and then after two to three years, then that will start
15 generating revenue that we can put into expanding the broadband
16 network. And like Floyd said, the ACA, the commerce authority
17 along with ADOT (inaudible) partners in that (inaudible), and
18 like I said, we can provide you some additional information on
19 the broadband program in general.

20 MS. PESHAKAI: Thank you.

21 Mr. Chair, I have another comment in follow-up.
22 I'm not necessarily asking about the broadband, which I do
23 appreciate and we all appreciate here. However, my -- I'm just
24 observing that the visual of the funding for District 5 is a
25 lot, but I'm not really quite sure if it's -- that members of

1 the public and people that are watching, they understand that
2 it's not necessarily just funding for hard infrastructure
3 projects. And so that is something that I think we need to
4 distinguish in the presentations and how much, because the
5 broadband is something that rural and District 5 is catching up
6 on. It's not necessarily a large nest egg of money that is
7 being put into physical projects that are part of the
8 transportation system. That's just what I want to make clear,
9 and I hope I'm making it clear. So (inaudible) for our public
10 and those that are watching. (Inaudible.)

11 And (inaudible) also have another question,
12 Mr. Chair.

13 CHAIRMAN SEARLE: You know, we've had a three-
14 minute time limit for our call to the public. I'm just...

15 MS. PESHLAKAI: I saw that there's Aviation
16 Funding for tribal nations, and I think the conversations that
17 Board Member Elters and Maxwell brought up as far as
18 jurisdictions, with finding funding and leveraging funding, that
19 I think -- and hearing earlier that there was 15 million that
20 was taken from aviation funding, I think they need our expansion
21 of those that would collaborate with -- ought to be expanded so
22 that for meeting the needs of our Arizona citizens and doing
23 more to use the funding that is set aside and not taking that
24 back, because I know tribal nations do need aviation funding.

25 And like I said, in our -- in my committee

1 confirmation, rural Arizona and tribal Arizona, we want some of
2 the international (inaudible) coming in from the rest of the
3 world. And then also that primarily comes in through aviation
4 travel.

5 (Speaking Native language.) Thank you,
6 Mr. Chair.

7 CHAIRMAN SEARLE: All right.

8 MS. PESHLAKAI: That's my observation.

9 CHAIRMAN SEARLE: Paul, (inaudible) comments on
10 the aviation?

11 MR. PATANE: Mr. Chair, Board Member Peshlakai,
12 you know, we're happy to, you know, to come meet with you and
13 kind of get in detail where all this -- the money is going, the
14 types of projects. We can get into you -- we can meet with you
15 and show you if there's any funding, because I don't recall any
16 projects at the top of my head here, as far as what's -- you
17 know, what's gone to tribal airports in this program, but, you
18 know, we're more than happy to break this, you know, these 597,
19 down -- million down into the types of projects, get into more
20 detail if you would like.

21 MS. PESHLAKAI: Thank you. Thank you, Mr. Chair,
22 members.

23 CHAIRMAN SEARLE: Thank you.

24 Ms. Daniels, do you have any questions for Paul
25 or the director on the plan?

1 VICE CHAIR DANIELS: No, but thank you again
2 for -- I know we've had to be really affable this legislative
3 session, recognizing the shortfalls that exist through the
4 Legislature, and so thank you for continuing to keep an eye on
5 that. I know we're going to be having further budgeting
6 discussions, given that need to rebalance in the near future.

7 I just wanted to add one more comment, and it's
8 maybe a utopian thought that in a perfect world, we might all go
9 together to the Legislature and have a comprehensive package
10 working in lockstep with our MPOs, and also with our TAC and
11 others who I know are all advocating for much of the same things
12 that we would. Anyway, as a board -- and I would love to see
13 us, again, in a perfect world, come directly to the Legislature
14 with a unified package statewide so we could be very strategic
15 about increasing the overall statewide funding for
16 transportation.

17 I think we've talked for a long time about
18 additional funding sources, and it doesn't ever seem to get any
19 traction, whether it be, you know, increasing the VLT or
20 increasing the gas tax or finding another mechanism. I know
21 we've had lots of dialog about it, and there is not an appetite
22 or that at the Legislature. So if that is the case, how can we
23 be much more strategic with each and every dollar that the
24 agency has allocated?

25 Please understand that I express no criticism to

1 ADOT for how they have managed and been able to incorporate all
2 these new projects into the overall plan. I just would love to
3 see us be far more unified, far more collaborative, and really,
4 you know, hand in glove with all of the different corners of
5 Arizona, as well as our Legislature moving forward.

6 So I paint a pretty picture, but I'm not sure
7 that it's a totally feasible way to approach this, but I would
8 like us to try. And so I'll leave it at that and give ourselves
9 some homework maybe over the next six months as a board that
10 perhaps we start building some additional relationships with
11 legislators, particularly after the fall elections, so that we
12 can ensure that we have direct contact into those individual
13 offices. Thanks.

14 CHAIRMAN SEARLE: I think you're -- I agree with
15 your art project. It sounds like a great picture, and I think
16 it's something we need to work on. So thank you for the point.

17 Mr. Elters, you had something else.

18 MR. ELTERS: Thank you, Mr. Chairman. Just
19 wanted to clarify, and Board Member Peshlakai just stepped out
20 of the room. This is related to broadband. I just wanted to
21 say, as you heard from the Director and the Deputy Director,
22 this is a ongoing effort, and the I-40 corridor is, as you know,
23 they have the long mile, the middle mile and the short mile, and
24 the long mile is to connect states, and the middle mile is to
25 connect communities within the state, and then down to the local

1 mile, which is to provide services. And the I-40 corridor is
2 one of the backbones.

3 As far as broadband in Arizona, it is definitely
4 federal government led and funded, and it goes through multiple
5 transportation district, multiple counties of the state, and
6 we're involved with it at the county level, at the city levels
7 and so on. So it is -- it's been in the works for a while and
8 will continue, too, and as you heard, the I-40 segment from the
9 state line on the west side all the way to Flagstaff is one
10 segment, and then it will go east from here.

11 CHAIRMAN SEARLE: Thank you, Mr. Elters.
12 Anything else?

13 MS. HOWARD: Mr. Chair, I just have a very quick
14 comment. I'd like to echo all the comments from the Board and
15 the chairman and ADOT staff as well and, you know, we realize
16 the shortfalls for the next 25 years at the state level with
17 regards to maintenance, expansion and modernization, and I think
18 it is our responsibility to -- we're included in many different
19 meetings and gatherings where we do have our legislators at
20 hand, and we need to continue to make them aware of the
21 importance.

22 You know, as far -- with the maintenance, as you
23 all know, maintenance is still very important, and there are
24 different levels of maintenance, and we as drivers in the state,
25 as roadway users, if the road is fine, there's no potholes, no

1 cracking, everybody's happy, but the second there's a pothole,
2 they're here expressing their concern. We want to get to the
3 level where that doesn't happen. We want to be proactive and
4 get to a level of maintenance to where the roads aren't
5 degrading so far as we're playing catch-up like we're doing now
6 and suffering the shortfalls of the finances to do that. It's
7 unfortunate. It's very scary.

8 I don't know what 2028 is, if it's a magic year
9 that the Legislature has pulled out of the sky, we're going to
10 have this funding to complete these projects that they pushed
11 out, and I'd like to know more about that as well.

12 And Paul, I really appreciate your very, very
13 informative presentation again and your time. Thank you so
14 much.

15 MR. PATANE: Thank you.

16 CHAIRMAN SEARLE: Jenn, thank you. You must have
17 been on I-10 between San Simon and the state line.

18 All right. If there are -- Mr. Patane, you act
19 like you want to say something.

20 MR. PATANE: No. Just if we're ready, I can move
21 to the next slide.

22 CHAIRMAN SEARLE: Well, are you ready for a
23 motion?

24 MR. PATANE: Yes, sir.

25 CHAIRMAN SEARLE: Okay.

1 MS. HOWARD: I have one more comment. I'm sorry.

2 CHAIRMAN SEARLE: Okay.

3 MS. HOWARD: Paul, I appreciate the 347 being
4 included with the other five projects, very important projects,
5 on this list of projects that is included in the five-year plan.
6 I appreciate (inaudible). Thank you.

7 MR. PATANE: Thank you.

8 CHAIRMAN SEARLE: And with that, are you ready
9 for a motion, Mr. Patane?

10 MR. PATANE: Yes, sir, Mr. Chair.

11 CHAIRMAN SEARLE: All right. I would entertain a
12 motion to approve the current five-year plan. Who would like to
13 be the... Don't all jump up at once.

14 MR. ROEHRICH: So, Mr. Chair, may we read the
15 motion? Because it's -- there's a little bit of a nuance that
16 we need to do because of the MAG program being on a little
17 bit -- slightly different timeline than us.

18 CHAIRMAN SEARLE: All right.

19 MR. ROEHRICH: We have the motion there. May
20 I -- may I read that?

21 CHAIRMAN SEARLE: All right. Go ahead.

22 MR. ROEHRICH: (Inaudible.)

23 MR. MAXWELL: I was just going to read it as I
24 make the motion.

25 MR. ROEHRICH: Yes, sir.

1 MR. MAXWELL: I move that we approve the 25-29
2 Five-Year Construction Facilities program contingent upon
3 approval by MAG Regional Council on certain projects identified
4 in the Maricopa County Session of the program.

5 CHAIRMAN SEARLE: I think that should suffice.

6 MR. ROEHRICH: Yes. Yes.

7 CHAIRMAN SEARLE: It's not quite verbatim, but it
8 should work.

9 MR. ROEHRICH: It's perfect.

10 CHAIRMAN SEARLE: All right. We have a motion.
11 Is there a second?

12 MS. HOWARD: I'll second.

13 CHAIRMAN SEARLE: All right. Thank you,
14 Ms. Howard. I appreciate it.

15 All right. I have a motion and a second for the
16 agenda in front of us. Are there any other questions or
17 comments before I call for the vote? Hearing none.

18 Is there anyone opposed to the motion? Hearing
19 no opposition.

20 All those in favor say aye.

21 BOARD MEMBERS: Aye.

22 CHAIRMAN SEARLE: Chair votes aye. It passes
23 unanimously. And there, you have your plan approved.

24 MR. PATANE: Thank you, Mr. Chair.

25 CHAIRMAN SEARLE: Now Item Number 6, Paul.

1 MR. PATANE: Okay. Item 6 will -- Mr. Chairman,
2 Board Members, Item 6 will be the Multimodal Planning Division
3 update. Just give me a minute while we pull up the
4 presentation, please.

5 Next slide, please.

6 So I have two items we'll provide updates on.
7 One is the --

8 MR. ROEHRICH: Excuse me, Paul. That slide is
9 not being shown to the Webex attendees.

10 MR. PATANE: I can't help you there.

11 MR. ROEHRICH: I know. I think we need to share
12 screen or something -- or something.

13 MR. PATANE: Yes.

14 MR. ROEHRICH: It needs to be shared. There it
15 goes. Sorry, Paul.

16 MR. PATANE: We're good.

17 So the two items I'll provide updates on are the
18 tribal transportation update, along with the truck parking.

19 Next slide, please.

20 So I just want to kind of touch on some of the --
21 our efforts with our tribal liaisons within ADOT. We have some
22 in MPD division and some in the state engineer's office, and
23 they do great efforts throughout the year working with their
24 tribal partners on trying to make sure they understand the ADOT
25 processes and also share information as appropriate.

1 And so this is kind of a testament to these next
2 two slides where other states have reached out to kind of learn
3 some of our best practices and how we communicate and how we
4 interact with our tribal partners. And so on the first one here
5 is from Caltrans, California Department of Transportation, they
6 reached out, and they want to set up a meeting here in the
7 future just to kind of go over -- we call it peer-to-peer
8 exchanges, where we just share best practices and try to find,
9 you know -- you know, ways that we can improve our
10 communication, with the focus being on how to improve the
11 communication with our tribal partners. And so that looks like
12 a good effort that we'll do.

13 The next state was with Michigan -- next slide,
14 please -- with the Michigan DOT. They were more focused on
15 tribal transit as far as learning some of our best practices as
16 well, and their focus here is they want to focus on the grant
17 agreements, because the grant agreements -- we're working with
18 our tribal partners. You know, there's opportunities where the
19 funding can be just passed through directly and given to the
20 tribal communities. So they want to do some outreach, and we
21 look forward to that partnership as well, and I believe that
22 meeting is scheduled already for next month.

23 Next slide, please.

24 Then I just want to shout out and point out a
25 couple things Elaine Mariolle has been doing. Elaine is part of

1 the MPD team, and she's working in our -- as our active
2 transportation coordinator. And so last month she facilitated a
3 a 20-hour league cycling instructor certification training.
4 That was held at the Pascua Pueblo in Tucson. So, you know,
5 she's able to both provide certification training, but also on
6 bicycle safety for some of the youths that attended the
7 workshop. So just our -- you know, some of our -- you know, it
8 is transportation related, but some of the things that we do
9 that are kind of outside the box and ensuring our communities
10 have the resources they need.

11 Next slide, please.

12 So just real -- couple items here on the FY '24
13 Safe Streets and Roads For All. It's known as SS4A, a federal
14 grant opportunity, and this is the Salt Pima River Indian
15 Community (sic) received a \$200,000 award from that -- from that
16 grant, and the purpose there is to update their transportation
17 safety plan for their communities, because those safety plans
18 are the foundation of which projects come from. So it's
19 important that those safety plans are done by the various
20 communities, not just the tribal, but also the MPO and COGs as
21 well.

22 Next slide, please.

23 Oh, no. Real quick, some of the upcoming
24 meetings that we have, you can see there, we're meeting with
25 Tohono O'odham Nation, the Navajo Nation, along with the San

1 Carlos Apache Tribe. Looking forward to those partnership
2 meetings that we have regularly.

3 Next slide, please.

4 So just a real quick update on the truck parking.

5 Next slide, please.

6 We have a couple new board members, so I kind of
7 wanted to start from the beginning, because as you know, the
8 truck parking is -- we heard from the industry, but my -- since
9 I've been here at MPD that truck parking is one of the big
10 concerns. It's not the number one concern (inaudible), but it's
11 in the top three for the trucking industry as far as having
12 truck parking available, more spaces available.

13 And so in 2017, that's when we first put funding
14 toward truck parking. That was in our state freight plan. We
15 identified 10 million that was set aside. And so that was
16 followed up in 2019. We're -- we did a truck parking study to
17 kind of prioritize where that funding would go, and as you can
18 see, those rest areas listed is where we initially did that
19 \$10 million investment, and we got close to 120 new parking
20 spaces that were provided for the industry.

21 Next slide, please.

22 Then in 2022, that's when we updated our freight
23 plan. We update the freight plan every five years, and this is
24 where we added the additional \$50 million for dedicated tour
25 truck parking. And so then we followed that up -- followed up

1 with another plan, a truck parking plan where we were able to
2 identify and prioritize locations throughout the state as far as
3 where this 50 million could be dedicated toward.

4 Next slide, please.

5 And so, again, the truck parking plan.

6 Initially, we identified, as District Administrator Brendan
7 Foley mentioned earlier, the four rest areas on I-40 and I-17,
8 and so he took some of my thunder away, so I won't get into that
9 discussion too much. But also, those are the ones that are
10 currently active, but the ones that are upcoming are the Burnt
11 Well Rest Area on I-10, also the I-10 Meteor Crater Rest Area
12 expansion, as far as for truck parking only.

13 Then we -- as part of the truck parking plan, we
14 identified locations, what we call truck parking safe lots,
15 where we identified clusters of where trucks were parking, and
16 so we wanted to -- some of these locations weren't real close to
17 rest areas. So we were looking at opportunities to find
18 additional safe lots. And the safe lots, we haven't designed
19 any yet. It's a new concept that we have to get -- make sure
20 we're comfortable with before moving on, because these are
21 locations that will require extensive maintenance with lighting
22 and trash and additional items, where the rest area is kind of
23 convenient, because all the facilities are there, so...

24 CHAIRMAN SEARLE: If my memory serves me right,
25 Exit 336 is in Cochise County, isn't it?

1 MR. PATANE: Yes, and I'll talk a little bit
2 about that here shortly, sir.

3 Next slide, please.

4 So this is the map of -- it's kind of cluttered,
5 but some of the different rest areas and truck parking
6 throughout the state here. The ones in white are what's
7 currently programmed, and as you can see as -- when you look at
8 the interstate routes, 40 and 17, and you see where those -- the
9 dark shade of orange is or the lighter shade, that's where they
10 identified clusters of the parking to help us kind of narrow and
11 focus where the additional truck parking is needed.

12 Next slide, please.

13 So this is currently how the 50 million is
14 programmed. Again, we have 18,000,000 dedicated for the four
15 rest areas that was earlier mentioned. Then we have funding for
16 Burnt Well and Meteor Crater, both designed right-of-way and
17 construction. Then there is still 12 million that's
18 unprogrammed that will be put in the truck parking subprogram.
19 (Inaudible) could be used for cost increases or if new projects
20 are identified.

21 Next slide, please.

22 So a little bit on the four rest areas. Won't
23 get into too much detail, but as mentioned, there's -- an
24 alternative delivery method was used, and these four locations
25 should be under construction sometime this summer.

1 Next slide, please.

2 So these are just additional schematics showing,
3 you know, some of the expansion, and it's just not the truck
4 parking. We have to provide some amenities for the truck
5 drivers. That includes, you know, like benches, ramadas, and
6 also, there's lighting that will be needed as well, but what
7 we're trying to do is -- trying to, you know, rehabilitate the
8 existing, but also add new truck parking spaces. You can see
9 the new pavement is in blue, shaded there, whereas the kind of
10 pinkish is where we're just rehabbing existing pavement. Yeah.
11 But once you start, you know, making these accessible to many
12 more trucks and adding spaces, then we have to think about ADA
13 as well. And so that's where we had -- in some cases we're
14 adding sidewalk as well.

15 Next slide, please.

16 So that was Christensen on I-17. This is
17 Haviland on I-40. For the previous slide, we kind of expanded
18 in the existing rest area. The footprint here, we're getting a
19 little bit outside the footprint, and I'm adding capacity as
20 well as far as truck parking.

21 Next slide, please.

22 This is on Parks on I-40. Similar to
23 Christensen, just expanding, adding a little bit to increase
24 width. We can have where trucks need to maneuver as well, and
25 so then we -- doing the ramadas and the rest area sidewalk as

1 well.

2 Next slide, please.

3 And Sunset Point, you know, in this case, there's
4 just one rest area. So further to the north of the existing
5 rest area where there was a nice, wide open area to provide
6 additional truck parking, so we're doing there -- that as well.
7 And in this case, we're adding some turn lanes as well to get
8 into the -- to the truck parking area.

9 Next slide, please.

10 So then the -- this -- the Burnt Well project,
11 it's along I-10, just to the -- to the West of Phoenix. We're
12 looking at design starting this year.

13 Next slide, please.

14 So the focus on the rest area here, as you can
15 see, we're adding close to an additional 103 spaces, and so
16 we're -- in this case, we're going outside the footprint. So
17 we'll need new right-of-way as well, but this is just a
18 schematic of the potential that we can do as far -- as far as
19 adding additional truck parking.

20 Next slide, please.

21 So we have Meteor Crater.

22 Next slide.

23 So here again, we're expanding outside the
24 original footprint, but we're looking here to add an additional
25 140 spaces to the rest area facility for additional truck

1 parking.

2 Next slide, please.

3 CHAIRMAN SEARLE: Do these include the electronic
4 notification of vacant parking spots or availability to truckers
5 on the interstate?

6 MR. PATANE: Some of them, we're not adding
7 anything new as part of what we're doing here, but I'll talk a
8 little bit about the TPAS. The TPAS system has identified rest
9 areas already that will receive the infrastructure for it to
10 make that system work.

11 And so the -- this is a -- this is one of the
12 partnerships we're working on. A lot of these, as mentioned
13 earlier, you know, one of the safe lots is located near the town
14 of Willcox.

15 Next slide, please.

16 And so when we went out to public comment on the
17 study, you know, they had some red flags, because, you know, one
18 of their questions was why -- you know, why can't you move
19 something closer into the city of Willcox where these -- they
20 could use the businesses, use some of the facilities that, you
21 know, were -- everybody would benefit from the use if the truck
22 parking was more in the commercialized area. So we've had a
23 couple meetings with the City of Willcox and MPD staff, our
24 consultants doing evaluation of the cost.

25 Next slide, please.

1 Because what -- the cost of putting truck parking
2 facilities here in those areas that are shaded in yellow. The
3 one on the lower side there is -- that one's owned by the City
4 of Willcox. So we're going to look at opportunities where we
5 can potentially -- you know, public-private partnership where we
6 can maybe look at moving this, this truck parking, this
7 particular project into the Town of Willcox. And there's some
8 nuances that we have to work through, because we're going to be
9 using federal funding, and so we have to work through all that
10 process, especially if they decide to develop the lot. Say we
11 invest a significant amount of money into truck parking at one
12 of these locations and some developer comes by and he wants to,
13 you know, develop the land. Then we have to work through the --
14 because those would be federal dollars that were used
15 (inaudible) --

16 CHAIRMAN SEARLE: And just to note, both the
17 north and the south -- on the south side, you've got an existing
18 truck (inaudible) side that already had additional parking
19 there.

20 MR. PATANE: Right.

21 CHAIRMAN SEARLE: So this would be actually
22 expanding the parking, and I don't know if there would be a
23 conflict of interest assisting those two different truck stops,
24 but it is (inaudible) logical...

25 MR. PATANE: So we're -- you know, we're at the

1 infant stages, and we're -- you know, we're going to navigate
2 through this, but it -- you know, the concept looks really well
3 for, you know, everybody, you know, as a joint partnership. So
4 more to come on that.

5 Next slide, please.

6 And just real quick on the TPAS. You know, this
7 is a technology that will provide real-time truck parking
8 availability to truck drivers. As you can see, that the diagram
9 kind of goes through how this would work through, you know, some
10 high tech communication, you know, more than I'll ever be
11 familiar with, but we're working with four states, California,
12 Arizona, New Mexico and Texas, and the idea is that when
13 truckers are driving along these corridors, they'll have
14 information where they can kind of plan their trip. Okay.
15 There's parking here, and there are so many spaces available.

16 CHAIRMAN SEARLE: This is already up and running
17 in New Mexico.

18 MR. PATANE: Yeah. We -- I think ours --
19 (inaudible) -- ours is expected to go do some testing August to
20 November, then go live in November. This is my understanding.

21 Next slide, please.

22 And this shows a nice schematic of the four
23 states involved and the locations of the TPAS systems
24 throughout.

25 So next slide, please.

1 There our truck parking, our freight team there
2 is Clem and Heidi, if we want detailed follow-up on the truck
3 parking and the progress.

4 Next slide.

5 Any questions?

6 CHAIRMAN SEARLE: Questions of Paul on the truck
7 parking?

8 Ms. Daniels, do you have any questions? I know
9 this is an issue you and I have kind of gone around with before.

10 VICE CHAIR DANIELS: I don't have anything to add
11 specifically. Just grateful for the continued update and
12 grateful that you guys are looking at sort of nontraditional
13 solutions to the challenge. So thank you.

14 CHAIRMAN SEARLE: All right. Ms. Peshlakai.

15 MS. PESHAKAI: Thank you, Mr. Chair.

16 I just have a question about rest area study,
17 (inaudible) in regards to safety. (Inaudible) studies in safety
18 (inaudible) and I mentioned this before, earlier, about
19 (inaudible) and I think -- I wanted to know about the study,
20 (inaudible).

21 MR. PATANE: Well, the study -- you know, the
22 reason for the truck parking is about safety, because the truck
23 drivers now with -- I'm not an expert on motor carrier rules,
24 but, you know, they have limited hours now. They can only drive
25 so many hours before they have to park, because a lot of -- you

1 know, a lot of times, you know, they would just keep driving or
2 park on side of the road, and so we're looking to get the
3 truckers off the ramps, off the -- off the off ramps, off the
4 shoulders, get them away from the roadway, from the roadway
5 prism, and get them into these facilities where one is they --
6 you know, safe parking there. They'll be lighted. They'll have
7 facilities, and, you know, they can use, you know, the trash,
8 restrooms, whatever, versus when they park out -- because I've
9 been in operation for many years, because when they park out in
10 the middle of nowhere, they tend just to throw things out the
11 window.

12 MS. PESHAKAI: Thank you. Thank you, Paul.

13 Mr. Chair, I'm asking not about the safety of the
14 drivers, but the safety of the community surrounding,
15 specifically those that are considered vulnerable population.
16 And I know it's probably not the norm to have that brought up in
17 these types of studies, but I'd like to make sure that I'm
18 heard, that this is something in my experience and the
19 population is that I come from that our people are vulnerable,
20 and the transportation systems throughout the country, and
21 (inaudible), I would guess, that I would appreciate on their
22 behalf that those types of topics and issues are thought of in
23 the planning of these -- like the rest area study. I know it's
24 not the norm, but I'm saying that I think it should be going
25 forward.

1 And I don't know if I'm really out of line,
2 I'm -- and out of order, but I think that no truck drivers go
3 missing too often, but asking about the communities and
4 populations that these routes are going through. Thank you.

5 CHAIRMAN SEARLE: I would recommend that you
6 might get with Paul in between meetings and -- so you can focus
7 in on your concerns on this as where it comes into the truck
8 parking.

9 MS. PESHAKAI: Thank you, Mr. Chair, and thank
10 you to you and the Board and those that are in attendance and
11 your patience with me as I bring up topics that are -- just
12 because I'm -- my experience of my life is different from
13 everybody else, is that these are things that in my community
14 are at the front of our minds.

15 CHAIRMAN SEARLE: And, you know, this -- these
16 are topics that may -- that Paul might address (inaudible)
17 focusing on the exact issues and how they might relate to rest
18 areas and truck parking and how they relate and how they would
19 come into the planning process.

20 MS. PESHAKAI: Thank you, Mr. Chair. Thank you,
21 Paul.

22 MR. PATANE: Thank you.

23 CHAIRMAN SEARLE: You're welcome.

24 Paul. (Inaudible.)

25 MR. PATANE: You did. Okay.

1 CHAIRMAN SEARLE: Bear with me.

2 Are there any other -- is that all for you? I
3 have for the -- for this item?

4 MR. PATANE: For Item 6.

5 CHAIRMAN SEARLE: Multimodal?

6 MR. PATANE: Yes.

7 CHAIRMAN SEARLE: All right. So you're ready to
8 move on to Item 7?

9 MR. PATANE: Yeah. Before I -- we move on,
10 Items 7 and 8, Mr. Iqbal Hossain will present.

11 CHAIRMAN SEARLE: (Inaudible.)

12 MR. PATANE: (Inaudible) Iqbal Hossain will
13 present Items 7 and 8.

14 CHAIRMAN SEARLE: Okay.

15 MR. PATANE: Okay.

16 CHAIRMAN SEARLE: So you graduated?

17 MR. HOSSAIN: Good morning, Mr. Chair and the
18 members of the Board. My name is Iqbal Hossain, Deputy
19 Director, Multimodal Planning Division. I'll present Items 7
20 and 8 today.

21 So I'll start with Item 7, PPAC agenda to the
22 Board for discussion and possible action. For your
23 consideration, I would like to present the proposed changes to
24 the FY 2024 through FY 2028 State Transportation Facilities
25 Construction Program. Item 7A is a project modification.

1 MR. MAXWELL: Mr. Chair, I move that we approve
2 7A as presented.

3 MS. HOWARD: I'll second.

4 CHAIRMAN SEARLE: All right. I have a motion and
5 a second by Mr. Maxwell and Ms. Jenny.

6 I guess my question is, is there any questions on
7 the two items? All right. Seeing no questions, then I do have
8 a motion and a second. Is there anyone opposed to the motion?
9 Hearing no opposition.

10 All those in favor say aye.

11 BOARD MEMBERS: Aye.

12 CHAIRMAN SEARLE: Chair votes aye. Item 7 passes
13 unanimously.

14 Move then Item 8.

15 MR. HOSSAIN: 7B. I have 7B.

16 CHAIRMAN SEARLE: Oh, that was 7A and 7B. The
17 motion 7A and B, wasn't it?

18 UNIDENTIFIED SPEAKER: Just A.

19 CHAIRMAN SEARLE: Just A.

20 UNIDENTIFIED SPEAKER: He hasn't presented B yet.

21 CHAIRMAN SEARLE: I apologize. I -- my script
22 shows A and B together.

23 MR. HOSSAIN: All right. Thank you, Mr. Chair
24 and the members of the Board. For your consideration, I would
25 like to present the proposed changes to the FY 2024 through FY

1 2028 State Transportation Facilities Construction Program,
2 Item 7B, a statewide airport system plan update.

3 CHAIRMAN SEARLE: Any questions on this item?

4 MS. HOWARD: Mr. Chair, I move that we accept 7B
5 as presented and approve.

6 CHAIRMAN SEARLE: I have a motion by Ms. Howard,
7 and a second by?

8 MR. ELTERS: I second.

9 CHAIRMAN SEARLE: Mr. Elters.

10 If there is no other questions, now that I'm --
11 we're all on the same page, all the -- is there anyone posed to
12 the motion approving 7B? Hearing no opposition.

13 All those in favor say aye.

14 BOARD MEMBERS: Aye.

15 CHAIRMAN SEARLE: Chair votes aye. 7B is
16 unanimously approved.

17 Now can we go to Item 8?

18 MR. HOSSAIN: Thank you, Mr. Chair and the
19 members of the Board. Then I will move on to Item 8, AZ SMART
20 Fund Program to the Board for discussion and possible action.

21 So today we have two AZ SMART applications. So
22 today we have two AZ SMART applications on the agenda, and the
23 full applications are included in the agenda packet.

24 Next slide, please.

25 We present this slide each time there are AZ

1 SMART items on the agenda to remind you of the eligible users
2 and the applicants.

3 Next slide, please.

4 So this month we have two new applications. One
5 is associated with the combination of Bridge Investment Program
6 and RAISE grants, and the other one is associated with Safe
7 Streets For All grants.

8 Next slide, please.

9 The first application is from Navajo County. The
10 County is requesting 890,000 for design and other engineering
11 services. The purpose of this project is to replace the
12 existing pipe culverts and to reconstruct existing structures.
13 The applicant is applying for the 2026 State Bridge Investment
14 Program and RAISE grants, and the applicant is requesting that
15 ADOT administer this project.

16 Next slide, please.

17 The second application is from Coconino County.
18 The County is requesting 195,300 for match. The objective of
19 this project is evaluating safety conditions for -- on major
20 county roads as listed there and developing a countywide road
21 safety plan for each facility. Applicant has been awarded 2024
22 Safe Streets For All grant and intends to be a direct recipient.

23 Next slide, please.

24 In summary, both applications are eligible.

25 NACOG approved both projects. The total requested in design is

1 \$890,000. The total requested in match in \$195,300.

2 Next slide, please.

3 This slide shows the cumulative financial
4 activity in the fund. In the top -- in the Total Revenue
5 section on the top, as of May 31st, 2024, each category of the
6 fund has earned approximately \$705,000 in interest. The yellow
7 highlighted line shows the amount in each category that is
8 available for award today after we account for all previous
9 activities. And finally, the Pending Request section reflects
10 this month's application request and shows the amount that will
11 be left in each category if the Board chooses to award today's
12 applications.

13 Next slide, please.

14 The requested actions today for the Board's
15 consideration, we respectfully suggest taking one action for
16 both applications due to the fact that both applications are
17 from the county, and the first request is for Navajo County for
18 design and other engineering services in the amount of \$890,000,
19 and the second request is from Coconino County in the amount of
20 \$195,300 for match.

21 CHAIRMAN SEARLE: Is there any concern about
22 combining both in our motion? All right. I would entertain a
23 motion to approve both SMART Fund grants.

24 MS. PESHAKAI: Mr. Chair, I move that we approve
25 the SMART grant.

1 CHAIRMAN SEARLE: Applications for both Navajo
2 and Coconino County.

3 MS. PESHAKAI: AZ SMART grant for Navajo and
4 Coconino County.

5 CHAIRMAN SEARLE: Do I have a second?

6 MS. HOWARD: Mr. Chair, I'd like to second that
7 with a quick comment. I want to compliment these applications.
8 They were stellar. They had great data and exhibits, and which
9 reduced my study time a little bit, not that I don't need
10 (inaudible), but I just want to say they were very well written
11 and put together. Thank you so much.

12 MR. HOSSAIN: Thank you. Great.

13 CHAIRMAN SEARLE: All right. I have a motion by
14 Ms. Peshlakai and a second by Ms. Howard. If there's no other
15 questions or comments, is there any opposed to the motion?
16 Hearing no opposition.

17 All those in favor say aye.

18 BOARD MEMBERS: Aye.

19 CHAIRMAN SEARLE: Chair votes aye. Item Number 8
20 passes unanimously.

21 We'll now move to Item Number 9, the state
22 engineer's report.

23 MR. HOSSAIN: Mr. Chair and the members of the
24 Board, before that I would like to update you on House Bill 2318
25 in regards to AZ SMART program, which was signed into law by the

1 Governor on April 9th.

2 There are -- number one is AZ SMART bill will be
3 effective September 14th, 2024. Number two, we are working on
4 program revisions. Number three, we plan to bring the draft
5 revisions of the Board in August for review and comments.
6 Number four, our goal is to bring the -- bring to the Board for
7 the final approval at the September board meeting. And finally,
8 the new applications will be accepted in May -- in mid October
9 2024.

10 CHAIRMAN SEARLE: Are we going to be accepting
11 applications between now and then?

12 MR. HOSSAIN: Yes. For the additional
13 (inaudible) that we are including, it will be the -- we will be
14 accepting applications from others beginning mid October of
15 2024.

16 CHAIRMAN SEARLE: All right. Any questions for
17 Iqbal on this? All right. Thank you.

18 MR. HOSSAIN: This concludes my presentation.
19 Thank you.

20 CHAIRMAN SEARLE: Now we'll move to Item
21 Number 9. Mr. Byres.

22 MR. BYRES: Thank you, Mr. Chairman, Board
23 Members.

24 For the state engineer's report, we have 95
25 projects under construction, worth 2.15 billion. We have 11

1 projects that were finalized in the month of May, worth
2 76.9 million. And fiscal year to date, 63 projects have been
3 finalized. So we're actually doing really well this year for
4 projects. So that concludes the state engineer's report.

5 CHAIRMAN SEARLE: Any questions for Greg on this?

6 The 191 overpass, I notice in your notes it was
7 80 percent complete.

8 MR. BYRES: That is --

9 CHAIRMAN SEARLE: Do we have a completion date
10 that we're expecting?

11 MR. BYRES: Mr. Chairman, right now, the
12 completion date is scheduled for -- I believe it was September
13 is what they're looking at. So one of the big things that they
14 have is we have to gain strength on some of the concrete. So
15 until we get to that point, it takes a little bit of time. So
16 that's basically the only holdback that we have.

17 CHAIRMAN SEARLE: Okay. Thank you.

18 Item Number 10 is construction contracts. I
19 don't believe we have any more.

20 MR. BYRES: We have no construction contracts for
21 you to approve this month.

22 CHAIRMAN SEARLE: All right.

23 MR. BYRES: We do have -- I was going to go over
24 some of the projects that we have statewide, if you'd like to --

25 CHAIRMAN SEARLE: Go ahead.

1 MR. BYRES: -- know what we've got going on.

2 CHAIRMAN SEARLE: I was expecting that in the
3 other one.

4 MR. BYRES: So if we can go to Item 10 -- or was
5 it in 9?

6 MR. ROEHRICH: No, it's in 9.

7 MR. BYRES: It is in 9?

8 MR. ROEHRICH: You always put 9 and 10 together.
9 That's how you send it to me.

10 CHAIRMAN SEARLE: I was -- I was expecting it
11 in 9.

12 MR. BYRES: So I'm the one that's off.

13 CHAIRMAN SEARLE: Okay. When you said you were
14 done, I was like, wait a minute. Okay.

15 MR. ROEHRICH: Yeah. There you go.

16 MR. BYRES: Next slide, please.

17 So the first one we have is the South Central
18 District. We've got one, two, three, four, five projects that
19 they're currently working on. They're working on multiple
20 projects, but we'll go over these five. We have SR-87 and
21 Skousen. That's the traffic signal that we're looking at
22 putting in there. The design is complete on that. We're
23 currently in procurement for that project.

24 We have got the I-10 widening, Ina to Ruthrauff.
25 That project is under construction. It is at about 50 to 60

1 percent complete. It's -- that's a big project, and one of the
2 big things that they're working on right now is trying to
3 complete the interchanges. The majority of all the concrete
4 paving is down, and they'll be making those connections to the
5 bridges as those are completed.

6 We have Country Club and Kino, which is currently
7 a design-build procurement. There was a -- an opening for the
8 design-build. We had two participants in that. So it's going
9 through the procurement process as we speak.

10 Next one we have is the Irvington TI, which is in
11 design. That's on I-19.

12 And then we have the SR-90 from Border Patrol
13 Station to Moson Road, and right now that is doing some
14 guardrail and curb and gutter, as well as some ADA ramps.
15 Paving will begin on that probably in October.

16 Next slide.

17 So Southwest District, we've got four projects.
18 US-60, that project is a pavement pres. project that's current
19 under construction.

20 I-10, Scaddan Wash to Plomosa. That is another
21 pavement preservation project. It's just getting going. As
22 we -- they're -- they just kicked it off, in fact.

23 Then we have Highway 80, which is B8 to Weidner
24 Street, that's an ADA improvement project that's currently being
25 scoped. It will be coming out probably by the end of the winter

1 is where we'll probably be at, putting that out.

2 Next slide.

3 So we have in Southeast District Waterfall Canyon
4 Bridge. This is on US-60. It's about 1 percent complete as of
5 today.

6 We've got US-191, which is SR-95 (sic) to SR-78.
7 The roundabout. It's about 2 percent complete, and that's
8 actually looking really good at this point in time. I just
9 drove through there.

10 US-191 is the next project we've got. This is
11 the bridge that you had just asked about, and they're about 80
12 percent complete, as you stated, with completion roughly about
13 the end of September.

14 Next slide.

15 Northwest District, we have Ash Fork Creek
16 bridges on I-40. It's about 50 percent complete. That's a
17 scour retrofit project that they're working on.

18 Needle Mountain TI and Lake Havasu on I-40,
19 that's a pavement preservation project. Just got going on it.
20 They'll be starting actual turning dirt within the next couple
21 weeks.

22 The Mountain View Road in Mohave County, that
23 project is in -- under construction. It is some box culverts
24 that we're putting in on that section of roadway.

25 Next slide.

1 This is the northeast county -- our Northeast
2 District. Excuse me. First item we have is on SR-87. This is
3 Coyote Wash Bridge. It's just getting going under construction.
4 This is a bridge reconstruction project or a bridge, actually,
5 replacement project.

6 The next one we have is on I-40. This was Pinta
7 to McCarrel. This project is also a bridge project. They're
8 just getting going with it. There's some guardrail work that
9 they'll be working on with it, as well as the bridge work
10 itself.

11 And then we also have SR-377. This is junction
12 SR-277 to the forest boundary. We've got a pavement
13 preservation project on this. There's some repairs that are
14 completed, some spot repairs, and then they'll start doing the
15 chipseal as well as the microseal when they're finished with
16 that.

17 And then we've got SR-260 Overgaard to
18 Camperland. It's just getting kicked off under construction.
19 This is a micro mill and chipseal as well.

20 Next slide.

21 For the Central District, we've got several
22 projects. We've got the I-17, Happy Valley to SR-74. This is a
23 mill and diamond project. It's underway.

24 SR-101, Princess to Shea, that project is adding
25 a lane in each direction. It's also going right along.

1 SR-347 at Lakeview Boulevard in the city of
2 Maricopa is just freshly completed and is actually functioning
3 very well from what our -- what the mayor has told us just
4 lately.

5 We also have US-60X, which is basically a
6 reconstruction of the old US-60. That is currently under
7 construction.

8 We've got the SR-202, Val Vista to SR-101. That
9 project is just kicking off. So they'll be getting going on it.
10 That is also an expansion project with one lane in each
11 direction for a portion of it, and another portion of it
12 actually has an additional two lanes.

13 And then I-10, Gila River Bridge, it's under
14 construction. If anybody's driven through there, it's amazing
15 how much work you can put in a little bitty spot. So there's
16 about six cranes set up in one place. So a lot going on there.

17 And with that, that's all of the construction
18 that we've got pretty much going around the state to report on
19 right now. Thank you very much.

20 CHAIRMAN SEARLE: All right. Any questions for
21 Greg on this?

22 Ms. Daniels, any questions for Greg? Hearing
23 none. Thank you.

24 MR. BYRES: Thank you very much.

25 CHAIRMAN SEARLE: Item Number 11. Suggestions

1 for future agenda items.

2 MR. ROEHRICH: Mr. Chair, I'd just like to remind
3 everybody that the next transportation board meeting is
4 July 19th and will be at Pinetop-Lakeside, as well as the
5 virtual option. We're going to continue those.

6 CHAIRMAN SEARLE: Thank you, Mr. Roehrich.
7 Mr. Elters.

8 MR. ELTERS: Mr. Chairman, since you recommended
9 that earlier, I would like to suggest as an item for the next
10 board meeting and maybe an ongoing item, and my suggestion would
11 be to call it Understanding Our Transportation Asset.

12 I think education and information are essential
13 as we go forward toward a strategic discussion, I think we
14 understand, because staff shares the information with us every
15 board meeting, but I think we need a broader dissemination of
16 the information.

17 And to that end, I think we need -- we and the
18 public that we work with and serve, evident by the number of
19 requests just today during call to the public for projects, I
20 think we need to understand the value of our asset,
21 transportation network in the state, the revenue and the
22 expenses associated with it in order to determine what our
23 future needs will be and how we get there.

24 The reality is it would be good to understand the
25 status of corridors. We have corridors that has been under

1 improvement for a number of years, some of them -- some of them
2 decades. The SR-191s of the world, the SR-260s, the US-93s and
3 so on. The I-10, I-17. I think it's really important that we
4 and the public that we serve understands the need and what this
5 board gets to work with and why sometimes it take -- it seems to
6 take a long time in the face of concern and safety and
7 fatalities and so on.

8 So I would really like to suggest that we have an
9 ongoing discussion starting with this is the value of this
10 asset. This is what it takes to maintain it. I'm so impressed
11 in all honesty just today, I was going to weigh in and didn't,
12 the size of the program. 2.5 -- \$2.15 billion of projects under
13 construction, but the need is significant. While that number is
14 large, it takes the department -- it takes a lot of effort from
15 the department and the construction industry and the engineering
16 community, our partners, but it takes -- it takes all that and
17 then some, but it takes revenue. So that would be my
18 suggestion, Mr. Chairman.

19 CHAIRMAN SEARLE: Mr. Elters, kind of on that
20 point, are you looking for discussion on the Board on these
21 items, or are you looking for information from the department on
22 these items?

23 MR. ELTERS: Mr. Chairman, I think as the -- I
24 think it starts with the department, because they understand it
25 best, but as the department presents, again, we don't have to

1 take this apple in one bite. We can take it in different bites
2 during the board meetings, but it's really when you discuss it
3 with the Board, you're discussing it with the audience, and
4 you're discussing it with the virtual, those that are receiving
5 and streaming the meeting.

6 I think it's important for the public to
7 understand what we -- what we understand, what information is
8 shared with us. You know, often enough we hold the meeting --
9 forgive me for going on, but when you've been around a long time
10 and you come to these meetings, you hear what you hear, you're
11 touched by the stories, and then you leave, and then you come
12 back the next month, you hear similar stories, and there needs
13 to be an ongoing, I think, discussion to -- for the -- for the
14 audience to know that this board has limitations and
15 constraints, and that the -- it would be great to meet the need
16 everywhere, and why that isn't happening, and you know, then the
17 discussion at least can be focused, and if -- when we
18 communicate with our Legislature, because that's really where --
19 that's where the action eventually has to happen.

20 CHAIRMAN SEARLE: I would venture that this is
21 part of a bigger discussion, and it kind of touches on what
22 Ms. Daniels brought forward in her comments, and there's going
23 to be a need for leadership in the state for transportation, and
24 this is part of the -- you're dealing on part of the problem
25 which is a lack of funding, basically, on so many of the needs

1 that are out there.

2 So if -- I'm just kind of -- focus in where we're
3 going to go with this. You're asking for information to be
4 presented on, I think, more of identifying the problem. The
5 next problem -- the next step would be trying to come up with
6 possibly a solution. Are you suggesting that, or right now are
7 you just talking about information?

8 MR. ELTERS: Mr. Chairman and Board Members,
9 thank you for indulging me. I think it starts with informing.
10 Ultimately, we'll get into how do we get there, and I would -- I
11 would submit to you, Mr. Chairman and Board Members, that we
12 have had so much discussion over the years, so many ideas.
13 There is no lack of ideas.

14 I think we have a pretty good idea of how we get
15 there, and there are a menu of options -- or there is a menu of
16 options out there, but I think it's communicating with the very
17 people that appear before this board, local, regional, and
18 statewide, and discuss transportation. It's really important --
19 again, I submit to you it's important that they know what the
20 need is, the value of this tremendous asset, and what it's
21 taking to preserve it and maintain it in the good, fair or, you
22 know, bringing it back from the poor conditions and so on.

23 So it doesn't need all to happen at one time. We
24 can take it one piece at a time, but I think the more we talk
25 about it, the more we -- we're reminded of it and the more we

1 inform the public that is in the room and participating
2 virtually as well. Again, just I think something needs to be
3 done, and we have to start somewhere. Thank you.

4 CHAIRMAN SEARLE: All right. Mr. Maxwell.

5 MR. MAXWELL: Mr. Chair, I'd like to kind of
6 comment on, you know, what Member Elters is proposing, too.

7 I do think that the flow of information is good.
8 I think what we've heard -- I've heard you mention multiple
9 times that at some point we need to address are the current
10 roads we're responsible for -- if you look at the breakdown, if
11 you look down from the initial thing to start every five-year
12 plan, here's the status of our roads, the interstates are one,
13 and then the state routes -- you know, state highways are
14 another, then state routes and other roads, and they
15 progressively get worse the farther we go down, because it's a
16 lower priority on what our requirements are to do.

17 But, for example, we have not -- and again, it's
18 been at least two years that I've heard you mention at some
19 point we need to take a look at what the state routes are.
20 There's a lot of state routes that are now fully incorporated
21 inside municipalities, yet we're still responsible for them.
22 And at the same time, we've got some municipalities that are
23 coming forth saying we think that this road needs to be a state
24 route and it's not, but -- we faced that in Cochise County, and
25 we've never really taken that next step.

1 We bring a lot of these ideas and have a lot of
2 the conversations. I mean, I think a study session is probably
3 the best place to start what we can see as the priorities, what
4 we want to hear, because these meetings are pretty much the same
5 agenda every time. You can almost repeat it, but I do think at
6 some point we need to help educate the public on the lack of
7 ability, because all they want to know is why their roads stink.
8 That's what they care about. They want to know why their roads
9 in their part of the state are not getting attention, yet you
10 see the money spent in others, and there's ways, but they've got
11 to -- we don't do a good job of educating them really on where
12 the money comes from and how that impacts our ability to make
13 these decisions every year, because we -- this five-year
14 process, we've already started the next five-year process, and
15 it's just a continual conversation. And I understand the
16 frustrations.

17 The one thing I would say as we talk about them,
18 talking about legislators, I agree. I think the citizens need
19 to talk to the legislators, even more than we do, but it's still
20 important, you just know, look no further than the SR-347 folks.
21 They come here every single meeting. It's important for those
22 to understand that if you've got a project you care about, bring
23 it to our attention, because it eventually does get more
24 (inaudible). This one, all the movement was done by -- outside
25 of this board's control. We had been moving, prioritizing that

1 347, and it was all changed as part of the budget issues right
2 now.

3 So I agree. I'm hesitant to say I want to see a
4 whole new section added to this agenda, because what we do is we
5 do the business here, but somehow we've got to figure out how we
6 can help improve educating not only ourselves, the new members,
7 and even today Member Peshlakai has brought up several new items
8 that you -- are important to you. So how do we incorporate
9 those? And I think it's a bigger conversation.

10 CHAIRMAN SEARLE: Yeah. And I would have a
11 tendency to agree with you, Mr. Maxwell. I think it's
12 appropriate to have a work session on this issue, more so than
13 on the education side. I think staff does a good job of
14 educating us on the condition of the roads. It's a preface of
15 every time we start with the five-year plan. It's -- a lot of
16 that information is already built into the presentation, and
17 also on the P2P project process. A lot of that information
18 is -- it's out there, and not to disagree with you, but I think
19 some of that information is already being presented.

20 My concern, it kind of deals with Mr. Maxwell, is
21 what do we do with this information, and how do we get it out?
22 But with that said, Ms. Peshlakai, did you have -- yes.

23 MS. PESHAKAI: Yes. Yes, Mr. Chair. In regards
24 to this board meeting today, there was some issues and topics
25 that I brought up, and you had suggested that I bring it up

1 during the suggestions --

2 CHAIRMAN SEARLE: Yes.

3 MS. PESHAKAI: -- session. However, I am going
4 to just pump the brake a little bit and follow up with the
5 meeting invites and then -- and then get a little bit more
6 educated, and then I will go ahead and formulate with possible
7 stakeholders and possible partners for -- to bring it up for --
8 as an agenda item in future meetings.

9 And with that being said, I want to thank the
10 board, ADOT and the staff, regional and local leaders and
11 everybody that is here for participating, and Flagstaff for
12 hosting this, and it was very informative and educated me a lot.
13 I thought I was the only one that thought I was riding a bucking
14 bronco when I drove around, but I guess it's everybody. So
15 thank you all very much.

16 CHAIRMAN SEARLE: Well, give yourself a couple
17 years. You'll have a better handle on that.

18 MS. PESHAKAI: Thank you, Mr. Chair.

19 CHAIRMAN SEARLE: All right. Any other
20 suggestions for future agenda items?

21 All right. Sounds like we have made it through
22 our agenda. I'm going to go ahead and adjourn the meeting.
23 Thank you very much for your patience, and we will see you in
24 Lakeside.

25 (Meeting adjourned at 10:43 a.m.)

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

3
4 BE IT KNOWN that the foregoing proceedings were reported by
5 me, TERESA A. WATSON, Registered Merit Reporter, Certified
6 Reporter, Certificate No. 50876, State of Arizona, from an
7 electronic recording and were reduced to written form under my
8 direction; that the foregoing 114 pages constitute a true and
9 accurate transcript of said electronic recording, all done to
10 the best of my skill and ability.

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

14 DATED at Phoenix, Arizona, this 9th day of December 2024.

15
16
17 /s/ Teresa A. Watson

18 TERESA A. WATSON, RMR
19 Certified Reporter
20 Certificate No. 50876
21
22
23
24
25

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

ITEM*6a

Route & MP: 93 @ MP 26.5
Project Name: W TONY AVE - N OF BONANZA DR
Type of Work: IMPROVE INTERSECTIONS
County: Mohave
District: Northwest
Schedule: FY 2025
Project: F069001C TIP#: 103637
Project Manager: Bharat Kandel
Program Amount: \$832,000
New Program Amount: \$1,467,000
Requested Action: Reduce Scope, Increase Budget, Change Project Name and Limits



3. Form Date / 5. Form By:

11/21/2024

Bharat Kandel

4. Project Manager / Presenter:

Bharat Kandel @ (602) 712-8736

205 S 17th Ave, , EM01 - 4983 PROJECT MANAGEMENT

6. Project Name:

W TONY AVE - N OF BONANZA DR

7. Type of Work:

IMPROVE INTERSECTIONS

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
J11Q	Northwest	93	Mohave	26.5	F069001C ?	3.5	HSIP093-A(213)T

16. Program Budget: \$832 **17. Program Item #:** 103637

18. Current Approved Program Budget: \$832 **18a. (+/-) Program Budget Request:** \$635 **18b Total Program Budget After Request:** \$1,467

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
103637	\$832		Program Amount - \$831,448 100pct HSIP

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
70125	(\$832)		\$831,448 100pct HSIP
70125	\$1,383		94.3pct HSIP \$1,383,381
70125	\$84		5.7pct State Match \$83,619

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 25

22. CURRENT BID READY:

23. CURRENT ADV DATE: 2/12/2025

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: **SIGNED:** NO **ADV:** NO

CHANGE IN: **24a. PROJECT NAME:** YES **24b. TYPE OF WORK:** NO **24c. SCOPE:** YES **24d. CURRENT STAGE:** STAGE III

24e. ENVIRONMENTAL CLEARANCE:	YES	24f. MATERIALS MEMO COMP:	NO
24g. U&RR CLEARANCE:	NO	24h. C&S CLEARANCE:	YES
24i. R/W CLEARANCE:	YES	24j. CUSTOMIZED SCHEDULE:	YES
24k. SCOPING DOCUMENT:	YES		

25. DESCRIPTION OF REQUEST

Reduce Scope, Increase Budget, Change Project Name and Limits

26. JUSTIFICATION OF REQUEST

Revise the scope to include only the improvement of following two intersections: Grand Canyon Travel Center and TA Express. These intersections are two of the four intersections (Last Stop, Grand Canyon Travel Center, White Hills, and TA Express) originally requested. Current estimate exceeds the programmed amount for the scope of work. Last Stop (US93, MP 26.9) was removed from the scope of the project following the field review by the project team as the facility was determined to be small with minimal traffic. White Hills was removed from the project scope as the currently proposed plans for the improvements would not address the need of the intersection and it was recommended to pursue an alternative stand alone project in the future. With the revised scope, the 100pct HSIP Eligibility changes to 94.3 HSIP, 5.7 State Match.

The work will improve left turn truck movement.

Update project name to "W TONY AVE - W ROCKY POINT AVE"
Update project length to 2.0.

ICAP is included in the request.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

CHANGE IN SCOPE
CHANGE IN PROJECT NAME
CHANGE IN BUDGET

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 12/6/2024

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

ITEM*6b **Route & MP:** 17 @ MP 251.0
Project Name: SUNSET POINT - I-17/I-40 TI
Type of Work: INSTALL CCTV, DMS & RWIS
County: Yavapai
District: Northwest
Schedule: FY 2025
Project: F051501C TIP#: 103296
Project Manager: Chris Moore
Program Amount: \$3,951,000
New Program Amount: \$6,100,000
Requested Action: Increase budget, change project limits, change quarter.



3. Form Date / 5. Form By:
12/2/2024
Chris Moore

4. Project Manager / Presenter:
Chris Moore @ (757) 469-6679
205 S 17th Ave, , - 4983 PROJECT MANAGEMENT

6. Project Name:
SUNSET POINT - I-17/I-40 TI

7. Type of Work:
INSTALL CCTV, DMS & RWIS

8. CPSID: XM1P 9. District: Northwest 10. Route: 17 11. County: Yavapai 12. Beg MP: 251.0 13. TRACS #: F051501C ? 14. Len (Mi.): 90.0 15. Fed Id #: 017-A(262)T

16. Program Budget: \$3,951 17. Program Item #: 103296

18. Current Approved Program Budget: \$3,951 18a. (+/-) Program Budget Request: \$2,149 18b Total Program Budget After Request: \$6,100

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Rows include items 103296, 79024, and 79025.

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Rows include items 79025 and 72325.

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 25
22. CURRENT BID READY:
23. CURRENT ADV DATE: 11/8/2025

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:
22A. REQUEST BID READY:
23A. REQUEST ADV DATE: 1/24/2025

20. JPA #'s: SIGNED: NO ADV: NO

PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE V

24e. ENVIRONMENTAL CLEARANCE: YES 24f. MATERIALS MEMO COMP: NOT APPLICABLE
24g. U&RR CLEARANCE: YES 24h. C&S CLEARANCE: YES
24i. R/W CLEARANCE: YES 24j. CUSTOMIZED SCHEDULE: YES
24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Increase budget, change project limits, change quarter.

26. JUSTIFICATION OF REQUEST

This project will install Dynamic Message Signs(DMS), Closed-Circuit Television (CCTV), Wrong Way Driving (WWD), and Road Weather Information System (RWIS) devices on I-17. Increase in unit costs and additional WWD cameras resulted in the cost increase.

Change Project Limits to: MP 252.78 to MP 337.81, and decrease Project Length to 85.03 miles.

Request to move scheduled advertisement to FY25 Q3.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN SCHEDULE
CHANGE IN BUDGET
CHANGE PROJECT LIMITS

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 12/6/2024

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

ITEM*6c

Route & MP: I-40, I-17 @ MP

Project Name: I-40 AND I-17; VARIOUS LOCATIONS

Type of Work: CONSTRUCT TRUCK PARKING

County: Coconino

District: Northcentral

Schedule:

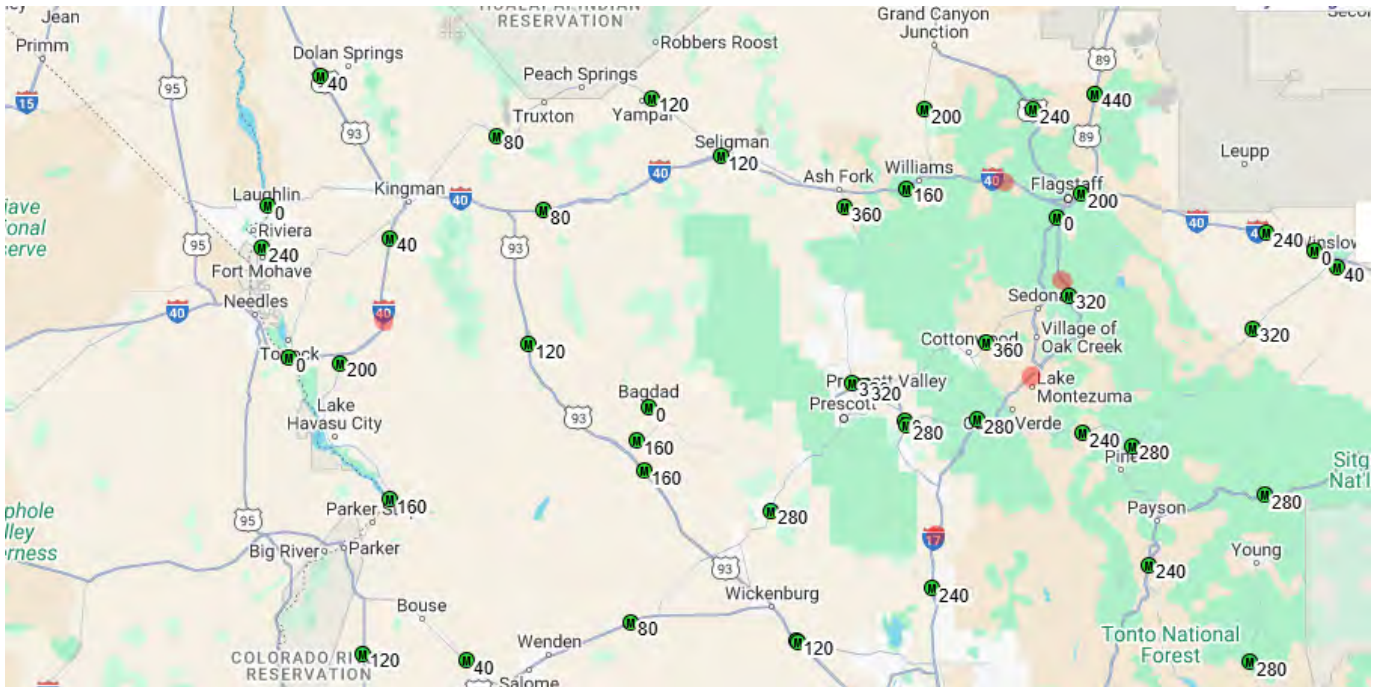
Project: F069602C TIP#: 103701

Project Manager: CARMELO ACEVEDO / MYRNA BONDOC

Program Amount: \$14,000,000

New Program Amount: \$22,500,000

Requested Action: Increase budget



3. Form Date / 5. Form By:

11/21/2024
Myrna Bondoc

4. Project Manager / Presenter:

CARMELO ACEVEDO / MYRNA BONDOC @ (480) 932-7319
206 S 17th Ave, - 4126 ADMP

6. Project Name:

I-40 AND I-17; VARIOUS LOCATIONS

7. Type of Work:

CONSTRUCT TRUCK PARKING

8. CPSID: IT1Q 9. District: Northcentral 10. Route: I-40, I-17 11. County: Coconino 12. Beg MP: 13. TRACS #: F069602C 14. Len (Mi.): 15. Fed Id #: 999-A(571)T

16. Program Budget: \$14,000 17. Program Item #: 103701

18. Current Approved Program Budget: \$14,000 18a. (+/-) Program Budget Request: \$8,500 18b Total Program Budget After Request: \$22,500

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 103701, \$14,000, .

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 79625, \$550, Subprogram 796 (Truck Parking). Row 2: 72325, \$7,950, .

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:
22. CURRENT BID READY:
23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR:
22A. REQUEST BID READY:
23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: YES 24f. MATERIALS MEMO COMP: YES
24g. U&RR CLEARANCE: YES 24h. C&S CLEARANCE: NOT APPLICABLE
24i. R/W CLEARANCE: YES 24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE
24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Increase budget

26. JUSTIFICATION OF REQUEST

The project was under estimated. There are a total of four rest areas. Three rest areas have two sites and one has one site, for a total of seven sites.

Reason for Increase:

- 1. Parks and Christensen Rest Areas, have been closed for 20 years and need extensive rehab to be repurposed for for safe truck parking with minimum amenities.
2. The recently completed Statewide Truck Parking Plan identified Parks Rest Area as a hot-spot for undesignated truck parking and needs to be expanded.
3. The original estimate is based on gravel lots. Multiple washes run through and near the Haviland RA making the site susceptible to erosion. Gravel lots are prone to erosion and rutting, which can lead to more frequent maintenance. A more resilient surface material is required.
4. Parks and Christensen are located near Flagstaff. Weather conditions require a surface material that can withstand freeze thaw cycles without annual maintenance and can be snow plowed.
3. Mobilization and traffic control was calculated per rest area than per site.

ICAP is included in this request.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

ITEM*6d **Route & MP:**
Project Name: TRUCK PARKING SUBPROGRAM
Type of Work: REDUCE FY27 FUNDING
County:
District:
Schedule:
Project: _ TIP#: 103701
Project Manager: Myrna Bondoc
Program Amount: \$10,000,000
New Program Amount: \$2,050,000
Requested Action: Reduce budget

3. Form Date / 5. Form By:

11/26/2024

Myrna Bondoc

4. Project Manager / Presenter:

Myrna Bondoc @ (602) 712-7622

206 S 17TH AVE, , 304M - 4126 MAJOR PROJECTS

6. Project Name:

TRUCK PARKING SUBPROGRAM

7. Type of Work:

REDUCE FY27 FUNDING

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:

16. Program Budget: \$10,000

17. Program Item #: 103701

18. Current Approved Program Budget:

\$10,000

18a. (+/-) Program Budget Request:

(\$7,950)

18b Total Program Budget After Request:

\$2,050

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
79627	\$10,000		

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
78027	(\$7,950)		Funding going into 78027

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NOT APPLICABLE

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&RR CLEARANCE: NOT APPLICABLE

24h. C&S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NOT APPLICABLE

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Reduce budget

26. JUSTIFICATION OF REQUEST

Funds are needed sooner than was originally planned. Funding will be used in FY25 from 72325 for F069602C. Funds in 79627 will be reduced by \$7.950M. Those funds will be added to 78027, Expansion.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 12/6/2024

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

ITEM*6e

Route & MP: 10 @ MP 122.0

Project Name: JACKRABBIT TRAIL TI

Type of Work: Reconstruct Traffic Interchange

County: Maricopa

District: Central

Schedule:

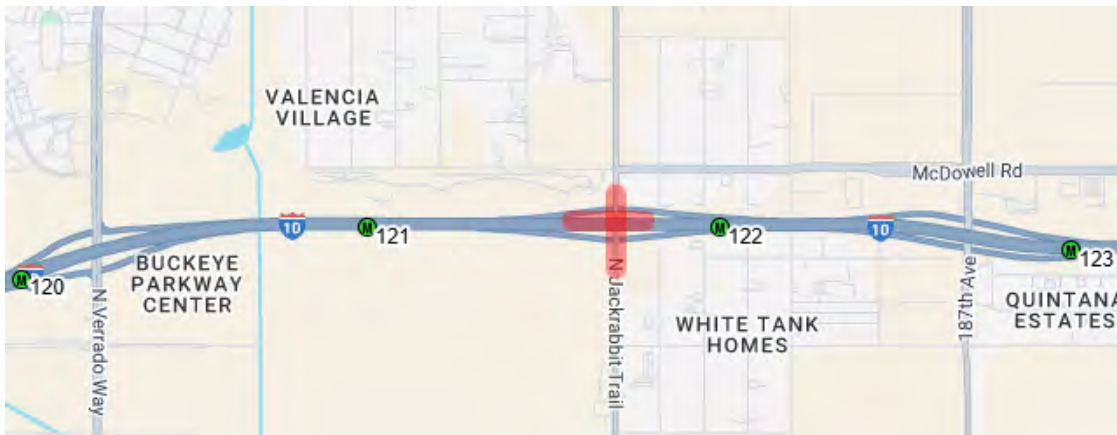
Project: F048601R TIP#: 102988

Project Manager: Olivier Mirza

Program Amount: \$16,000,000

New Program Amount: \$16,000,000

Requested Action: Establish New Sub-Phase.



3. Form Date / 5. Form By:

12/2/2024

Olivier Mirza

4. Project Manager / Presenter:

Olivier Mirza @

, , - 4983 PROJECT MANAGEMENT

6. Project Name:

JACKRABBIT TRAIL TI

7. Type of Work:

Reconstruct Traffic Interchange

8. CPSID: VF1P 9. District: Central 10. Route: 10 11. County: Maricopa 12. Beg MP: 122.0 13. TRACS #: F048601R ? 14. Len (Mi.): 1.0 15. Fed Id #: 010-B(222)T

16. Program Budget: \$16,000 17. Program Item #: 102988

18. Current Approved Program Budget: \$16,000 18a. (+/-) Program Budget Request: \$0 18b Total Program Budget After Request: \$16,000

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Rows include items 102988, 102988, and 49925.

CHANGE / REQUEST:

19A. BUDGET ITEMS:

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE I

24e. ENVIRONMENTAL CLEARANCE: YES 24f. MATERIALS MEMO COMP: NO
24g. U&RR CLEARANCE: NO 24h. C&S CLEARANCE: NOT APPLICABLE
24i. R/W CLEARANCE: NO 24j. CUSTOMIZED SCHEDULE: NO
24k. SCOPING DOCUMENT: YES

25. DESCRIPTION OF REQUEST

Establish New Sub-Phase.

26. JUSTIFICATION OF REQUEST

The project will reconstruct the existing interchange and replace the existing bridges to accommodate a full tight diamond interchange. This request is to acquire four parcels at the TI only (502-36-025A; 502-36-029B; 502-36-036K; 502-36-036L).

MAG ID is 15426 and TIP ID DOT25-256R.

ROW: \$14.828M

ICAP: \$1.172M

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 12/6/2024

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

ITEM*6f **Route & MP:** 0000 @ MP GGI
Project Name: SCHULZE RANCH RD AT BLOODY TANKS WASH
Type of Work: Scope Bridge Replacement
County: Gila
District: Southeast
Schedule:
Project: T061401L TIP#: .
Project Manager: Rehnuma Rahman
Program Amount: \$10,000
New Program Amount: \$10,000
Requested Action: Establish new project.



3. Form Date / 5. Form By:

11/7/2024

Rehnuma Rahman

4. Project Manager / Presenter:

Rehnuma Rahman @ (602) 712-7342

205 S 17TH AVE, Next, 068R - 4983 PROJECT MANAGEMENT

6. Project Name:

SCHULZE RANCH RD AT BLOODY TANKS WASH

7. Type of Work:

Scope Bridge Replacement

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
RK1Q	Southeast	0000	Gila	GGI	T061401L	0.0	GGI-0(226)T

16. Program Budget: \$10

17. Program Item #: .

18. Current Approved Program Budget:

\$10

18a. (+/-) Program Budget Request:

\$0

18b Total Program Budget After Request:

\$10

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
76425	\$9	.	\$9,430 OSB with Match
OTHR25	\$1	.	\$570.00 Local Match

CHANGE / REQUEST:

19A. BUDGET ITEMS:

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

20. JPA #s: 24-0009775 SIGNED: YES ADV: NO

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NOT APPLICABLE

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&RR CLEARANCE: NOT APPLICABLE

24h. C&S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NOT APPLICABLE

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish new project.

26. JUSTIFICATION OF REQUEST

The project is to develop a scoping document for the Bridge Replacement project, located 150 feet South of US 60, at Schulze Ranch Rd and Bloody Tanks Wash, west of Miami in Gila County.

Staff: \$10K

TIP: GIL 25-002D

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 12/6/2024

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

ITEM*6g **Route & MP:** 0000 @ MP GGI
Project Name: SCHULZE RANCH RD AT BLOODY TANKS WASH
Type of Work: Scope Bridge Replacement
County: Gila
District: Southeast
Schedule:
Project: T061403L TIP#: .
Project Manager: Rehnuma Rahman
Program Amount: \$140,000
New Program Amount: \$140,000
Requested Action: Establish new project.



3. Form Date / 5. Form By:

11/7/2024

Rehnuma Rahman

4. Project Manager / Presenter:

Rehnuma Rahman @ (602) 712-7342

205 S 17TH AVE, Next, 068R - 4983 PROJECT MANAGEMENT

6. Project Name:

SCHULZE RANCH RD AT BLOODY TANKS WASH

7. Type of Work:

Scope Bridge Replacement

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:
RK1Q Southeast 0000 Gila GGI T061403L 0.0 GGI-0(226)T

16. Program Budget: \$140

17. Program Item #: .

18. Current Approved Program Budget:

\$140

18a. (+/-) Program Budget Request:

\$0

18b Total Program Budget After Request:

\$140

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Rows include 76425 (\$132) and OTHR25 (\$8).

CHANGE / REQUEST:

19A. BUDGET ITEMS:

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 24-0009775 SIGNED: YES ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NOT APPLICABLE 24f. MATERIALS MEMO COMP: NOT APPLICABLE
24g. U&RR CLEARANCE: NOT APPLICABLE 24h. C&S CLEARANCE: NOT APPLICABLE
24i. R/W CLEARANCE: NOT APPLICABLE 24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE
24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish new project.

26. JUSTIFICATION OF REQUEST

The project is to develop a scoping document for the Bridge Replacement project, located 150 feet South of US 60, at Schulze Ranch Rd and Bloody Tanks Wash, west of Miami in Gila County.

Consultant: \$140K

TIP: GIL 25-002D

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

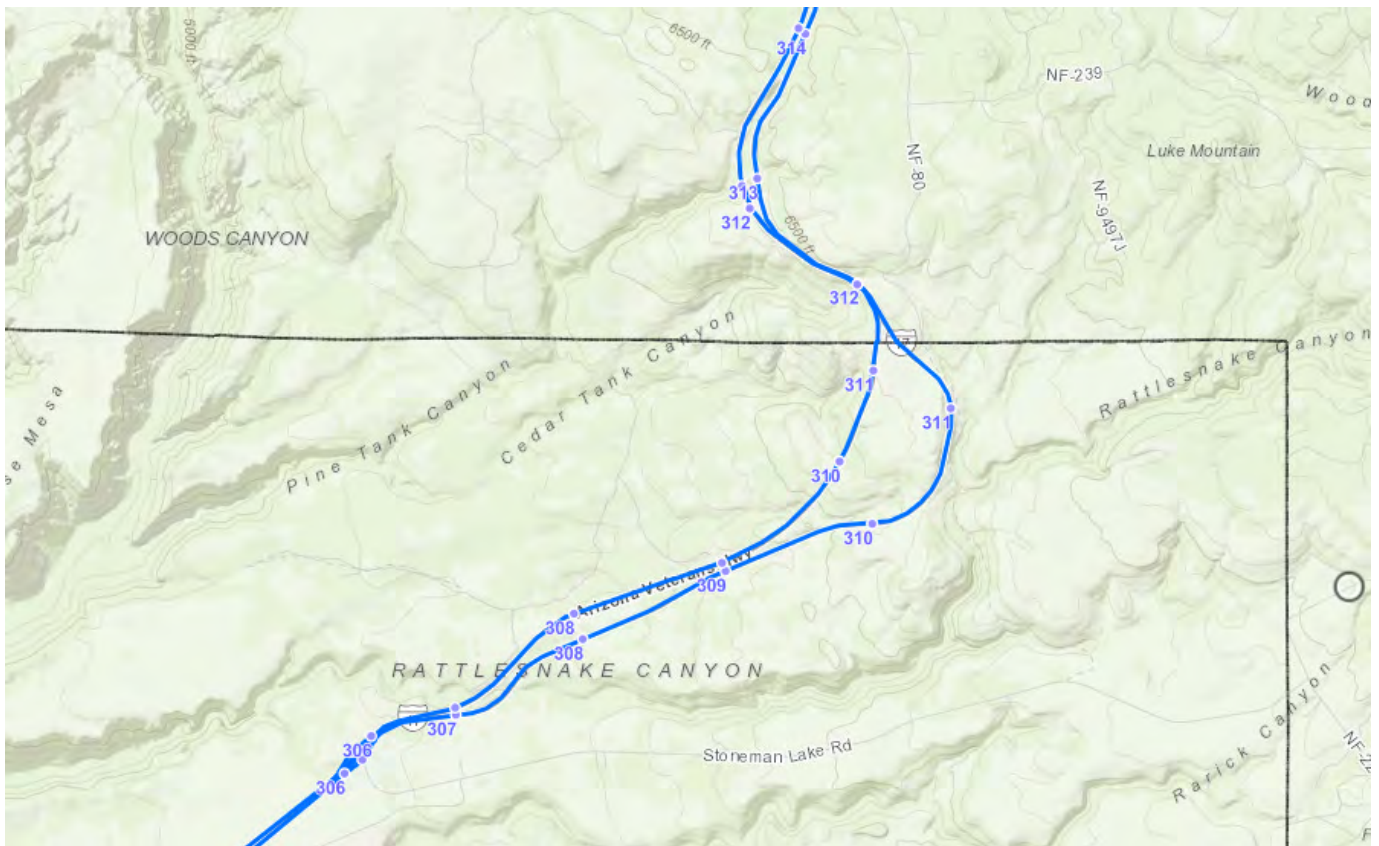
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 12/6/2024

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

ITEM*6h **Route & MP:** 17 @ MP 306.0
Project Name: STONEMAN LAKE RD - WOODS CANYON
Type of Work: REPLACE FENCE
County: Yavapai
District: Northcentral
Schedule:
Project: F078601D TIP#: .
Project Manager: Chinwe Iwuchukwu
Program Amount: \$0
New Program Amount: \$157,000
Requested Action: Establish a new project



3. Form Date / 5. Form By:
12/2/2024
Chinwe Iwuchukwu

4. Project Manager / Presenter:
Chinwe Iwuchukwu @ (626) 222-7982
205 S 17TH AVE, - 4983 PROJECT MANAGEMENT

6. Project Name:
STONEMAN LAKE RD - WOODS CANYON

7. Type of Work:
REPLACE FENCE

8. CPSID: TZ1Q 9. District: Northcentral 10. Route: 17 11. County: Yavapai 12. Beg MP: 306.0 13. TRACS #: F078601D ? 14. Len (Mi.): 10.5 15. Fed Id #:

16. Program Budget: \$0

17. Program Item #: .

18. Current Approved Program Budget: \$0

18a. (+/-) Program Budget Request: \$157

18b Total Program Budget After Request: \$157

CURRENTLY APPROVED:

CHANGE / REQUEST:

19. BUDGET ITEMS:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 72725, \$157, 100PCT State

CURRENT SCHEDULE:

CHANGE REQUESTNEW SCHEDULE:

21. CURRENT FISCAL YEAR:
22. CURRENT BID READY:
23. CURRENT ADV DATE:

21A. REQUEST FISCAL YEAR:
22A. REQUEST BID READY:
23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO [checked] PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE
24e. ENVIRONMENTAL CLEARANCE: NO 24f. MATERIALS MEMO COMP: NO
24g. U&RR CLEARANCE: NO 24h. C&S CLEARANCE: NO
24i. R/W CLEARANCE: NO 24j. CUSTOMIZED SCHEDULE: NO
24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Establish a new project

26. JUSTIFICATION OF REQUEST

Fence Replacement in both directions from MP 306 to 316.5.

Staff \$90K
Consultant \$55K
ICAP \$12K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

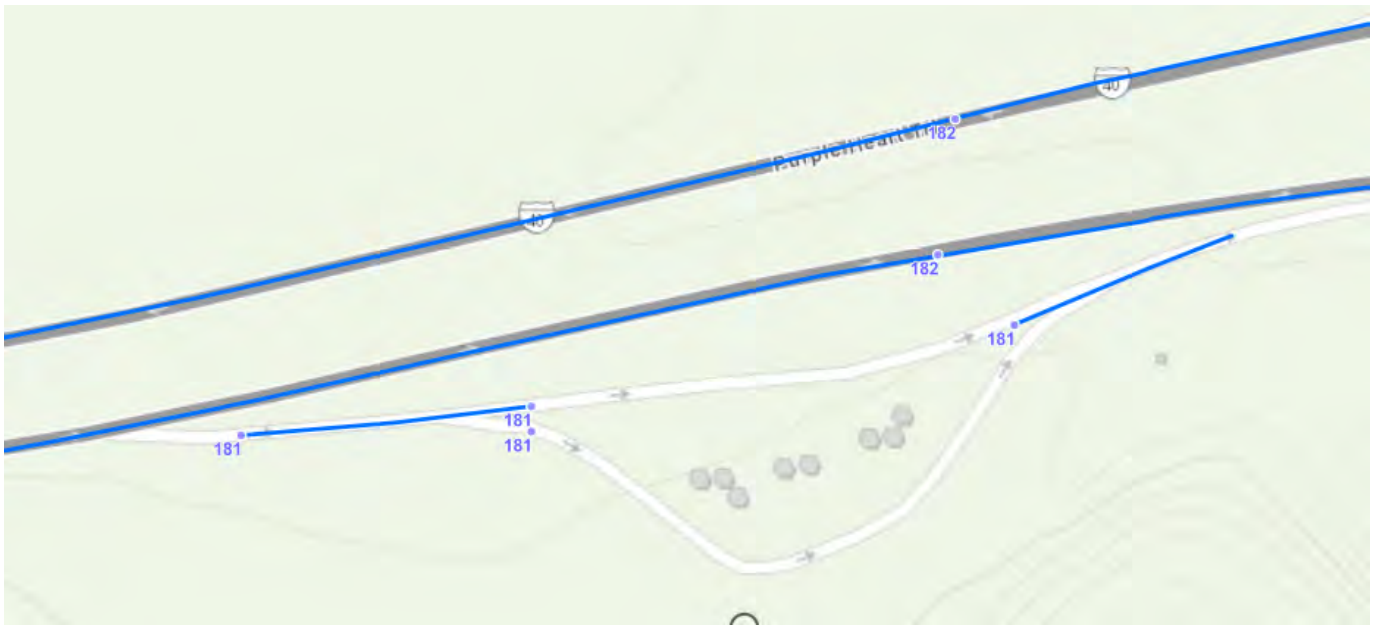
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 12/6/2024

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

ITEM*6i **Route & MP:** 40 @ MP 181.0
Project Name: PARKS REST AREA - BELLEMONT
Type of Work: REPLACE FENCE
County: Coconino
District: Northcentral
Schedule:
Project: F078901D TIP#: .
Project Manager: Chinwe Iwuchukwu
Program Amount: \$0
New Program Amount: \$164,000
Requested Action: Establish a new project



1. PRB Meeting Date: 11/26/2024

2. Teleconference: No

3. Form Date / 5. Form By:

12/2/2024

Chinwe Iwuchukwu

4. Project Manager / Presenter:

Chinwe Iwuchukwu @ (626) 222-7982

205 S 17TH AVE, - 4983 PROJECT MANAGEMENT

6. Project Name:

PARKS REST AREA - BELLEMONT

7. Type of Work:

REPLACE FENCE

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
UB1Q	Northcentral	40	Coconino	181.0	F078901D ?	4.0	

16. Program Budget: \$0

17. Program Item #: .

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$164

18b Total Program Budget After Request:

\$164

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
72725	\$164		100PCT State

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: NO

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Establish a new project

26. JUSTIFICATION OF REQUEST

Fence Replacement in both directions from MP 181 to MP 185.

Staff \$97K
Consultant \$55K
ICAP \$12K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 12/6/2024

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

ITEM*6j **Route & MP:** 40 @ MP 185.0
Project Name: BELLEMONT - A1 MOUNTAIN RD
Type of Work: REPLACE FENCE
County: Coconino
District: Northcentral
Schedule:
Project: F079001D TIP#: .
Project Manager: Chinwe Iwuchukwu
Program Amount: \$0
New Program Amount: \$164,000
Requested Action: Establish a new project



3. Form Date / 5. Form By:

12/2/2024

Chinwe Iwuchukwu

4. Project Manager / Presenter:

Chinwe Iwuchukwu @ (626) 222-7982

205 S 17TH AVE, - 4983 PROJECT MANAGEMENT

6. Project Name:

BELLEMONT - A1 MOUNTAIN RD

7. Type of Work:

REPLACE FENCE

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
UC1Q	Northcentral	40	Coconino	185.0	F079001D ?	6.0	

16. Program Budget: \$0

17. Program Item #: .

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$164

18b Total Program Budget After Request:

\$164

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
72725	\$164		100PCT State

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE:	NO	24f. MATERIALS MEMO COMP:	NO
24g. U&RR CLEARANCE:	NO	24h. C&S CLEARANCE:	NO
24i. R/W CLEARANCE:	NO	24j. CUSTOMIZED SCHEDULE:	NO
24k. SCOPING DOCUMENT:	NO		

25. DESCRIPTION OF REQUEST

Establish a new project

26. JUSTIFICATION OF REQUEST

Fence replacement in both directions from MP 185 to MP 191.

Staff \$97K
Consultant \$55K
ICAP \$12K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

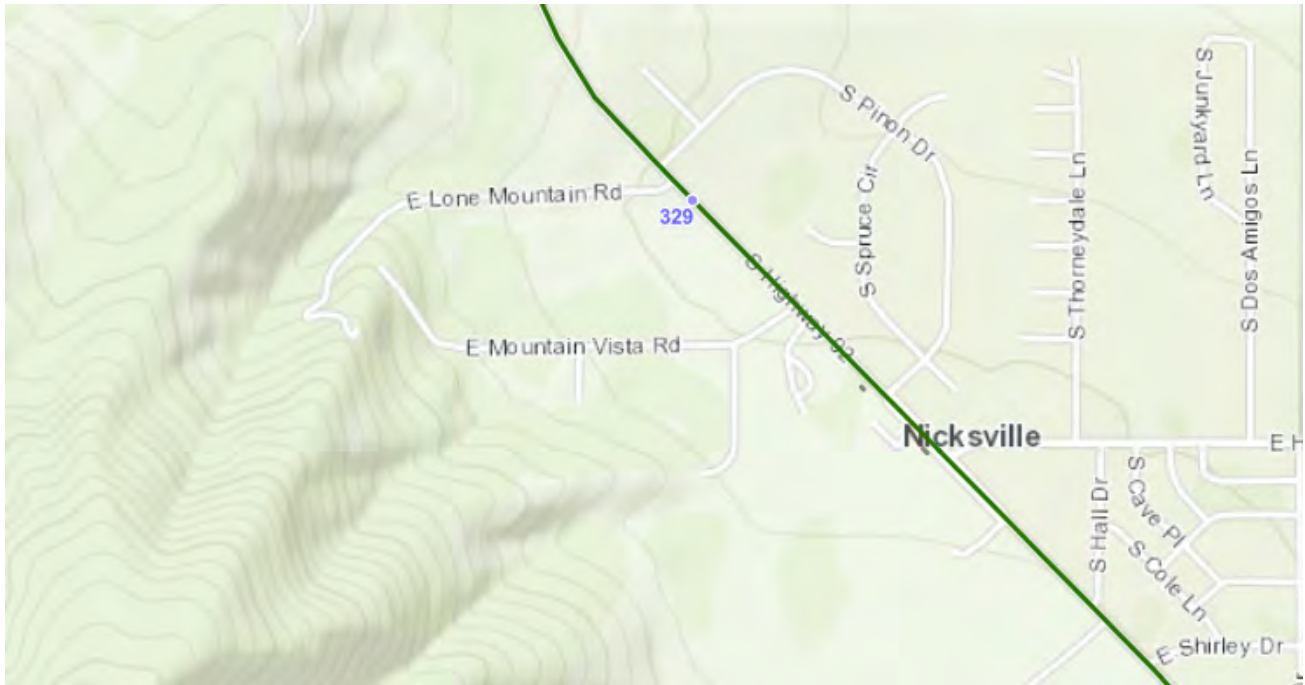
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 12/6/2024

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

ITEM*6k **Route & MP:** 92 @ MP 329.4
Project Name: HEREFORD RD - PALOMINAS RD
Type of Work: REPLACE FENCE
County: Cochise
District: Southeast
Schedule:
Project: F079301D TIP#: .
Project Manager: Chinwe Iwuchukwu
Program Amount: \$0
New Program Amount: \$166,000
Requested Action: Establish a new project



PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

ITEM*6I **Route & MP:** 999 @ MP
 Project Name: Statewide Stormwater Protection Report - FY25
 Type of Work: Regulatory compliance
 County: Statewide
 District:
 Schedule:
 Project: M724801X TIP#: 104944
 Project Manager: Eileen Dunn
 Program Amount: \$0
New Program Amount: \$522,000
 Requested Action: Establish a new project.

3. Form Date / 5. Form By:

11/21/2024

Eileen Dunn

4. Project Manager / Presenter:

Eileen Dunn @

,, - 4977 ENVIRONMENTAL PLANNING GROUP

6. Project Name:

Statewide Stormwater Protection Report - FY25

7. Type of Work:

Regulatory compliance

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
-		999	Statewide		M724801X ?		

16. Program Budget: \$0

17. Program Item #: 104944

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$522

18b Total Program Budget After Request:

\$522

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
79525	\$522		Environmental Planning Statewide Stormwater Compliance

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE:	NO	24f. MATERIALS MEMO COMP:	NO
24g. U&RR CLEARANCE:	NO	24h. C&S CLEARANCE:	NO
24i. R/W CLEARANCE:	NO	24j. CUSTOMIZED SCHEDULE:	NO
24k. SCOPING DOCUMENT:	NO		

25. DESCRIPTION OF REQUEST

Establish a new project.

26. JUSTIFICATION OF REQUEST

This project establishes the means to monitor compliance with the ADOT Statewide Municipal Separate Storm Sewer System Permit (MS4) and other water quality regulations. Tasks to be conducted include statewide system water quality monitoring, mapping, guidance document drafting and updates, and public outreach.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 12/6/2024

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

ITEM*6m **Route & MP:** 999 @ MP
 Project Name: Electric Vehicle Charging Infrastructure (Interstate) (FY25)
 Type of Work: Project delivery oversight
 County: Statewide
 District:
 Schedule:
 Project: _ TIP#: 104955
 Project Manager: Emily Christ
 Program Amount: \$0
New Program Amount: \$525,000
 Requested Action: Establish new project.

1. PRB Meeting Date: 11/26/2024

2. Teleconference: No

3. Form Date / 5. Form By:

12/2/2024

Emily Christ

4. Project Manager / Presenter:

Emily Christ @ (602) 712-7682

206 S 17th Ave, 157, 139A - 4124 P3 Initiatives

6. Project Name:

Electric Vehicle Charging Infrastructure (Interstate) (FY25)

7. Type of Work:

Project delivery oversight

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:
- 999 Statewide - ?

16. Program Budget: \$0 17. Program Item #: 104955

18. Current Approved Program Budget: \$0 18a. (+/-) Program Budget Request: \$525 18b Total Program Budget After Request: \$525

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
71225	\$420	.	NEVI Program - 80pct Federal Funds
74525	\$105	.	NEVI Program - 20pct State Match

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NOT APPLICABLE 24f. MATERIALS MEMO COMP: NOT APPLICABLE
24g. U&RR CLEARANCE: NOT APPLICABLE 24h. C&S CLEARANCE: NOT APPLICABLE
24i. R/W CLEARANCE: NOT APPLICABLE 24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE
24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish new project.

26. JUSTIFICATION OF REQUEST

Federal National Electric Vehicle Infrastructure (NEVI) Formula Program funds are being requested to cover the Public Private Partnership (P3) advisory consultant costs associated with project delivery oversight of developers for EV infrastructure implementation along the interstate highways.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 12/6/2024

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

ITEM*6n

Route & MP:

999 @ MP

Project Name:

Electric Vehicle Charging Infrastructure (State Highway) (FY25)

Type of Work:

Prepare Solicitation

County:

Statewide

District:

Schedule:

Project:

_ TIP#: 104955

Project Manager:

Emily Christ

Program Amount:

\$0

New Program Amount:

\$1,325,000

Requested Action:

Establish new project.

3. Form Date / 5. Form By:
12/2/2024
Emily Christ

4. Project Manager / Presenter:
Emily Christ @ (602) 712-7682
206 S 17th Ave, 157, 139A - 4124 P3 Initiatives

6. Project Name:
Electric Vehicle Charging Infrastructure (State Highway) (FY25)

7. Type of Work:
Prepare Solicitation

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:
- 999 Statewide - ?

16. Program Budget: \$0 17. Program Item #: 104955

18. Current Approved Program Budget: \$0 18a. (+/-) Program Budget Request: \$1,325 18b Total Program Budget After Request: \$1,325

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Rows include items 71225 and 74525 with descriptions like NEVI Program - 80pct Federal Funds.

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:
22. CURRENT BID READY:
23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:
22A. REQUEST BID READY:
23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO [checked] PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NOT APPLICABLE 24f. MATERIALS MEMO COMP: NOT APPLICABLE
24g. U&RR CLEARANCE: NOT APPLICABLE 24h. C&S CLEARANCE: NOT APPLICABLE
24i. R/W CLEARANCE: NOT APPLICABLE 24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE
24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish new project.

26. JUSTIFICATION OF REQUEST

Federal National Electric Vehicle Infrastructure (NEVI) Formula Program funds are being requested to cover the Public Private Partnership (P3) advisory consultant costs associated with the solicitation for developers for EV infrastructure implementation along the state highways.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 12/6/2024

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

ITEM*60 **Route & MP:** Local Road
Project Name: Fanning Dr @ BNSF, Flagstaff
Type of Work: Rail-Highway Safety Upgrade
County: Coconino
District: Northcentral
Schedule:
Project: T052801D
Project Manager: Jane Gauger
Program Amount: \$0
New Program Amount: \$150,000
Requested Action: Establish a new project.



3. Form Date / 5. Form By:

11/21/2024

Jane Gauger

4. Project Manager / Presenter:

Jane Gauger @ 602-712-4052

205 S 17th Ave, MD 618E - 4981 UTILITIES AND RAILROADS

6. Project Name:

Fanning Dr @ BNSF, Flagstaff

7. Type of Work:

Rail-Highway Safety Upgrade

8. CPSID: TV1Q 9. District: Northcentral 10. Route: 0000 11. County: Coconino 12. Beg MP: 0 13. TRACS #: T052801D ? 14. Len (Mi.): 0.1 15. Fed Id #: FLA-0(222)T

16. Program Budget: \$0

17. Program Item #:

18. Current Approved Program Budget: \$0

18a. (+/-) Program Budget Request: \$150

18b Total Program Budget After Request: \$150

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 72625, \$150, Section 130 FHWA 100 percent federal funding.

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: IGA-24-0009570-I SIGNED: YES ADV: NO PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NO 24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&RR CLEARANCE: NO 24h. C&S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NO 24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish a new project.

26. JUSTIFICATION OF REQUEST

This is a Section 130 Rail-Highway safety upgrade. This project will improve the safety at this railroad crossing. BNSF Railway will complete the safety upgrades, which consist of pedestrian gates, barrier fencing, additional lights, and signs.

This crossing is a concern for the Federal Railroad Administration (FRA), who oversees all railroads in the U.S. There is a number of pedestrian incidents and recent pedestrian fatalities at this crossing. Construction of this project will help to reduce pedestrian incidents and fatalities.

All 01D funding is 100 percent Section 130 federal funding. ADOT- Oversight, coordination, clearances - \$40K BNSF- Preliminary Engineering - \$110K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED SUBJECT TO PPAC APPROVAL - 12/6/2024

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

ITEM*6p

Route & MP: Local Road

Project Name: Fanning Drive @ BNSF, Flagstaff

Type of Work: Rail-Highway Safety Upgrade

County: Coconino

District: Northcentral

Schedule:

Project: T052801X

Project Manager: Jane Gauger

Program Amount: \$0

New Program Amount: \$1,050,000

Requested Action: Establish a new project.



3. Form Date / 5. Form By:

11/21/2024

Jane Gauger

4. Project Manager / Presenter:

Jane Gauger @ 602-712-4052

205 S 17th Ave MD 618E - 4981 UTILITIES AND RAILROADS

6. Project Name:

Fanning Drive @ BNSF, Flagstaff

7. Type of Work:

Rail-Highway Safety Upgrade

8. CPSID: TV1Q 9. District: Northcentral 10. Route: 0000 11. County: Coconino 12. Beg MP: 0 13. TRACS #: T052801X ? 14. Len (Mi.): 0.1 15. Fed Id #: FLA-0(222)T

16. Program Budget: \$0

17. Program Item #:

18. Current Approved Program Budget: \$0

18a. (+/-) Program Budget Request: \$1,050

18b Total Program Budget After Request: \$1,050

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 72625, \$1,050, Section 130 FHWA 100 percent federal funding

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: IGA-24-0009570-I SIGNED: YES ADV: NO PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NO 24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&RR CLEARANCE: NO 24h. C&S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NO 24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish a new project.

26. JUSTIFICATION OF REQUEST

This is a Section 130 Rail-Highway safety upgrade. This project will improve the safety at this railroad crossing. BNSF Railway will complete the safety upgrades, which consist of pedestrian gates, barrier fencing, additional lights, and signs.

This crossing is a concern for the Federal Railroad Administration (FRA), who oversees all railroads in the U.S. There is a number of pedestrian incidents and recent pedestrian fatalities at this crossing. Construction of this project will help to reduce pedestrian incidents and fatalities.

All 01X funding is 100 percent Section 130 federal funding.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 12/6/2024

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

ITEM*6q

Route & MP: Local Road

Project Name: PONDEROSA PKWY @ BNSF, FLAGSTAFF

Type of Work: RAIL-HIGHWAY SAFETY UPGRADE

County: Coconino

District: Northcentral

Schedule:

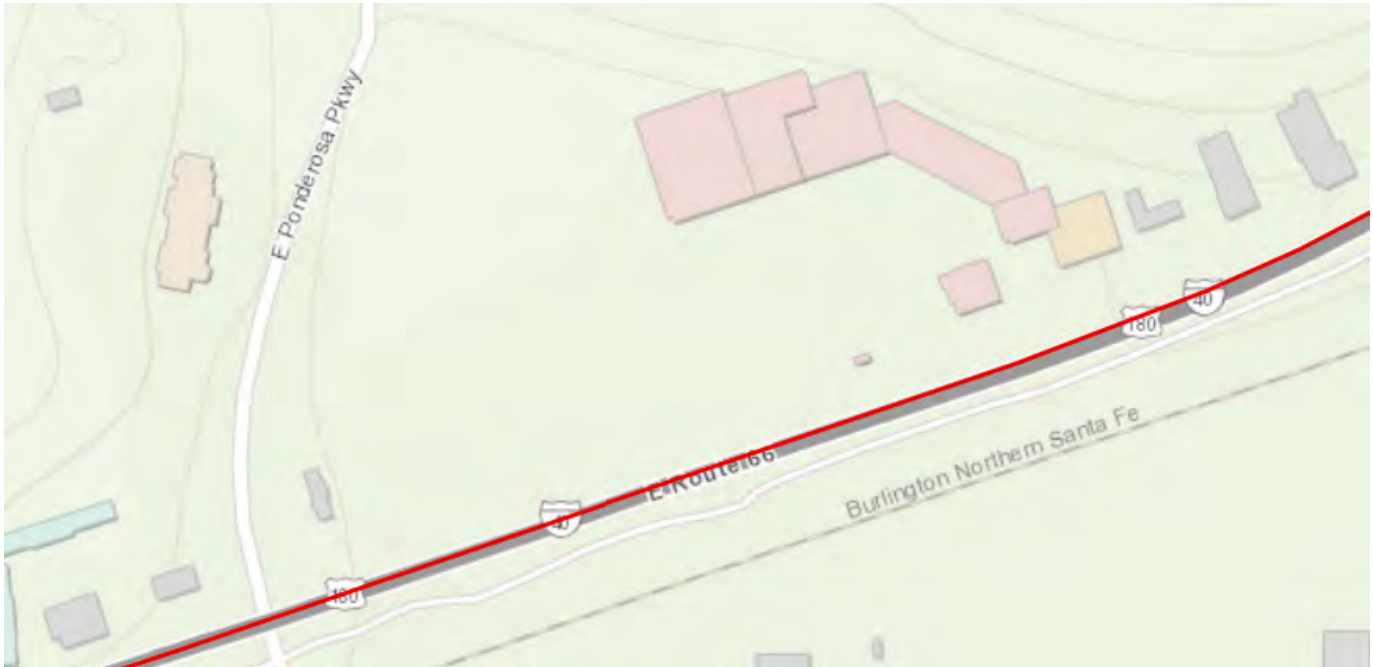
Project: T056201D

Project Manager: Jane Gauger

Program Amount: \$0

New Program Amount: \$150,000

Requested Action: Establish a new project.



3. Form Date / 5. Form By:

11/21/2024

Jane Gauger

4. Project Manager / Presenter:

Jane Gauger @ 602-712-4052

205 S 17th Ave, MD 618E - 4981 UTILITIES AND RAILROADS

6. Project Name:

PONDEROSA PKWY @ BNSF, FLAGSTAFF

7. Type of Work:

RAIL-HIGHWAY SAFETY UPGRADE

8. CPSID: TW1Q 9. District: Northcentral 10. Route: 0000 11. County: Coconino 12. Beg MP: 0 13. TRACS #: T056201D ? 14. Len (Mi.): 0.1 15. Fed Id #: FLA-0(223)T

16. Program Budget: \$0

17. Program Item #:

18. Current Approved Program Budget: \$0

18a. (+/-) Program Budget Request: \$150

18b Total Program Budget After Request: \$150

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 72625, \$150, Section 130 FHWA 100 percent federal funding.

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: IGA-24-0009643-I SIGNED: YES ADV: NO [checked] PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NO 24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&RR CLEARANCE: NO 24h. C&S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NO 24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish a new project.

26. JUSTIFICATION OF REQUEST

This is a Section 130 Rail-Highway safety upgrade. This project will improve safety at this railroad crossing. BNSF Railway will complete the safety upgrades which consist of a pre-signal, pedestrian gates, barrier fencing, additional lights, and signs.

This crossing is a concern for the Federal Railroad Administration (FRA), who oversees all railroads in the U.S. There is a history of a high number of incidents at this crossing. Vehicles stop on the tracks as they queue up and wait for the traffic signal on I-40B, just north of the crossing, to turn green. There are three tracks, with 70 trains/day traveling at speeds of 55 mph that cross this road. Trains take a long distance to stop and not able to stop for a vehicle or pedestrian on the track. Installation of a pre-signal south of the tracks that communicates with the I-40B traffic signal will clear traffic off the tracks when a train is approaching.

In addition, recently there has been a number of pedestrian fatalities at this crossing. Installation of pedestrian gates, barrier fencing, additional lights, and signs will help to reduce pedestrian fatalities.

All 01D funding is 100 percent Section 130 federal funding.
ADOT- Oversight, coordination, clearances - \$40K
BNSF- Preliminary Engineering - \$110K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

APPROVED / RECOMMENDED ACTIONS:

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

ITEM*6r

Route & MP: Local Road

Project Name: PONDEROSA PKWY @ BNSF, FLAGSTAFF

Type of Work: RAIL-HIGHWAY SAFETY UPGRADE

County: Coconino

District: Northcentral

Schedule:

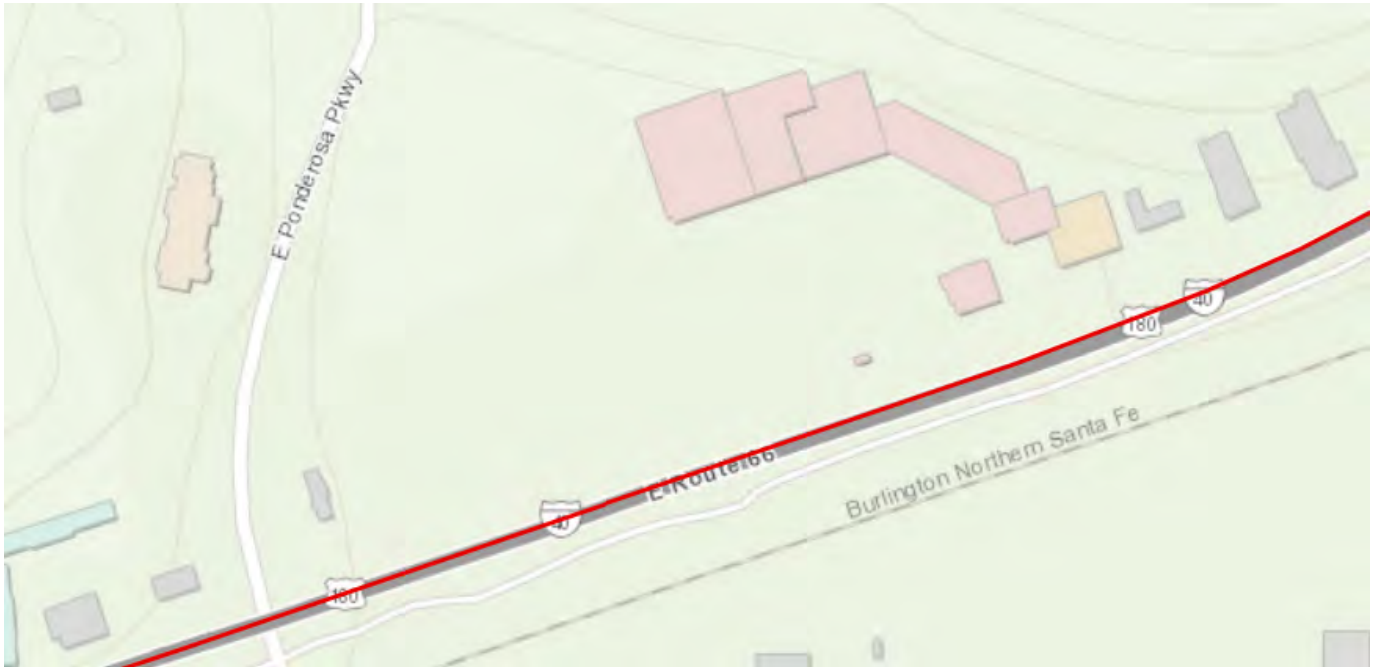
Project: T056201X

Project Manager: Jane Gauger

Program Amount: \$0

New Program Amount: \$1,100,000

Requested Action: Establish a new project.



3. Form Date / 5. Form By:

11/21/2024

Jane Gauger

4. Project Manager / Presenter:

Jane Gauger @ 602-712-4052

205 S 17th Ave, MD 618E - 4981 UTILITIES AND RAILROADS

6. Project Name:

PONDEROSA PKWY @ BNSF, FLAGSTAFF

7. Type of Work:

RAIL-HIGHWAY SAFETY UPGRADE

8. CPSID: TW1Q 9. District: Northcentral 10. Route: 0000 11. County: Coconino 12. Beg MP: 0 13. TRACS #: T056201X ? 14. Len (Mi.): 0.1 15. Fed Id #: FLA-0(223)T

16. Program Budget: \$0

17. Program Item #:

18. Current Approved Program Budget: \$0

18a. (+/-) Program Budget Request: \$1,100

18b Total Program Budget After Request: \$1,100

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 72625, \$1,100, Section 130 FHWA 100 percent federal funding.

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 25

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: IGA-24-0009643-I SIGNED: YES ADV: NO PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NO 24f. MATERIALS MEMO COMP: NOT APPLICABLE
24g. U&RR CLEARANCE: NO 24h. C&S CLEARANCE: NOT APPLICABLE
24i. R/W CLEARANCE: NO 24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE
24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish a new project.

26. JUSTIFICATION OF REQUEST

This is a Section 130 Rail-Highway safety upgrade. This project will improve safety at this railroad crossing. BNSF Railway will complete the safety upgrades which consist of a pre-signal, pedestrian gates, barrier fencing, additional lights, and signs.

This crossing is a concern for the Federal Railroad Administration (FRA), who oversees all railroads in the U.S. There is a history of a high number of incidents at this crossing. Vehicles stop on the tracks as they queue up and wait for the traffic signal at I-40B, just north of the crossing, to turn green. There are three tracks, with 70 trains/day traveling at speeds of 55 mph that cross this road. Trains take a long distance to stop and not able to stop for a vehicle or pedestrian on the tracks. Installation of a pre-signal south of the tracks that communicates with the I-40B traffic signal will clear traffic off the tracks when a train is approaching.

In addition, recently there has been a number of pedestrian fatalities at this crossing. Installation of pedestrian gates, barrier fencing, additional lights, and signs will help to reduce pedestrian fatalities.

All 01X funding is 100 percent Section 130 federal funding.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 12/6/2024



PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

ITEM*6s

Route & MP:

Project Name: Balanced Mix Design (BMD) Equipment

Type of Work: Purchase Equipment

County: Statewide

District:

Schedule:

Project: –

Project Manager: Jason James

Program Amount: \$0

New Program Amount: \$2,100,000

Requested Action: Establish new project

1. PRB Meeting Date: 11/26/2024

2. Teleconference: No

3. Form Date / 5. Form By:

12/2/2024

Jason James

4. Project Manager / Presenter:

Jason James @

,, - 4210 MPD PLANNING TEAM

6. Project Name:

Balanced Mix Design (BMD) Equipment

7. Type of Work:

Purchase Equipment

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:
- Statewide - ?

16. Program Budget: \$0

17. Program Item #:

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$2,100

18b Total Program Budget After Request:

\$2,100

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
70925	\$2,100		FY25 Carbon Reduction Program (\$2,100,000)

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 2025

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NOT APPLICABLE

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&RR CLEARANCE: NOT APPLICABLE

24h. C&S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NOT APPLICABLE

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish new project

26. JUSTIFICATION OF REQUEST

This request is to fund procurement of BMD equipment for ADOT Statewide Labs.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 12/6/2024

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

ITEM*6t **Route & MP:**
Project Name: TONTO NATIONAL FOREST LIAISON
Type of Work: Agency Support
County:
District:
Schedule:
Project: M724101X
Project Manager: Paul O`Brien
Program Amount: \$0
New Program Amount: \$75,000
Requested Action: Establish a new project

3. Form Date / 5. Form By:

11/7/2024

Paul O'brien

4. Project Manager / Presenter:

Paul O`Brien @ (480) 356-2893

205 S 17TH AVE, , EM02 - 4977 ENVIRONMENTAL PLANNING GROUP

6. Project Name:

TONTO NATIONAL FOREST LIAISON

7. Type of Work:

Agency Support

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:

M724101X ?

16. Program Budget: \$0

17. Program Item #:

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$75

18b Total Program Budget After Request:

\$75

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
76525	\$75	.	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 24-0009720-I SIGNED: YES ADV: NO

PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NOT APPLICABLE

24g. U&RR CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24h. C&S CLEARANCE: NOT APPLICABLE

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish a new project

26. JUSTIFICATION OF REQUEST

The request funds the agreement between ADOT and the USFS Tonto National Forest for the development and implementation of highway construction projects that occur on the Tonto National Forest. By having the Liaison position in place, projects get expedited review from the USFS Tonto National Forest.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 12/6/2024

PRB APPROVED

STATE ENGINEER'S REPORT
November 2024

The Status of Projects Under Construction report for November 2024 shows 98 projects under construction valued at \$2,943,596,483.50. The transportation board awarded 11 projects during November valued at approximately \$91.4 million.

During November, the Department finalized 6 projects valued at \$42,650,012.61. Projects where the final cost exceeded the contractors bid amount by more than 5% are detailed in your board package.

Fiscal Year to date we have finalized 45 projects. The total cost of these 45 projects has exceeded the contractors bid amount by 5.6%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to 4.4%.

MONTHLY CONSTRUCTION REPORT

November 2024

PROJECTS UNDER CONSTRUCTION	98
MONETARY VALUE OF CONTRACTS	\$2,943,596,483.50
PAYMENTS MADE TO DATE	\$1,708,939,164.98
STATE PROJECTS	70
LOCAL GOVERNMENT	28
OTHER	
CONTRACTS EXECUTED IN NOVEMBER 2024	6
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$73,501,079.41

FIELD REPORTS SECTION

EXT. 7301

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2025
November, 2024

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
017-A-NFA F011501C	Central Avenue Bridge Central District						
	Working Days: 650 = 565 + 5 + 80 Days Used: 650		PULICE CONSTRUCTION, INC.	Low Bid = \$528,836.87 or 4.07% over State Estimate			
		13,002,196.00		\$13,531,032.87	\$13,835,998.54	\$304,965.67	2.3 %
060-A-(214)T F038901C	Wash Bridges 426 and 427 NorthWest District						
	Working Days: 141 = 135 + 6 Days Used: 140		K.A.Z. CONSTRUCTION, INC.	Low Bid = \$864,361.30 or 83.46% over State Estimate			
		1,035,638.70		\$1,900,000.00	\$2,174,357.27	\$274,357.27	14.4 %
095-D-NFA F045001C	Courtwright Rd - Bullhead Park NorthWest District						
	Working Days: 220 Days Used: 215		FNF CONSTRUCTION, INC.	Low Bid = \$6,176,497.30 or 30.98% over State Estimate			
		19,933,889.65		\$26,110,386.95	\$24,809,601.17	(\$1,300,785.78)	-5.0 %
MM0-0-(227)T T035301C	BOUNDARY CONE RD & OATMAN HWY NorthWest District						
	Working Days: 60 Days Used: 45		COMBS CONSTRUCTION COMPANY, INC.	Low Bid = (\$242,651.42) or 26.65% under State Estimate			
		910,581.22		\$667,929.80	\$598,198.26	(\$69,731.54)	-10.4 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2025
November, 2024

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
169-A-(206)T F051201C Working Days: 50 Days Used: 26	Grant Woods Pkwy - I-17 NorthWest District		HAWK CONTRACTING LLC	Low Bid = \$51,878.20 or 20.91% over State Estimate \$299,992.00	\$230,608.89	(\$69,383.11)	-23.1 %
		248,113.80					
040-B-(232)T F037101C Working Days: 90 Days Used: 78	Ash Fork Creek Bridges NorthWest District		VASTCO, INC.	Low Bid = (\$430,703.50) or 29.18% under State Estimate \$1,045,127.50	\$1,001,248.48	(\$43,879.02)	-4.2 %
		1,475,831.00					

Completed Contracts (Fiscal Year 2025)

November, 2024

<u>Totals</u>	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
# of Projects: 6	6	\$36,606,250.37	\$43,554,469.12	\$42,650,012.61
		<u>Monetary</u>		<u>Monetary</u>
		\$6,948,218.75		(\$904,456.51)

Accumulation to Date (Fiscal Year 2025 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
43	\$210,538,667.60	\$208,142,271.87	\$219,718,060.22	\$11,575,788.35	5.6%

Prepared By:

DocuSigned by:
Ladd Bouts 12/2/2024
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Field Reports Unit, X7301

Checked By:

DocuSigned by:
Irene Del Castillo 12/3/2024
697D5935C248471

IRENE DEL CASTILLO, FR Manager
Field Reports, X7321

FINAL COST VS BID ADJUSTED

FISCAL YEAR 2024

<u>LESS ADJUSTMENTS FOR</u>								
<u>MONTH</u>	<u>CUMULATIVE FINAL COST</u>	<u>REVISIONS/ OMISSIONS #4 & #5</u>	<u>INCENTIVE/ BONUS #7</u>	<u>ADD'L WORK PD OTHERS #3</u>	<u>CUMULATIVE ADJ</u>	<u>CUMULATIVE BID AMOUNT</u>	<u>ADJUSTED FINAL COST</u>	<u>ADJ CUM</u>
Jul-24	\$ 30,382,200	\$ 81,278	\$ 120,417	\$ -	\$ 201,695	\$ 31,139,646	\$ 30,180,505	-3.1%
Aug-24	\$ 73,447,209	\$ 55,143	\$ 12,436	\$ -	\$ 269,273	\$ 74,319,601	\$ 73,177,936	-1.5%
Sep-24	\$ 144,201,830	\$ 845,322	\$ (6,559)	\$ -	\$ 1,108,036	\$ 133,834,698	\$ 143,093,793	6.9%
Oct-24	\$ 177,068,048	\$ 754,350	\$ 115,257	\$ -	\$ 1,977,644	\$ 164,587,803	\$ 175,090,404	6.4%
Nov-24	\$ 219,718,060	\$ 282,983	\$ 175,231	\$ -	\$ 2,435,858	\$ 208,142,272	\$ 217,282,202	4.4%
Dec-24					\$ 2,435,858		\$ (2,435,858)	
Jan-25					\$ 2,435,858		\$ (2,435,858)	
Feb-25					\$ 2,435,858		\$ (2,435,858)	
Mar-25					\$ 2,435,858		\$ (2,435,858)	
Apr-25					\$ 2,435,858		\$ (2,435,858)	
May-25					\$ 2,435,858		\$ (2,435,858)	
Jun-25					\$ 2,435,858		\$ (2,435,858)	
		\$ 2,019,076	\$ 416,782	\$ -	\$ 2,435,858			

CONTRACTS

Contracts: (Action as Noted)

Federal-Aid (“A” “B” “T” “D”) projects do not need FHWA concurrence, but must comply with DBE regulations; other projects are subject to FHWA and/or local government concurrence and compliance with DBE regulations.

*ITEM :9a BOARD DISTRICT NO.: 5
BIDS OPENED: NOVEMBER 01, 2024
HIGHWAY: KINGMAN – FLAGSTAFF HIGHWAY (I-40)
SECTION: I-40; TRANSWESTERN ROAD TO I-17 TRAFFIC INTERCHANGE
COUNTY: COCONINO
ROUTE NO.: I-40
PROJECT : TRACS: 040-C(228)T; 040 CN 185 F028101C
FUNDING: 94.34% FED 5.66% STATE
LOW BIDDER: WILLIAM CHARLES CONSTRUCTION COMPANY, LLC.
LOW BID AMOUNT: \$ 4,675,137.74
STATE ESTIMATE: \$ 3,619,437.30
\$ OVER ESTIMATE: \$ 1,055,700.44
% OVER ESTIMATE: 29.2%
PROJECT DBE GOAL: 1.17%
BIDDER DBE PLEDGE: 1.41%
NO. BIDDERS: 3
RECOMMENDATION: AWARD



CONTRACTS

*ITEM :9b BOARD DISTRICT NO.: 6

BIDS OPENED: NOVEMBER 01, 2024

HIGHWAY: MOHAVE COUNTY

SECTION: NORTHERN AVENUE FROM STOCKTON HILL ROAD TO CASTLE ROCK ROAD

COUNTY: MOHAVE

ROUTE NO.: LOCAL

PROJECT : TRACS: MMO-0(223)T; 0000 MO MMO T027201C

FUNDING: 94.30% FED 5.70% LOCAL

LOW BIDDER: TECHNOLOGY CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 5,848,154.75

STATE ESTIMATE: \$ 4,755,453.60

\$ OVER ESTIMATE: \$ 1,092,701.15

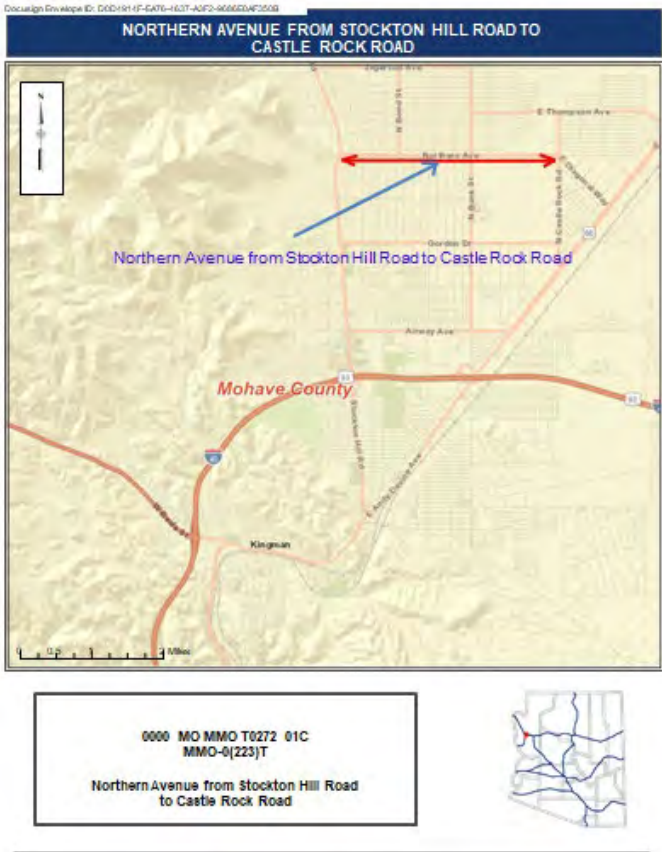
% OVER ESTIMATE: 23.0%

PROJECT DBE GOAL: 7.59%

BIDDER DBE PLEDGE: 38.25%

NO. BIDDERS: 1

RECOMMENDATION: AWARD



*ITEM :9c BOARD DISTRICT NO.: 4
 BIDS OPENED: NOVEMBER 22, 2024
 HIGHWAY: DELAWARE DRIVE
 SECTION: 16TH AVENUE TO BROADWAY AVENUE
 COUNTY: PINAL
 ROUTE NO.: LOCAL
 PROJECT : TRACS: AJP-0(218)T; 0000 PN APJ T030901C
 FUNDING: 94.3% FED 5.7% STATE
 LOW BIDDER: BLUCOR CONTRACTING, INC.
 LOW BID AMOUNT: \$ 4,260,000.00
 STATE ESTIMATE: \$ 5,097,078.00
 \$ UNDER ESTIMATE: \$ 837,078.00
 % UNDER ESTIMATE: 16.4%
 PROJECT DBE GOAL: 10.59%
 BIDDER DBE PLEDGE: 13.81%
 NO. BIDDERS: 2
 RECOMMENDATION: AWARD



8/4/2024

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

120 Working Days

The proposed project is located in Pinal County on State Route 87 between mileposts 127.74 and 128.05, near Coolidge. The work consists of constructing left turn lanes at the SR 87 and Kleck Road intersection. The work also includes guardrail, pavement marking, signing and other related work.

Bid Opening Date : 11/15/2024, Prequalification Required, Engineer Specialist : Dehghani Babak

Project No.	Highway Termini	Location	Item
087 PN 127 F055301C 087-A-(215)T	PICACHO-COOLIDGE-CHANDLEY-MESA HIGHWAY	SR 87 and Kleck Road SouthCent District	101747

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$1,024,827.40	PAVECO, INC.	P.O. BOX 1067 SUN CITY, AZ 85372-
	\$1,034,917.30	DEPARTMENT	
2	\$1,116,490.50	ACTION DIRECT LLC DBA REDPOINT CONTRACTING	39506 N. DAISY MOUNTAIN DR STE. #122 PHOENIX, AZ 85086-
3	\$1,174,925.35	SHOW LOW CONSTRUCTION, INC.	1801 W. DEUCE OF CLUBS, SUITE 300 SHOW LOW, AZ 85901-

Apparent Low Bidder is 1.0% Under Department Estimate (Difference = (\$10,089.90))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, OCTOBER 18TH, 2024, AT 11:00 A.M. (M.S.T.)

TRACS NO 087 PN 127 F055301C
PROJECT NO 087-A(215)T
TERMINI PICACHO-COOLIDGE-CHANDLER-MESA HIGHWAY
LOCATION SR 87 AND KLECK ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 87	127.74 to 128.05	SOUTHCENTRAL	101747

The amount programmed for this contract is \$1,475,000. The location and description of the proposed work are as follows:

The proposed project is located in Pinal County on State Route 87 between mileposts 127.74 and 128.05, near Coolidge. The work consists of constructing left turn lanes at the SR 87 and Kleck Road intersection. The work also includes guardrail, pavement marking, signing and other related work.

The time allowed for the completion of the work included in this contract will be 120 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 9.97.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within two weeks following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Kirstin Huston, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 05/17/24

**ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION**

BID RESULTS

Completion Date:

150 Working Days

The proposed project is located in the City of Flagstaff in Coconino County at the intersection of Fourth Street and Cedar Avenue and Lockett Road. The proposed work consists of constructing a roundabout at the intersection. The work also includes drainage improvements, signing and marking, roadway lighting, utility adjustments and other related work.

Bid Opening Date : 11/1/2024, Prequalification Required, Engineer Specialist : Brandon Campbell

Project No.	Highway Termini	Location	Item
0000 CN FLA T024701C FLA-0-(221)T	CITY OF FLAGSTAFF	Fourth St-Cedar Ave-Lockett Rd NorthCent District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$4,010,937.95	DEPARTMENT	
1	\$4,179,600.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-
2	\$5,013,202.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-
3	\$5,756,000.00	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040-
4	\$6,450,000.00	COMBS CONSTRUCTION COMPANY, INC.	1903 WEST PARKSIDE LANE, SUITE #100 GLENDALE, AZ 85027-
5	\$7,681,367.42	PULICE CONSTRUCTION, INC.	8660 E. HARTFORD DRIVE, SUITE 305 SCOTTSDALE, AZ 85255-

Apparent Low Bidder is 4.2% Over Department Estimate (Difference = \$168,662.05)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 1, 2024, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 CN FLA T0247 01C
PROJECT NO FLA-0(221)T
TERMINI CITY OF FLAGSTAFF
LOCATION FOURTH STREET- CEDAR AVENUE – LOCKETT ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	NORTHCENTRAL	101020

The amount programmed for this contract is \$4,952,240. The location and description of the proposed work are as follows:

The proposed project is located in the City of Flagstaff in Coconino County at the intersection of Fourth Street and Cedar Avenue and Lockett Road. The proposed work consists of constructing a roundabout at the intersection. The work also includes drainage improvements, signing and marking, roadway lighting, utility adjustments and other related work.

The time allowed for the completion of the work included in the Construction Phase of the contract will be 150 working days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract will be 90 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 9.98.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer

all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Kirstin Huston, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 5/24/2024

**ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION**

BID RESULTS

Completion Date:

344 Calendar Days

The proposed project is located within Coconino County, along I-40 from MP 185.10 to 195.25 in the vicinity of the City of Flagstaff, west of the I-17 interchange. The work includes the installation of Variable Speed Limit Signs (VSLS), Closed Circuit Television Cameras (CCTV), fiber optic cable in conduit, Road Surface State Sensors (RSSS), loop detector stations, and related work.

Bid Opening Date : 11/1/2024, Prequalification Required, Engineer Specialist : Mowery-Racz Thomas

Project No.	Highway Termini	Location	Item
040 CN 185 F028101C 040-C(228)T	ASH FORK- FLAGSTAFF HWY (I-40)	I-40; Transwestern Rd to I-17 NorthCent District	100997

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$3,619,437.30	DEPARTMENT	
1	\$4,675,137.74	WILLIAM CHARLES CONSTRUCTION COMPANY, LLC	8767 E. VIA DE VENTRUA, SUITE 300 SCOTTSDALE, AZ 85258-
2	\$5,342,690.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027-
3	\$6,789,101.10	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-

Apparent Low Bidder is 29.2% Over Department Estimate (Difference = \$1,055,700.44)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 1, 2024, at 11:00 A.M. (M.S.T.)

TRACS No: 040 CN 185 F0281 01C
PROJECT No: 040-C(228)T
TERMINI: KINGMAN – FLAGSTAFF HIGHWAY (I-40)
LOCATION: I-40; TRANSWESTERN ROAD TO I-17 TRAFFIC INTERCHANGE

ROUTE No.	MILEPOST	DISTRICT	ITEM No.
I-40	185.10 to 195.25	NORTH CENTRAL	100997

The amount programmed for this contract is \$5,836,000. The location and description of the proposed work are as follows:

The proposed project is located within Coconino County, along I-40 from MP 185.10 to 195.25 in the vicinity of the City of Flagstaff, west of the I-17 interchange. The work includes the installation of Variable Speed Limit Signs (VSLS), Closed Circuit Television Cameras (CCTV), fiber optic cable in conduit, Road Surface State Sensors (RSSS), loop detector stations, and related work.

The time allowed for the completion of the work included in this contract will be **344** calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be **1.17**.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at: <http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within two weeks following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Kirstin Huston, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: June 19, 2024

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

260 Working Days

The proposed project is located in Mohave County, at the north boundary of the City of Kingman within the Mohave County jurisdiction. The project is located along Northern Avenue between Stockton Hill Road and Castle Rock Road. The work includes constructing concrete sidewalks and driveways, replacing pavement markings, installing a new traffic signal video detection camera, and other related work.

Bid Opening Date : 11/1/2024, Prequalification Required, Engineer Specialist : Zarghami Ata

Project No.	Highway Termini	Location	Item
0000 MO MM0 T027201C MM0-0-(223)T	MOHAVE COUNTY	Northern Ave- Stockton Hill Rd NorthWest District	100499

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$4,755,453.60	DEPARTMENT	
1	\$5,848,154.75	TECHNOLOGY CONSTRUCTION, INC.	5430 SIDE ROAD PRESCOTT, AZ 86301-

Apparent Low Bidder is 23.0% Over Department Estimate (Difference = \$1,092,701.15)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 1, 2024, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 MO MMO T027201C
PROJECT NO MMO-0(223)T
TERMINI MOHAVE COUNTY
LOCATION Northern Avenue from Stockton Hill Road to Castle Rock Road

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	NORTHWEST	100499

This project is being re-advertised. Firms that already obtained contract documents are instructed to destroy them as the contract documents have been revised. All bidders and subcontractors may download the revised project documents from the Contracts and Specifications Website. Contractors that previously registered for the project are advised to register for the re-advertised project.

The amount programmed for this contract is \$5,300,000. The location and description of the proposed work are as follows:

The proposed project is located in Mohave County, at the north boundary of the City of Kingman within the Mohave County jurisdiction. The project is located along Northern Avenue between Stockton Hill Road and Castle Rock Road. The work includes constructing concrete sidewalks and driveways, replacing pavement markings, installing a new traffic signal video detection camera, and other related work.

The time allowed for the completion of the work included in this contract will be 260 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 7.59.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and

Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through

the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Kirstin Huston, P.E.
Group Manager
Contracts & Specifications

Project Advertised on: August 27, 2024

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

180 Working Days

The proposed project is located in Pinal County on Delaware Drive between 16th Avenue and Broadway Avenue. The proposed work consists of paving asphaltic concrete pavement, constructing drainage improvements, curb, gutter, sidewalk, lighting improvements, pavement markings, and other related work.

Bid Opening Date : 11/22/2024, Prequalification Required, Engineer Specialist : Rene Teran

Project No.	Highway Termini	Location	Item
0000 PN APJ T030901C APJ-0-(218)T		Delaware Drive 16th Ave to Bro Central District	N/A

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$4,260,000.00	BLUCOR CONTRACTING, INC.	6939 E. PARKWAY NORTE MESA, AZ 85212-
2	\$5,009,936.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-
	\$5,097,078.00	DEPARTMENT	

Apparent Low Bidder is 16.4% Under Department Estimate (Difference = (\$837,078.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 22, 2024, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 PN APJ T0309 01C
PROJECT NO APJ-0(218)T
TERMINI DELAWARE DRIVE
LOCATION 16TH AVENUE TO BROADWAY AVENUE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	Central	N/A

This project is being re-advertised. Firms that already obtained contract documents are instructed to destroy them as the contract documents have been revised. All bidders and subcontractors may download the revised project documents from the Contract and Specifications website. Contractors that previously registered for the project are advised to register for the re-advertised project.

The amount programmed for this contract is \$ 6,211,688. The location and description of the proposed work are as follows:

The proposed project is located in Pinal County on Delaware Drive between 16th Avenue and Broadway Avenue. The proposed work consists of paving asphaltic concrete pavement, constructing drainage improvements, curb, gutter, sidewalk, lighting improvements, pavement markings, and other related work.

The time allowed for the completion of the work included in this contract will be **180** working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 10.59 .

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids. To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

The Engineering Specialist assigned to this project is: Rene Teran, rteran@azdot.gov, any correspondence with the Engineering Specialist is subject to posting onto Bidx through the project's Q&A link. Answers to questions will not be given verbally, but will be posted exclusively to the Bidx website.

Kirstin Huston, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: October 9, 2024