

MINUTES
STATE TRANSPORTATION PUBLIC HEARING
9:00 a.m., Friday, March 14, 2014
ADOT Administration Building Auditorium
206 S. 17th Avenue
Phoenix, AZ 85007

Pledge

The Pledge of Allegiance was led by Joe La Rue.

Roll call by Board Secretary Mary Beckley

In attendance: Steve Christy, Kelly Anderson, Joe La Rue, Hank Rogers, Deanna Beaver and Jack Sellers.

Absent: William Cuthbertson

Opening Remarks

Chairman Christy welcomed everyone present for the first public hearing on the Tentative Five-Year Transportation Facilities Construction Program.

Call to the Audience

The following members of the public addressed the Board regarding the five year plan:

1. Terry Nolan, Mayor/Town of Dewey-Humboldt, re: consideration of completion of extension of 89A.
2. Jeanne Kentah, Chairman/Mohave County Transportation Commission, re: Vanderslice Road project in Mohave Valley/Bullhead City.
3. Steve Moss, Supervisor/Mohave County, re: Vanderslice Road improvement project
4. Craig Brown, Supervisor/Yavapai County, re: thank you for including 89S project into the five-year plan.
5. Christian Price, Mayor/City of Maricopa, re: SR 347 overpass
6. Mike Willett, Yavapai County/Assistant Public Works Director, re: requested SR89 from Deep Well Ranch Road to SR 89A be placed back into the five year program.
7. Rudy Kolaja, re: lack of system design and management
8. Chris Bridges, Administrator/CYMPO, re: continue with the SR 89 project
9. D. D. Barker, re: recommends holistic system
10. Serena Unrein, AZ Public Interest Research Group, re: ped/biking in five-year plan; area needs economic competitive options for transit
11. Andrew Pedro, Akimel O'odham Youth Collective, re: opposes South Mountain freeway

PUBLIC HEARING

ITEM A: Overview of the Tentative FY15-19 Transportation Facilities Construction Program – Scott Omer

Scott addressed the Board and thanked the public audience in attendance that came to listen to the discussion about the tentative five year plan.

P R O C E E D I N G S

(Excerpted proceedings: Five-year plan)

MR. CHRISTY: This concludes the public comments at this meeting for the five-year plan.

And at this point, we will continue with the presentation of the five-year plan from our assistant director of multimodal planning, Mr. Scott Omer.

MR. OMER: Thank you, Mr. Chair, Members of the Board, public, and the audience.

So pleased to get the public meetings for this year's five and (indiscernible) construction programs started. This is the first of three meetings that we have across the strait [sic] -- the state to talk about our tentative five-year construction facilities program. And we do this every year. Our meetings are held in March, April, or May traditionally. And we try to have in those Phoenix, the Phoenix area, the Tucson area, as well as northern Arizona. So today is the first of our public information meetings.

So what we'll talk about today is general background about our five-year program and an overview of our asset conditions. We'll do a presentation on the State Transportation Board's Tentative Five-Year Program, the ADOT six- to ten-year highway development program.

MR. CHRISTY: Excuse me, Mr. Omer. Can everybody hear okay?

Okay. Thank you.

MR. OMER: The PAG ten-year program, the MAG ten-year program, the State Transportation Board's airport program, and then next steps.

So we develop our five-year program annually with -- in collaboration with the State Transportation Board. The ADOT -- different ADOT divisions, including ITD, finance, and MPD, with our regional partners as well. We have to demonstrate how our federal and state tax dollars are going to be spent (indiscernible) for the next five years. You do approve this on an annual basis. The fiscal year starts July 1st of each year. And we must be fiscally constrained for the five-year program. And then our development program is financially constrained.

Our long-range transportation plan was adopted by the board in 2010. It did have a recommended investment choice. Based on our limited amount of revenues that we had available for our capital program, we did come out with a recommended investment program on how we should be programming out our limited -- limited amounts of transportation revenue. And in that long-range plan, we said that about 34 percent of our funding should be programmed for preservation of the system; 29 percent

1 for modernization; and 27 percent for expansion of the
2 system.

3 However, from 2006 to 2013, when we include
4 the MAG and PAG regions, we do have a 70 -- 76 percent of
5 our total program in expansion.

6 Now, I will clarify that, you know, the
7 majority of that does actually occur in the MAG
8 (indiscernible) program, so it does look like it's skewed.
9 But overall the statewide level is typically about 70 --
10 76 percent of our total federal state funds available in
11 expansion of the system.

12 Every year our Resource Allocation Advisory
13 Committee, actually identifies the total amount of funding
14 available for distribution across the state of Arizona.
15 And this is called the RAAC committee. And then we look
16 at the fifth year of program, which this year was FY2019,
17 and we identify the total amount of funds available for
18 distribution. This year, the chief financial officer told
19 us we had a 477 million dollars roughly available for
20 distribution. And then we break that out among the MAG
21 region, the PAG region, and Greater Arizona. That's
22 commonly referred to as the Casa Grande Resolve or Casa
23 Grande Accord, such that 37 percent of all funding should
24 be programmed in the MAG region, 13 percent in the PAG
25 region, and 50 percent in Greater Arizona.

1 As you can see here, we have that programmed
2 out with the total amount of projects available in each
3 one of the regions, total 477 million dollars.

4 So I'd like to talk to you a little bit
5 about our asset conditions. We do feel it's vitally
6 important to take care of our existing transportation
7 assets. We -- our current value of our -- all of our
8 state highway system is about 18-and-a-half billion
9 dollars. And without really committing to preserve the
10 system, it would cost us well over a hundred million
11 dollars to replace it in the future.

12 We do have a choice, though. We can spend
13 about a dollar now on preservation of the system or
14 somewhere between 6 and 14 dollars to replace that in
15 future. This actually was a number that came out of
16 the -- the 6 to 14 dollars came out in an NCHRP report,
17 742 -- at least in 2012, I believe. It says that's about
18 the value of what preservation versus replacement of the
19 system would cost us. So we do feel we need to make a
20 strong effort on preserving the overall transportation
21 system itself.

22 Preservation does save us money. And in
23 2010, as a research study done right here at the Arizona
24 Transportation Research Center, which is here in ADOT, of
25 course, it did say and identify that customers really did

1 feel we should be focusing on performance measures and
2 specifically on making sure that we're maintaining our
3 current transportation system in a state of good repair;
4 that should be a very high priority for the State.

5 So we either pay now or pay much later;
6 that's where our message is.

7 In addition to that, MAP-21 specifically
8 addresses system performance. National performance
9 measures are currently being established with the first
10 performance measures (indiscernible) released this week
11 on -- on transportation safety. The State will follow
12 along with targets, and then eventually our entire program
13 has to be a performance- and risk-based approach to
14 transportation planning and programming. That's what the
15 MAP-21 requires and our P2P process that I (indiscernible)
16 months ago, is our avenue (indiscernible) that position.

17 What we want to make sure that we're not
18 doing is looking at a worst-first approach to preserving
19 our system. This is the Ash Fork Draw tunnel bridge.
20 That's my joke.

21 (Simultaneous conversation)

22 MR. OMER: There's no drawbridges in
23 Arizona. So that's the Ash Fork Draw bridge or I can say
24 that bridge at Ash Fork Draw. So these are some specific
25 slides of the Ash Fork -- on Ash Fork on I-40 where we did

1 have to take some extreme measures and close most of the
2 bridge because of some issues with the pavement, we had to
3 make sure you couldn't (indiscernible) it.

4 This next slide is the Hell's Canyon
5 bridges, again, where there are locations in the process
6 where we do have concerns with the conditions of our
7 pavement in our bridges. This is the I-10 Cienega Creek
8 bridge, as well as the US-191 bridge in Sanders.

9 Another high area of concern for us, the
10 I-15 bridges. And the I-15 River -- Virgin River Bridge
11 Number 1 in the past couple of years, we continue to have
12 cracking in the link, the cracks have continued to expand.
13 Areas where we previously repaired some of the cracking
14 has started to develop new cracks. And in general, we
15 have to make sure that we're taking care of this
16 construction. And also if there's (indiscernible) on the
17 Virgin River bridge area on I-15.

18 Part of the reason why is we look at the
19 overall age of our bridges and our infrastructure itself,
20 there is -- the vast majority of our bridges have been
21 built prior to the 1960s. It's not the vast majority, but
22 about 48 percent of all the bridges were built prior to
23 1960. And the overall life expectancy of a bridge, the
24 original design life is generally 25 years -- or, I'm
25 sorry, 50 years. And we've reached that 50-year plateau

1 now.

2 However, Arizona is lucky that we do have a
3 good preservation system. We have maintained our bridges
4 the best we can. We have extended the life by having
5 plans and programs for rehabilitation -- rehabilitation of
6 bridges when we can. We have extended the life. But we
7 do have concerns that we will get to the point eventually
8 where we cannot just continue to preserve some of these
9 infrastructures. We'll have to have a much more detailed
10 replacement (indiscernible) bridge decks and those things.
11 And that is a concern for us as a department.

12 We're also losing ground on our pavement
13 conditions. You can look on the left-hand side of the
14 screen. That's our pavement conditions on the interstate
15 systems. And we do a fairly good job of maintaining our
16 preserve -- or system on the interstate itself. It is a
17 high area of concentration for us where we do make that
18 our highest priority.

19 But if you look on the right-hand side of
20 the screen, the non-interstate pavement conditions have
21 really deteriorated in the past because we don't have
22 sufficient revenues available and sufficient funding
23 identified for preservation of our entire system. We have
24 preserved the interstates very well, but the rest of the
25 system has suffered, as many of you, you live in rural

1 Arizona and you've seen it yourself.

2 So as we continue to look at forecasting out
3 of our pavement conditions (indiscernible) the future at
4 the current spending levels, the interstates will be below
5 where we'd like them to be, but our non-interstate
6 conditions in '25 will be very poor, to say the least.

7 If you look at how much it will cost us to
8 preserve the system versus rehab and replace it, this is
9 an order of magnitude. You shouldn't put a dollar sign
10 behind any of these. But NCHRP Report 742 published last
11 year did say it's an order of magnitude. You know, you
12 can preserve for a small amount. You can rehab your
13 system for (indiscernible) an increase. But it takes you,
14 to reconstruct your system, is, you know, four or five
15 times the total amount to reconstruct your system versus
16 what it would cost you to -- I'm sorry, about 10 times
17 more to reconstruct it versus what we need to preserve it
18 in the first place.

19 What we're recommending is that we actually
20 increase our funding for preservation over the life of our
21 program, not only our current five-year program, but our
22 development program as well. What we're recommending is
23 that we increase the amount about 3 percent over the
24 average to make sure that we can get up to our optimal
25 level of preservation. It costs about 12 times less to

1 maintain a pavement than it does -- in a state of good
 2 repair than it does to get it to a (indiscernible) its
 3 service life. And we feel that if pavement preservation
 4 funding is not increased in the near future, we're going
 5 to have to make decisions about where we allow our system
 6 to deteriorate to a point where we may have to reconstruct
 7 it.

8 You can see that on a -- on the
 9 non-interstate system. We have made that choice to make
 10 our priority the interstates. That's why the conditions
 11 are not quite as well in that (indiscernible).

12 So with that, Mr. Chair, I'd like to move on
 13 to the overall tentative five-year delivery program or
 14 construction program.

15 And as you can see in our proposed five-year
 16 program, we are focusing on preservation. And we're --
 17 our recommendation is that about 60 percent of our funding
 18 should be available for preservation of the system, with
 19 the other 40 percent in modernization and expansion.

20 These are some of the major projects that we
 21 have recommended in our program. In FY2015, we would look
 22 at the US-60 Silver King section, and the US-95 Fortuna
 23 Wash section. And that's the blue boxes at the top of
 24 FY15.

25 The gold bars is how much we have available

1 for overall transportation planning from the State. That
 2 includes not only the State funds but the (indiscernible)
 3 we supply out to our regional partners, COGS, MPOs across
 4 the state. 33 million dollars is what it would cost to
 5 develop the programs in here. 131 million dollars is
 6 modernization, which includes all of our safety projects.
 7 And then 190 million dollars is what we have available for
 8 preservation.

9 And as you can see, in every year except for
 10 FY2017, we're increasing amount of funding we have
 11 available for preservation. I will call out that the
 12 reason that FY17 is a -- is a much smaller year, is we had
 13 to reduce the amount of funding available to pay off our
 14 bond (indiscernible) we passed that year. Ms. Ward is not
 15 here today, but she can address next week. We did talk
 16 about it last month and in Sierra Vista as well.

17 But you can see in the ten-year program, we
 18 do have (indiscernible) the SR-260 project at Thousand
 19 Trails in FY16; the junction 89A Deep Well Ranch Road
 20 project in FY17; the SR-260 design in FY18; and the I-15
 21 Virgin River Bridge Number 1 in FY19.

22 Mr. Chair, this would be our ten-year
 23 program that we are recommending. And as part of that, we
 24 looked at where the expansion projects are. And I've just
 25 highlighted those. This is the year of the projects as

1 well as the cost and what the general type of work would
2 be.

3 Our preservation system over the next five
4 years, this is not every preservation project that's in
5 the system, but it is a high-level look at some examples
6 and some of the projects that we've pulled out and
7 highlighted what the preservation of the system would be.
8 You can see we preserve across the state of Arizona,
9 (indiscernible) or not.

10 And the modernization projects are
11 highlighted here. Again, we talked about it last month.
12 And this includes our safety projects, shoulder-widening
13 projects, passing lanes, roundabouts, and general
14 reconstruction of some of our (indiscernible)-based
15 systems, which (indiscernible) of the system.

16 So in summary, our Tentative Program from
17 FY15 to FY19, what we do is we go in and look at -- we
18 update all of our project costs on an annual basis. We're
19 predicting there -- we're proposing that we increase our
20 overall preservation spending by 3 percent in our existing
21 program. We have added the US-89 slide repair project in
22 FY15 for 25 million dollars. But to pay for that, we
23 actually did defer two pavement preservation projects and
24 a bridge rehab project into later years, so the program
25 itself -- we knew that the US-89 project is something that

1 we had to address, but we didn't -- we don't have new
2 funding for the program, so we had to use the funding we
3 had available.

4 And then lastly, this program also includes
5 about 29 million dollars for delivery of the
6 transportation enhancement program that previous boards
7 have approved. And this would finalize all the past
8 projects that -- to the board members that were around
9 before, but that all past projects that the TERCs had
10 approved in the past.

11 MR. ROGERS: Are we --

12 MR. CHRISTY: Mr. Rogers.

13 MR. ROGERS: -- can we address this now?

14 MR. OMER: Of course.

15 MR. ROGERS: If you could go back a couple
16 of slides on that 19 -- one more. I couldn't read -- I
17 couldn't read -- one more, go back one more. Anyway, how
18 much was it on FY19 on that bridge that you were spending?

19 MR. OMER: That's 33 million dollars.

20 MR. ROGERS: 33 million dollars.

21 And then we are continuing to apply for
22 grants and things to help us with those?

23 MR. OMER: Yes, sir. And Mr. Chair,
24 Mr. Rogers, on our regular agenda today, Deputy Director
25 Roehrich has a agenda item that talks about TIGER grants,

1 and that will be brought up at that time.

2 MR. ROGERS: Okay. That would be good. All
3 right. Thank you. Mr. -- I couldn't read that up there.
4 Thank you.

5 MR. CHRISTY: Mr. -- Mr. La Rue?

6 MR. LA RUE: Mr. Chair, if I could before
7 Scott gets too far into this.

8 So, Scott, early in your comments, you said
9 future planning is going to be performance-based planning
10 and programming. So do we know when that kicks in?

11 MR. OMER: Mr. Chair and Mr. La Rue, it
12 actually has started. We're in the first year of looking
13 at our planning and programming process, which does use a
14 system-based approach and a risk-based approach to
15 performance-based planning and programming.

16 The first year is we're running in the
17 process side by side with our existing programs, and I
18 would say it's beta test. But we do have the P2P project
19 (indiscernible) in our capital plan -- capital long-range
20 plan. It's a long-range -- capital -- sorry. And that is
21 a ongoing today. So we're already well along the process.

22 We are in alignment with the MAP-21
23 performance measures that were required. We have those
24 incorporated inside of our (indiscernible) process.

25 If those proposed performance measures that

1 will come out in the notice of public rule-making, if
2 those change any, we have the flexibility to modify
3 (indiscernible).

4 MR. LA RUE: We're incrementally into that
5 phase.

6 MR. OMER: Yes, sir.

7 MR. LA RUE: And then so is pavement
8 condition a performance measure?

9 MR. OMER: Yes, sir, it is. Mr. Christy and
10 Mr. La Rue, pavement and bridge condition are both some of
11 the individual performance measures that are called out in
12 MAP-21.

13 MR. LA RUE: And -- and then could you go
14 back to that slide that had the pavement conditions broken
15 out from the interstate versus non-interstate. That one.

16 Is -- on that slide, is that the ADOT system
17 in its entirety, including MAG and PAG?

18 MALE SPEAKER: I was looking at Scott --

19 MR. OMER: Mr. Chair and Mr. La Rue, I know
20 almost everything -- well, actually I know very little of
21 everything -- Jean Nehme, who is our state asset
22 management engineer, and yes, it does include the entire
23 state (indiscernible) MAG and PAG regions.

24 MR. LA RUE: So could we get that same slide
25 at a future date that breaks it out? Because, you know,

1 we've recently done some studies in the MAG region which,
2 you know, pavement conditions is very good with all these
3 freeways. And so I'd kind of like to see that busted out
4 by region. I'd like to see if that sheds any light on,
5 you know, this kind of thing that I'm thinking of. And
6 I'm assuming it's going to look quite different busted out
7 by regions.

8 MR. OMER: And, Mr. Christy, Mr. La Rue,
9 (indiscernible) actually we've already started the
10 process. We aren't proposing we're ready yet to share
11 that. When we had that general thought ourselves
12 (indiscernible). I think we probably have it
13 (indiscernible), since I'm not looking at it, Mr. Nehme,
14 but I think we could have it by the next meeting.

15 MR. CHRISTY: Did you have a question,
16 Mr. Rogers?

17 MR. ROGERS: I -- no (indiscernible) thanks.

18 MR. CHRISTY: Go ahead, Mr. Omer.

19 MR. OMER: So, Mr. Chair, let's move on.

20 The Department's delivery program, as we
21 discussed last month, isn't something that -- sorry, the
22 Department's development program -- let me get to the
23 right slide -- is not something that is really inside of
24 the five-year program itself. But it is something that
25 the Department feels very strongly about that we have to

1 make sure that we're looking at our entire transportation
2 system in the long term. And the information that the
3 Department recommends out of the development program will
4 actually inform this transportation board and future
5 boards on where we see issues that we should be focusing
6 on in the future. And as you can see, preservation, again
7 is one of those areas where we need to continue our
8 efforts to preserve the system and increasing it -- the
9 amount of funding we have available for preservation of
10 the entire system.

11 And then still expanding where we are --
12 where we need to and modernizing the system with the
13 safety projects among other things.

14 So as you can see, in our six- to ten-year
15 program, we are continuing to increase the amount of
16 funding available for preservation up to about 255 million
17 dollars in the last -- the tenth year, which is '24, and
18 that is just about where the Department feels will be --
19 would be in the operable amount of preservation today.

20 Now, I am not sure what it'll look like when
21 2024 runs around. Those numbers could increase or
22 decrease, depending on what the performance measures --
23 the final performance measures comes out in MAP-21. But
24 we do feel it is important as a department that we
25 continue to increase the amount of funding we have

1 available for the preservation of the system.

2 Some of the major projects that we feel
3 should be looking at the start of the development process
4 on, at least taking these projects into the scoping phase,
5 if we can, and if not, into the scoping phase, some of
6 these projects we should really be looking at into moving
7 them into preliminary engineering.

8 Those would include the I-10 Early to I-8
9 section on I-10. That project is currently estimated to
10 be about 40 million dollars, and we're thinking 2020 would
11 be a good year to program the project. Again, that's
12 something that the Department would recommend.

13 The I-10 SR-87 Picacho project's about 80 --
14 85 million dollars in 2021.

15 Now, I would highlight that both these
16 projects, the overall construction amounts have come [sic]
17 down significantly over the last couple of years. The
18 I-10 Early to I-8 project, because we're looking at more
19 of an interim type of project that will meet the needs of
20 the system for many, many years in the future. And then
21 the I-10 SR-87 Picacho -- SR-87 Picacho project, we do
22 analyze and look at the amount of funding we have
23 available for every (indiscernible) year. We have made
24 our estimates on a continuous basis. This is our most
25 recent estimate. And it has come down significantly over

1 the last couple of years.

2 The SR-260 Lion Springs project, we
3 recommend in 2022. The US-93 Carrow to Stephens project
4 in 2023. And then I-40 Crazy Creek Port of Entry in 2024.

5 We do feel it is important to not forget
6 about our land-based ports of entry across the state.
7 They're vitally important to the overall transportation
8 system. They not only collect revenues for the State and
9 for the local municipalities and counties that are
10 (indiscernible) supported in, but they also protect and
11 preserve our transportation system. Without our
12 enforcement and compliance division folks out there really
13 making sure that the amount of toll (indiscernible)
14 freight and trucks that are on our roadways are in
15 compliance, our system will be even more (indiscernible).
16 They do a fantastic job. And this is an area on I-40
17 where we think we need to focus in on and rebuilding the
18 port in the future.

19 So these individual projects would look like
20 this, and I just mentioned them. So this is just a map
21 that shows where each -- where each one of those projects
22 would be at. The -- the reason that we don't have a
23 Number 3 on the project listed is because I couldn't count
24 to 3. I had some 1, 2, 4, and 5. So I apologize for
25 that.

1 We do have limited revenue, and I didn't
2 want to go back and reprint, and I apologize.

3 PAG 10 on the program is scheduled for
4 FY2015 to (indiscernible). As you remember, every year we
5 talk about our MAG and PAG programs individually and
6 separately. Based on the fact that the Pima Association
7 of Governments and the Maricopa Association of Governments
8 are transportation management agencies, part of the
9 statute says they're required to prepare their own
10 program. And they do that in collaboration with the
11 Department. So this is their program. They also have
12 their own funding sources, which adds to the amount
13 revenue they have available. But we do work
14 collaboratively with the regions to make sure that we have
15 a program (indiscernible) in the Department as well.

16 So the PAG region, what they're recommending
17 is in 2015 and 2018, they would look at the I-19 Ajo Way
18 TI. The reason it's broke up in two different years is
19 because it's a phased approach to implementation of the
20 project. And you'll see that some (indiscernible) of the
21 projects that it's there. The PAG region not only uses
22 their federal distribution of funding that's given through
23 the Department, they also use their regional
24 transportation funds on many of these projects. Then they
25 have a 2.6 (indiscernible), which is another distribution

1 that's available to the MAG and PAG regions; they have the
2 2.6 percent funds. So they do use their own funding for
3 many of these projects, so that in 2016/17, they
4 (indiscernible) the I-10 Ina Road TI. In 2017, they
5 intend to look at the I -- the I-10 Ruthrauff Road TI.
6 2016 and '19, they look at I-10 Houghton Road TI, which is
7 a new project to the program this year. And then in
8 I-9 -- in 2019, they would look at the I-19 Irvington Road
9 TI for design only.

10 So that's the projects that would be in the
11 PAG region.

12 Again, we develop this list, my staff sits
13 down with the PAG and there's a (indiscernible) different
14 (indiscernible).

15 The MAG region, we do the exact same thing.
16 We sit down with the MAG staff and come up with what they
17 feel is the appropriate regional transportation programs.
18 Some of the programs they have highlighted is the -- a
19 2015 (indiscernible) would the South Mountain program for
20 1.4 million dollars -- billion dollars, sorry. The US-60
21 in 2015 the Bell Road TI at 33 million dollars. 2015 and
22 '16, the SR-303 Loop-I-10 interchange. In 2017 and '19,
23 the I-10 32d Street SR 202 Loop at about 197 million
24 dollars. So you can see the majority of the funding in
25 the PAG -- in the MAG region is actually in expansion of

1 the system.

2 Mr. Chairman, we also have our ADOT Aviation
3 Program, which is one of the requirements of the State
4 Transportation Board to approve a five-year construction
5 program for the aviation projects across the state. And
6 that's how we look at our airport capital improvement
7 program. By statute and here's the statute itself says
8 how the Department shall administer the monies for the
9 program or the aviation fund.

10 So in FY13, our revenue -- total revenue
11 available was about 19 million dollars. And this is where
12 the funding was appropriated from or where (indiscernible)
13 from. With the vast majority of the overall funds for the
14 State Aviation Fund comes from flight property taxes and
15 aircraft registrations.

16 The State Aviation Fund, we look at a total
17 number of expenditures in the '13 program. We divide
18 those up into five categories. It's -- first, I'll
19 highlight the APMS program, which is our Airport Pavement
20 Management System. We do invest heavily in the management
21 and preservation of our -- of our airports and the
22 pavements themselves. Again, it's just not on the highway
23 system we're looking to preserve. We're looking at
24 preserving the airports as well. About 34 percent is set
25 aside for state and local matches. There's a 4 percent

1 from the State match; 18 percent for federal, state, local
2 match; and then the other 9 percent is the other
3 program -- I forgot what that program is called.

4 MR. CHRISTY: Percent here. Percent there.

5 MR. OMER: GCN, Grand Canyon
6 (indiscernible).

7 And that's our airport. It looks like I
8 would know what the state-owned airport was called. So --

9 MR. CHRISTY: Lucky the Director stepped
10 out.

11 MR. OMER: Luckily.

12 Floyd's got my back (indiscernible). It is
13 probably in the minutes, though, so ...

14 MR. ROEHRICH: We'll strike that part.

15 MR. OMER: We'll strike that part from the
16 minutes that Scott forgot he (indiscernible) an airport.

17 So this is how the funding is divided out in
18 the -- in the program. Again, heavy dose of that is in
19 the actual Airport Pavement Management System.

20 So next steps, you will hear me two other
21 times. You'll hear me in April in Marana and May in
22 Flagstaff do the same general presentation of our ten-year
23 program. We do this in the public in each one of those
24 areas as well. I will say that the ten-year program has
25 been up on the website for about a week, and we've already

1 started receiving and compiling comments.

2 So next month in Marana will be the first
3 time that we give the board the comments that we've
4 received to date (indiscernible).

5 We present the final program to you in June
6 for approval. This program has to be signed by the
7 governor at the end of June, and then our fiscal year
8 starts in July 1st.

9 Any other questions?

10 MR. CHRISTY: Do any board members have
11 questions of Mr. Omer? Any further statement for the
12 five-year plan, Mr. Omer?

13 MR. OMER: No, as a matter of fact,
14 Mr. La Rue did explain that he gets tired of hearing me.

15 MR. LA RUE: I did not say that.

16 MR. CHRISTY: All right. We appreciate --
17 we appreciate the presentation. And with that, this
18 concludes the first public hearing of the five-year plan.

19 And if there's no further questions from the
20 board, the Chair would entertain a motion to adjourn the
21 public hearing.

22 MR. ROGERS: So move.

23 MR. ANDERSON: Second.

24 MR. CHRISTY: There's a motion by Mr. Rogers
25 and a second by Mr. Anderson to adjourn the public

1 hearing.

2 All those in favor say aye? Opposed?

3 Hearing none, we are adjourned. And we will
4 move into the regular board meeting.


5 (The excerpted proceedings concluded.)

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I, AMY E. WEAVER, do hereby certify that the 26 pages contained herein constitute a full, accurate transcript, from electronic recording, of the proceedings had in the foregoing matter, all done to the best of my skill and ability.

SIGNED and dated this 8th day of April, 2014.



Amy E. Weaver - Transcriber

Adjournment

A motion to adjourn the public hearing was made by Hank Rogers and seconded by Kelly Anderson. In a voice vote, the motion carries.

Meeting adjourned 10:10 a.m. MST



Stephen Christy, Chairman
State Transportation Board



John S. Halikowski, Director
Arizona Department of Transportation