

**STATE TRANSPORTATION BOARD
PUBLIC HEARING MINUTES
Arizona Department of Transportation
Administration Building
Auditorium
May 18, 2018 at 9:00 a.m.
206 South 17th Avenue
Phoenix, Arizona 85007**

BOARD MEMBERS IN ATTENDANCE:

Bill Cuthbertson, Chair
Jack Sellers, Vice Chair
Sam Elters, Board Member
Gary Knight, Board Member
Michael Hammond, Board Member
Steve Stratton, Board Member
Jesse Thompson, Board Member

Pledge

The Pledge of Allegiance was led by Board Member Sellers.

Roll call by Board Secretary Linda Priano

All members were in attendance. There were approximately 60 people in the audience.

Opening Remarks

Chairman Cuthbertson stated if people would like to provide public comment on the Five Year Transportation Facilities Construction Program to please fill out a yellow card. If members of the public wish to provide public comment for the board meeting to fill out a white card and the board secretary would make sure that he receives them. Chairman Cuthbertson noted he would start with public comment for the public hearing.

Title VI of the Civil Rights Act

Floyd Roehrich, Jr. reminded all attendees to fill out the optional survey cards to assist our Civil Rights Department.

ARIZONA STATE TRANSPORTATION BOARD

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PUBLIC HEARING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Arizona Department of Transportation
Administration Building Auditorium
206 South 17th Avenue
Phoenix, Arizona 85007

May 18, 2018
9:00 a.m.

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

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CALL TO THE AUDIENCE

2019-2023 ADOT TENTATIVE FIVE-YEAR TRANSPORTATION FACILITIES

CONSTRUCTION PROGRAM

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CALL TO THE AUDIENCE
2019-2023 ADOT TENTATIVE FIVE-YEAR TRANSPORTATION FACILITIES
CONSTRUCTION PROGRAM

CHAIRMAN CUTHBERTSON: We'll now move on to the call to the audience for the public hearing portion, which gives citizens an opportunity to discuss items of interest with the Board regarding the tentative five-year program. So if you're interested in commenting on this -- I do have a number of cards filled out -- you should be filled out -- you should have filled out a yellow card. The white cards we'll do for the next meeting, for the regular board meeting.

So -- and if you do have a comment, we will ask that you limit your time to three minutes, because we have quite a few speakers here. So just in the interest of fairness to give everybody a chance to speak, you'll be -- after three minutes, somebody -- you'll hear a little audio bell, and then after which we'll remind you to wrap up your comments, please. So thank you.

So with that I will -- I will ask Bruce Bracker, County Supervisor, to come and comment. Santa Cruz County.

MR. BRACKER: Good morning, Mr. Chairman and members of the ADOT board. My name is Bruce Bracker. I'm a member of the Board of Supervisors of Santa Cruz County. I also sit on the board of directors of the Nogales/Santa Cruz County

1 Port Authority.

2 With me today are Allison Moore, Director of
3 Legislative and Regulatory Affairs for the Fresh Produce
4 Association; John Moffatt, Director of Economic Development with
5 Pima County; Richard Rubin, Chairman of INDEX Sonora. That's
6 the maquila association in Nogales, Sonora, and I know that all
7 three will be making short, brief remarks as well.

8 It's a great pleasure to be before you once again
9 to talk about the full build out of SR-189. I know that you
10 will have a study session on June 5th during which the ADOT
11 technical and planning team will provide you with an overview of
12 the project and the implications for the state transportation
13 network.

14 By now you've heard me several times, and you
15 know the Santa Cruz County, the Greater Nogales Santa Cruz
16 County Port Authority, the Fresh Produce Association, INDEX,
17 Nogales Customs House Brokers, and the City of Nogales and many
18 more locally, regional and statewide support this project.

19 The project addresses congestion issues,
20 immediate safety concerns, improves our state's trade posture
21 vis-a-vis California, Texas and New Mexico, and contributes to
22 the long-term growth and viability of our community and the
23 Arizona-Mexican corridor.

24 The U.S. Department of Transportation is
25 reporting that in 2017, Nogales was the gateway to over 650,000

1 trucks, 7.6 million cars, and 22.2 million people in two-way
2 traffic. The significance for Nogales -- of Nogales for Arizona
3 cannot be understated. Data for the first quarter of 2018
4 indicates continued growth in traffic volumes at the Nogales
5 port of entry. For the first quarter of '18, when compared to
6 the same period of '17, trucks are up 2.7 percent. Total people
7 up -- are up 4.3 percent, and cars are up .3 percent. These
8 growth rates may not sound like much, but when you're talking
9 about the volumes of trucks, 2.7 percent means approximately
10 5,500 more trucks and two-way traffic over that period of time.

11 I also want to take this opportunity, once again,
12 to congratulate John Halikowski and his team at ADOT for the
13 successful TIGER grant application that is bringing 25 million
14 new dollars into our state for this project. I believe that the
15 package that has been put together for your consideration is a
16 unique one in Arizona history. It includes federal and state
17 grants, ADOT funding, city and county contributions, and a
18 commitment from industry to participate in this process.

19 We understand there is still an outstanding
20 balance. We hope that you will give it to your every
21 consideration to making up that balance, and hope that you will
22 give the consideration voting in favor for this project during
23 your deliberations next month.

24 I thank you very much for your consideration, and
25 happy to answer any questions of your time [sic]. I will also,

1 since I'm a county supervisor, would like to make a call out to
2 Jesse. Great to have you on the Board, and to Richard Lunt from
3 Greenlee County. It's great to have you in the audience, two
4 other fellow supervisors. Thank you.

5 CHAIRMAN CUTHBERTSON: Thank you.

6 Allison Moore, Director of -- Director of
7 something in Santa Cruz County.

8 ALLISON MOORE: Regulatory.

9 CHAIRMAN CUTHBERTSON: Regulatory. I'm sorry. I
10 couldn't read.

11 ALLISON MOORE: My handwriting was not so great
12 outside.

13 Thank you very much.

14 My name is Allison Moore. I'm with the Fresh
15 Produce Association of the Americas. Several of us, as Bruce
16 mentioned, hopped in a carpool this morning in Tucson to make
17 our pilgrimage up here to Phoenix. One of many that we've been
18 making these past several years on behalf of this project.

19 And I just want to bring, again, the commitment
20 from our membership, the companies in Arizona that are importing
21 fresh produce from Mexico, about the importance of this project
22 for our businesses and for our community and also for the entire
23 state. I know we've been doing a lot of work here with the
24 Board, with ADOT, with the state legislature, and we just,
25 again, want to ask you for your commitment to bringing this

1 project to completion when you deliberate the final five-year
2 plan next month.

3 And thanks for all the commitment and partnership
4 that we've had with ADOT as we move this forward. And we're
5 here for questions or we can drive back up again next month if
6 you need us. We know the way now, and we know the carpool lane.
7 So thank you very much.

8 CHAIRMAN CUTHBERTSON: Thank you.

9 Richard Rubin, he's an owner, speaking for the
10 Nogales maquila association.

11 RICHARD RUBIN: Thank you very much for letting
12 me address the Board. Good morning, Mike.

13 My name is Richard Rubin. Just a little
14 background. I am on the board of directors of the Port
15 Authority. I've been on the board of directors of INDEX
16 Nogales. INDEX Nogales is the maquila association. Also on the
17 national board of (inaudible) association, and I'm here in
18 support of SR-189.

19 ADOT has been coming down to our meetings for
20 quite a long time, and one of the requests is that we become
21 unified in Nogales. I think we've done that. We have the
22 produce association, the maquila association, the City and
23 County all on board. We built a port down there, as you well
24 know, a \$250 million port, that can handle 4,000 trucks a day.
25 The maquila association is shipping about 7 to 800 a day.

1 Produce could go as high as close to 2,000. But the port was
2 built for 4,000. What we need now is the infrastructure to get
3 those trucks on the freeway. Very, very important.

4 My business down there, my -- says owner, but I
5 own a company called Javid. We're a shelter company. We have
6 26 different businesses, 3,500 employees. The surge now is
7 coming back. More companies want to come to Nogales in Arizona.
8 First thing they're looking at is the infrastructure. And they
9 are either deciding whether to go to Reynosa maquiladoras --
10 maquiladoras or come to Nogales. We need to improve our
11 infrastructure so I can continue to attract businesses to our
12 area.

13 Forty cents of every dollar that crosses the
14 border from Mexico in our industry came from the United States.
15 Our industry is 265 billion across the border. We're the
16 largest industry in Mexico. At the port of entry in Nogales,
17 we're about \$23 billion crossing yearly. So it's very important
18 that we continue on our infrastructure.

19 I've been down here for 30 years. The only real
20 change we've seen is the port. We now need to continue on the
21 highway system. So my plea is that you -- if you please go
22 through with 189 full build out. It is extremely important to
23 our industry, both produce and maquila. Thank you.

24 CHAIRMAN CUTHBERTSON: Thank you.

25 Next I have Rudy Kola, Junior. I think I got

1 Kola, Junior, right? He's a Maricopa County citizen, here to
2 talk about general transportation issues.

3 RUDY KOLA, JUNIOR: Can you hear me well? I
4 couldn't hear others very well from here.

5 Good morning. My name is Rudy Kola. I'm a
6 retiree from ADOT. My message to you is very fundamental. I'm
7 deeply concerned with the deteriorating transportation
8 conditions, primarily in our two metropolitan areas. I find it
9 increasingly dangerous driving around our highways. It should
10 be -- I find it very disturbing that Steve Boschen about a
11 couple years ago announced that you changed the (inaudible)
12 transportation division, which was, in my view, make believe
13 anyway into the infrastructure development and maintenance while
14 stating that ADOT is building highways, that's all what you do.

15 Let me say first, though, I was always impressed
16 with ADOT highway construction design and construction
17 management. However, I was repeatedly -- I repeatedly stated
18 that you are severely failing in delivering a comprehensive
19 transportation system while constructing many ineffective
20 (inaudible) projects due to the new transportation system
21 design. We will never provide safe and adequate transportation
22 building just highways.

23 There is desperate need for effective, high-speed
24 transit, (inaudible) separated, built in heavy direction of
25 travel, first of all, and well coordinated with (inaudible)

1 highway system. Such transit, preferably underground metro,
2 would provide a substantial saving time and provide significant
3 relief to traffic to entire area.

4 The current transit system in Phoenix, in my
5 view, is the worst I ever encountered during my 16-year career
6 in this business. Instead, there is never-ending obsession with
7 HOV lanes, hundreds of empty running buses carrying one or two
8 persons, bicycles, (inaudible) technology, autonomous vehicles
9 companies (inaudible), bike lanes and a lot more managed by
10 hundreds of traffic engineers and transportation directors by
11 individual cities. What a waste. I never seen so many people
12 involved in transportation (inaudible).

13 For a number of years I tried to share my
14 multi-modal system design and operations experience from one of
15 the best transit system in the world, the Prague metropolitan
16 area in Europe, which was, by the way, just recently evaluated
17 at the fifth place among 120 world cities, losing the very first
18 place only because of some dumb global warming issues.

19 I challenge you to argue any of these issues with
20 me. Unfortunately, I'm being limited by three minutes talking
21 to you without any kind of response ever. God forbid have any
22 dialogue about it. My message should deserve lot more attention
23 for the benefit of Arizona public, and that's my message.

24 CHAIRMAN CUTHBERTSON: Okay. Thank you.

25 Next we have Dawnafe Whitesinger, Navajo County

1 Supervisor.

2 DAWNAFE WHITESINGER: Good morning. Dawnafe.

3 CHAIRMAN CUTHBERTSON: Good morning. Dawnafe.
4 I'm sorry.

5 DAWNAFE WHITESINGER: Yeah. You were close.

6 Well, good morning, Chairman and fellow board
7 members. I appreciate the opportunity to be here today. I'm
8 Dawnafe Whitesinger, County Supervisor for Navajo County, and
9 also a chairperson for the White Mountain Regional
10 Transportation Committee.

11 Today I'm here representing the White Mountain
12 Regional Transportation Committee, which encompasses eight
13 communities within the region. That particular committee, we've
14 been meeting on a quarterly basis to discuss infrastructure
15 within our local communities and being able to prioritize the
16 need based on public safety and certainly economic growth.

17 And when we look at -- one of the things that we
18 have been recently doing is reviewing the five-year plan and its
19 impact to our community. And we certainly appreciate the time
20 and effort that you put into creating the plan and to also
21 prioritizing the needs of Arizona. In listening to those who
22 have already spoken, and I'm sure the others who will speak,
23 that it is quite a tremendous task to be able to create the
24 priorities of our community, as each community is important to
25 the great state of Arizona.

1 When we've looked at the plan, there are
2 particular components that we were grateful to see, and so we
3 continue to ask for your support. The Church Street,
4 Knottingham Lane. This is a mill and overlay on State Route 260
5 starting near downtown Show Low and heading south to Knottingham
6 Lane. Within the five-year plan, it currently states that it
7 will end at Knottingham Lane. We're requesting that that route
8 continue to progress through Hon-Dah and end at State Route 73.
9 It's an important corridor for our community in impacting our
10 economic growth and industry, and certainly important to our
11 community and neighbors in Pinetop-Lakeside. So we ask that you
12 consider that.

13 Highway 300, Apache Sitgreaves, State Route 61,
14 thank you. We appreciate your continued efforts in the Lion
15 Springs section. Certainly not a section that's in our
16 particular region of Apache County or Navajo County, but
17 important to building economic growth within our community. So
18 we're grateful to continue to see the efforts of Lion Springs in
19 your five-year plan.

20 One of the things that we look at within our
21 committee is public safety. There's a particular intersection.
22 If you've traveled to Show Low, you might be familiar with the
23 intersection. It's at Summit Hospital, Wal-Mart and Walgreens.
24 That particular intersection has been a safety hazard to our
25 community, and as we sat down with our partners and community

1 members and townships, that it became increasingly important for
2 us to be able to speak to adding priority to that particular
3 intersection. And so we ask that you consider that
4 intersection.

5 Certainly I understand the tasks that you're
6 given, and I appreciate your work. On behalf of the White
7 Mountain Regional Transportation Committee and other partners,
8 we sincerely thank you for your time and consideration of this
9 request. Thank you.

10 CHAIRMAN CUTHBERTSON: Thank you.

11 Jonah Begay, GIS Supervisor for Navajo Department
12 of Transportation.

13 JONAH BEGAY: Good morning, everybody. Good
14 morning to the Board. Thank you for letting me address the
15 issues on the Navajo Nation, and also -- I also want to thank
16 the Board for doing some preservation, modernization and
17 expansion on Navajo, specifically at 264 for adding bus routes
18 and (inaudible) and restriping US-191 through one of the growth
19 areas on Navajo.

20 As some of us or some of you may be aware, that
21 Navajo Nation is the largest tribe on -- across the country, and
22 we occupy northeastern Arizona. We also -- Navajo Nation also
23 goes into southeastern Utah and New Mexico. And Arizona has --
24 state of Arizona has the highest mileage of the state routes
25 through -- through Navajo. It's about 937 miles, whereas New

1 Mexico has 590, and Utah has 68 miles of state routes.

2 Some of the routes that go through Navajo, they
3 are defined as a majority corridor at the national level, and
4 they're also part of the network truck routes. So we have
5 trucks going through Navajo. It's a major access through
6 Navajo. And it's also a gateway to -- to major cities north of
7 Navajo. Example, Salt Lake City and Denver, Colorado. So we
8 have all these trucks going through these state routes. I have
9 four state routes -- or actually, four U.S. routes and seven
10 state routes that go through Navajo.

11 And we also have growth centers on Navajo. We
12 have about four or five growth centers on the Arizona sites that
13 are -- that are connected by the state routes. US -- State 264,
14 US-191, US-163 and US-160, these are all connected, connecting
15 the growth centers on the Navajo, and these are also used for
16 transporting goods and services to these growth center areas.
17 And also, these state routes are important to our transit
18 systems, and also for our public transit systems that commute
19 people to work and to other places like the border towns.

20 And we also have Navajo Nation airports that are
21 in the -- identified in -- national plan of integrated airport
22 system. Airports: We have four airports in Arizona. So in the
23 past we have worked with the Federal Highway and the state DOT
24 on some of the improvements of these roads. A good example
25 recently is Tuba City airport that we have coordinated with the

1 State of Arizona to reconstruct that airport.

2 So we appreciate the Board and the other entities
3 that are working with Navajo through our cohesive strong
4 partnership. So thank you for any grants that are considered
5 for these continued expansion, modernization and (inaudible)
6 Navajo Nation transit system. Thank you.

7 CHAIRMAN CUTHBERTSON: Thank you.

8 Next, Charlie Odegaard, Councilman from
9 Flagstaff.

10 CHARLIE ODEGAARD: Yeah. Good morning, and
11 again, Councilman Charlie Odegaard for the City of Flagstaff. I
12 just wanted to say thank you to everyone for coming to Flagstaff
13 last month with your ADOT board meeting there, and also, thank
14 you for coming to the Thursday evening event that we had for
15 you. And I also want to just say you're welcome for me bringing
16 you four seasons of weather at your visit there in Flagstaff
17 last month, and that included snow, so...

18 And I just wanted to say thank you to everyone
19 for putting the 4th Street bridges in this tentative five-year
20 plan. This is an important project for the City of Flagstaff
21 that's been in the works for a decade, and -- and for it -- to
22 see here on paper in the tentative five-year plan, I just wanted
23 to say thank you.

24 Because that 4th Street bridge project that's in
25 here, we have a school that's on the south side of that bridge,

1 and I drive that road every day on my way to work, and every day
2 I see kids walking the white line there on 4th Street going
3 across that bridge to get to school, and to see -- with our
4 fingers crossed, maybe we can see construction in 2020, and so I
5 just wanted to say thank you on that.

6 I just want to give you a little heads up. The
7 City of Flagstaff 18 years ago did a sales tax on transportation
8 infrastructure, and the residents passed that sales tax 18 years
9 ago. Well, it's coming up for a renewal in 2020, and so we're
10 going to be putting it on the ballot here in this November, in
11 2018, and we've done some preliminary work to see what are the
12 residents' thoughts of renewing this sales tax.

13 Well, it came back at 80 percent favorability of
14 renewal, and so we're excited that if that happens in November,
15 there is many more partnership opportunities for the future with
16 the City of Flagstaff and ADOT. Because this 4th Street bridge
17 project is a 50/50 cost share, and I'm really excited that with
18 these preliminary results, that after November of 2018, as we go
19 forward, that there's many more opportunities that we can
20 partner on. And so again, thank you for your time, and I
21 appreciate it.

22 CHAIRMAN CUTHBERTSON: Thank you.

23 Next item, Daryl Seymore, Mayor of Show Low.

24 DARYL SEYMORE: Good morning. Thank you,
25 Chairman Cuthbertson and board members. Happy to be here this

1 morning. And you should listen to Dawnafe Whitesinger,
2 Supervisor, Navajo County, because we do. And she's a great
3 person, but we're grateful to have her in support of these
4 projects as well.

5 We just want you to know that we have your -- our
6 continued support for the City of Show Low and the residents
7 there of the project that you currently have scheduled, three of
8 those. That's the ones that she spoke about as well, Highway
9 300 Sitgreaves, state routes, the 61, also Knottingham Lane, as
10 well as the Lion Springs widening outside of Star Valley. These
11 are very important projects, and we want to thank you for the
12 projects that you've recently done in our area, widening of that
13 major intersection going to Snowflake, Saint John's. That's
14 been a great help in our area.

15 But the one concern that we do have is the same
16 one that she shared with you, and that's the State Route 260
17 right there by the hospital, a very major intersection that is
18 probably the most dangerous intersection in the district up
19 there. There's been 92 accidents in the five-year period. The
20 only reason that there haven't been fatalities is because they
21 don't need to get in the ambulance. They can just gurney them
22 from the hospital right over. So, you know, it does save, you
23 know, things -- and things that way. But it is very close, and
24 they also have their helicopter pads right there landing, which
25 is a distraction for drivers that I don't know how you get rid

1 of that distraction. It's going to be there.

2 So we ask you to partner with us. We do have
3 some local partnerships there already, NACOG on their five-year
4 plan is willing to put in \$300,000 of an estimated \$700,000
5 project. We also have a developer on the southwest corner
6 that's looking at developing that if we were able to get a
7 design plan. They would also be able to participate some funds,
8 making that project happen. So it's a very important one.

9 But right away, we do need to have turn lane
10 signals at least installed there as soon as possible. Arrows,
11 green arrows, would be very helpful, and as well as widening
12 this intersection and doing right turn lanes, left turn lanes as
13 well, dedicated. So we just ask your consideration in
14 partnering with us. It will be a great improvement for the
15 community as people come from this area, as well, tourism. It
16 is one of the highest tourist places in the summer up there.

17 So we look forward to hosting you in the July
18 meeting in Show Low. So you guys can cool off a little bit,
19 too. But thank you so much for what you do.

20 CHAIRMAN CUTHBERTSON: Thank you.

21 Next, Bryn Stotler, a transportation planner for
22 the City of Prescott, Yavapai County MPO.

23 BRYN STOTLER: Good morning, Mr. Chair, members
24 of the Board. It's Bryn Stotler.

25 CHAIRMAN CUTHBERTSON: Bryn. Sorry.

1 BRYN STOTLER: And I work with CYMPO director
2 Chris Bridges, my colleague and mentor, in monitoring the
3 transportation needs in the central Yavapai region. We've
4 traveled here today to express our gratitude to the Board for
5 including the Highway 69 project in the tentative five-year
6 program. We're very excited to see that project move forward,
7 and we hope that as the Board concludes its important work on
8 the five-year plan next month that we'll see that included in
9 the final version.

10 So we just came down to thank the Board for its
11 consideration of our region, the important aspect of moving
12 people, goods and services into the Prescott -- in and out of
13 the Prescott area as it continues to grow, is, of course,
14 paramount in the work that we do every day, and we appreciate
15 your time and hard work on this plan. Thank you for the --
16 including the program. Thank you.

17 CHAIRMAN CUTHBERTSON: Thank you.

18 Next, Craig McFarland, Mayor of the City of Casa
19 Grande.

20 CRAIG MCFARLAND: Good morning, Mr. Chairman,
21 board members and ADOT staff. My name is Craig McFarland. I am
22 the mayor of Casa Grande, and also the vice chair for the Sun
23 Corridor MPO. I'm here representing both. But I also want to
24 thank the Board for everything that you all do throughout the
25 year and also the current I-10 widening projects that we have

1 going on down on I-10. So thank you very much.

2 The City of Casa Grande would like to request
3 that the Kortsen TI, or traffic interchange, be added to the
4 tentative ADOT five-year plan. It's a major part of our
5 construction and infrastructure plan for the future. We have
6 dollars set aside. In fact, we have about 77 percent of all the
7 dollars set aside. We just need a little help to get it over
8 the top. It's a major connector for our east/west connections
9 with the current RTA plan, the Pinal County RTA. It provides
10 linkage for pedestrians, transit and other modal transportation
11 on and off and across I-10. It provides additional connection
12 between Casa Grande, Coolidge, the city of Maricopa. It also
13 ties a planned future Coolidge Parkway to the north/south
14 freeway as well.

15 Travel demands on the -- on our two current exits
16 and interchanges on Florence and McCartney are projected to be
17 over capacity by 2025. If we can build this interchange, it
18 will extend the life of those two interchanges to 2040. So it
19 would save all of us a lot of money. It also will relieve some
20 pressure on 287, which is another major exit into the city of
21 Casa Grande.

22 It also will provide redundancy in terms of
23 transportation and public safety response to our east side of
24 the city, which is growing very rapidly, especially with some
25 new projects that are going into the east side.

1 The dollars that we have set aside, we've already
2 -- already have the tier one environmental impact for \$350,000
3 that the City paid for. That's been completed. We were
4 currently just awarded the design concept, the DCR, which is a
5 joint project between ADOT and the City. That was 379,000 that
6 was awarded. We have final design dollars set aside through the
7 RTA, through the Pinal RTA, of almost \$4 million.

8 For the construction, actual construction of the
9 TI, we have \$15 million that the RTA is funding. We have 2
10 million that the City of Casa Grande has collected in impact
11 fees. So we are looking for \$7 million from ADOT to complete
12 that project. We also have another 2 million set aside for the
13 lead-ups to the interchange as well.

14 So we have almost 30 -- I think it's \$32 million
15 in this project, and looking for some help on \$7 million. So I
16 strongly urge the Board to include this Kortsen TI and the \$7
17 million into your ADOT five-year transportation plan. And thank
18 you.

19 CHAIRMAN CUTHBERTSON: Thank you.

20 Next I have John Moffatt, Director of Economic
21 Development, Pima County.

22 JOHN MOFFATT: Good morning, Mr. Chairman and
23 board members. I can assure you I was not the driver of the
24 carpool.

25 I've spoken with the Board many times about State

1 Route 189. Pima County and the City of Tucson are both on
2 record as supporting the full build out of that interchange. We
3 really need it. We -- you know, on the economic development
4 side, we work with Governor Ducey, the Arizona Commerce
5 Authority, (inaudible) and the Arizona-Mexico Commission. You
6 heard from Mr. Rubin. We are successful. There's much more
7 traffic and transportation and trade going through that
8 interchange. And my whole point is just strictly to ask you to
9 fully fund this. I know that there's some gap. The Legislature
10 didn't come through as we had hoped, but we hope we can get this
11 full build out. So that's -- that's our message. Thank you
12 very much.

13 CHAIRMAN CUTHBERTSON: Thank you.

14 We've worked our way through the stack of yellow
15 cards. I believe that's -- we'll conclude the call to the
16 audience for the public hearing, and we'll -- we'll be ready to
17 begin the third and final public hearings on the 2019 to 2023
18 Tentative Five-Year Transportation Facilities Construction
19 Program recommendations.

20 So I'll just remind the board members, we've had
21 an opportunity to review these in February and this -- we've sat
22 through the three meetings. So really, it's time -- this is the
23 time for the public to review and comment, and we'll be taking
24 these recommendations with us and gathering them in for next
25 month, our study session, early next month, and trying to come

1 -- to finalize our five-year program in the -- at the June board
2 meeting, so...

3 Okay. So with that, I'll invite Greg Byres, the
4 Division Director of the Multimodal Transportation Division, to
5 provide us with the staff's recommendations for the 2019 to 2023
6 ADOT Tentative Five-Year Transportation Facilities Construction
7 Program.

8 MR. BYRES: Thank you, Mr. Chairman, board
9 members. You only have to watch this just a couple more times
10 and we'll be done with this. But I'm going to go through Items
11 A through E that are currently on the agenda, and so we'll go
12 through those.

13 In this presentation, I'm going to go through the
14 background that's -- that goes with the tentative program as
15 well as the overview of asset conditions, the P2P process, the
16 tentative five-year highway delivery program itself, MAG's
17 tentative program, PAG's tentative program, the airport program,
18 and then what's coming up as we go through the process.

19 So in the background, this plan is developed
20 collaboratively between the State Transportation Board, all the
21 different divisions and our regional partners. It demonstrates
22 how the state and federal dollars are going to be spent over the
23 next five years for transportation. The approved -- this plan
24 is approved on an annual basis, with the fiscal year starting on
25 July 1, and it must be fiscally constrained.

1 So I'll just go through a quick review of our
2 assets. Currently, our highway system is valued at \$21.5
3 billion, but if we were to replace it, we're actually talking
4 somewhere in the neighborhood of about \$200 billion.

5 So on the bridge conditions, this is just a quick
6 chart that shows what we've got for current conditions. As you
7 can see, we've got 57 percent in good condition, 42 percent in
8 fair condition, and 1 percent in poor condition. You can also
9 see the trend of what we've got as far as how the conditions
10 have worked through the years. One of the things that you can
11 see is an uptick in the last two years, '16 and '17, and that's
12 due to the funding that was actually made available back in 2013
13 as those bridge -- bridges were worked on and completed.

14 On our pavement condition on the interstate
15 highway system, what you see here is we got 67 percent in good
16 condition, 32 percent in fair condition, and 1 percent in poor
17 condition. And on this one, you can see pretty much a flat
18 trend over the last couple years. We do not have '17 in this as
19 we didn't have all the data that was necessary to provide into
20 this. However, we have collected data in '17 -- or in '18 that
21 will -- we will project out as all that data becomes available.

22 On our non-interstate system, what we're looking
23 at is 52 percent in good condition, 46 percent in fair
24 condition, and 2 percent in poor condition. And on this, you
25 can also see somewhat of a trend as it's going down,

1 unfortunately.

2 One of the things I'm going to -- as we go on
3 with the presentation, we start talking about investment
4 categories, and so I just want to make sure that everybody's got
5 an idea of what the definition is of each of these different
6 investment categories. So preservation is the investment to
7 keep pavement smooth and maintain bridges. Modernization is
8 non-capacity investment that improves safety and operations, and
9 expansion is investment that adds capacity to highway systems.

10 So this is a look at our current -- our tentative
11 five-year plan that runs from 2019 through 2023, and it kind of
12 gives the different categories. So in the blue, you're looking
13 at expansion projects. That orange is planning costs. The
14 purple is development costs. The red is modernization projects,
15 and the green is preservation projects.

16 In the past we've targeted to have that \$260
17 million for preservation, but with the currently-passed long
18 range transportation plan, we actually bumped that to \$320
19 million, which is the black line that you see going across.

20 I'd like to kind of go through how projects are
21 determined, how they are put into the program or at least
22 addressed to go into the program. And we use our P2P process in
23 order to do that, which is the planning to programming.

24 So the way this works is we start off with
25 projects that come in from all different means and methods.

1 They come from all of our corridor profile studies. They come
2 from the COGs, the MPOs, from the different divisions. There's
3 just a whole means of where these projects come from. So as
4 they come in, we take and categorize them into the
5 modernization, the expansion, the preservation and non-highway
6 modes. Then once those are categorized, we take and go through
7 our ranking process, and take and rank each one of those
8 projects within those different categories. Once that's done,
9 then we can prioritize those projects. And again, all that
10 prioritization occurs within the different categories.

11 So the way it's determined, each of these
12 projects as we go through the ranking process, there are four
13 different categories that we look at as far as the criteria for
14 scoring. And those are broken up into the technical score, the
15 policy score, the safety score and our district scores. Each of
16 those are evenly weighted at 25 percent.

17 And so this kind of shows you how the program's
18 developed. Again, we've got the statewide preservation
19 projects, the modernization projects and the expansion projects.
20 We take and divvy those up in accordance with the long range
21 transportation plan and put those into the five-year program
22 using the recommendations that are coming out of the long range
23 plan.

24 This is a comparison of the current program, our
25 facilities program and what is our tentative program. You can

1 see there's not a whole lot of difference. Our expansion
2 changes by 1 percent. Our modernization stays the same.
3 Preservation goes up by 1 percent. So it stays pretty much the
4 same, and the reason for that is because we already had projects
5 that were programmed in the current program, and we've taken and
6 made sure that those carried through into the tentative program.

7 So for the Greater Arizona area five-year
8 program, what we're looking at is 63 percent preservation, 17
9 percent expansion and 20 percent modernization.

10 So as we get into the 2019 year, what you're
11 looking at for modernization -- or for expansion projects, we're
12 looking at the 189, which is at about \$69 million. Again,
13 that's a design build project that we were talking about the
14 TIGER grant for, but this kind of goes through and shows what
15 we've got at 294 million for preservation. We've got about 89
16 million for expansion, and 99 million for modernization.

17 We also have the 93 project that we're looking at
18 for the design portion that we're looking at with construction
19 out in years '24. We're also looking at the I-17 project, which
20 is from Anthem to Sunset Point. Again, we're looking for
21 construction somewhere '21-'22, with the Anthem to New River,
22 which is actually money that's being contributed through MAG,
23 for 2018. That's a \$10 million, and that's for design.

24 As we get into the 2020 year, we're looking at --
25 we've got 10.4 -- or \$10.2 million set up in there for the

1 4th Street bridge up in Flagstaff. Again, that's a 50/50 share
2 with the City of Flagstaff. We're looking at the 93 project.
3 West Kingman TI. That's looking at construction occurring out
4 in '24. We also have the gap project on 93 that we're looking
5 at at \$41 million.

6 As we get into FY '21 and FY '22 projects, we're
7 looking at the 69 project, which is the Prescott Lakes Parkway,
8 at about \$10 million. We're looking at the 93 project. Again
9 construction out in '23. That's the Cane Springs. We also have
10 the 260 project, which is the Lion Springs project that we're
11 looking at with construction in '23. And again, we have the
12 I-17 project, Anthem to Sunset Point, and as well as the
13 widening portion, which is north of Anthem, which again is
14 MAG-projected money for \$40 million.

15 This is kind of an overall view of the I-17
16 project, and again, just at the top, we've got the money that
17 we're looking at with -- in the five-year program. In '21,
18 we've got 62.4 million. In '22, we've got 65.9 million, and the
19 50 million that's being contributed through MAG, for a total of
20 178.3 million.

21 In FY '23, the expansion projects that we're
22 looking at, again, with the construction are on 93. We're
23 looking at Cane Springs as well as the Big Jim Wash design with
24 construction tentatively scheduled out in FY '25, and we also
25 have the Lion Springs project on 260 for construction at \$45

1 million.

2 Out in our development years, which runs from
3 2024 to 2028, you can see that we're trying to achieve that \$320
4 million in preservation. We looked at -- right now we have that
5 projected at being accomplished by 2026. Again, that's -- comes
6 out of the long range transportation plan. But we still have
7 expansion projects, again, with 93 in years 2024 and '25. I-19
8 project, which is Ruby Road TI -- or Rio Rico and Ruby Road TI
9 improvements in '26, and tentatively we have the I-10 project
10 through the GRIC, which is in 2027. In 2028, you'll see we have
11 no expansion projects, which goes along with the recommendations
12 from the long range transportation plan.

13 In the MAG region, we have multiple projects.
14 MAG takes and does its own planning. We take and incorporate it
15 into our long range -- or into our five-year program. They have
16 projects figured up on I-10, I-17, State Route 24, State Route
17 30, US-60, State Route 85, the Loop 101, the Loop 202, and
18 SR-303.

19 In the PAG region, again, they do their own
20 programming, and we put it into our five-year program. They
21 have work figured on I-10, I-19, SR-77, SR-86, and the SR-210
22 projects.

23 We also have as part of the program the Airport
24 Capital Improvement Program. In the current program, we had
25 \$3.5 million, which was only set aside for the FSL grants, which

1 is the federal, state, local, and that's a match program to
2 federal dollars. The other programs that we had were set at
3 zero. We did not utilize those due to the lack of funding from
4 sweeps that were taken out of the Aviation Fund.

5 For the tentative program, what we're looking at
6 is on our FSL matches, we're going to bump that up to 5 million,
7 a little over 5 million. We're still not going to bring back
8 our state/local grant program, but we are going to fund the APMS
9 program, which is the Airport Pavement Management Preservation
10 Program, at \$5 million. Grand Canyon Airport also has funding
11 that comes out of there. That's 785,000. And our airport
12 development group projects, which are at 800,000.

13 So this is the last hearing that we have on this
14 five-year program. We do have the study session that's coming
15 up June 5th, as well as the final program that we're looking at
16 trying to get approved on June 15th by the State Transportation
17 Board, and the program must be delivered to the governor by June
18 30th. Again, fiscal year for 2019 begins on July 1st. Thank
19 you.

20 CHAIRMAN CUTHBERTSON: Board Member Stratton, do
21 you have a comment? Question?

22 MR. STRATTON: When does the online commenting
23 period end? Is that today?

24 MR. BYRES: It runs through -- do you remember?

25 UNIDENTIFIED SPEAKER: It goes through the

1 hearing (inaudible).

2 MR. BYRES: So did you --

3 MR. ROEHRICH: Greg, could you state that so we
4 can hear it?

5 MR. BYRES: It goes through when?

6 UNIDENTIFIED SPEAKER: (Inaudible.)

7 MR. ANDERSON: No. It goes through June 5th.

8 UNIDENTIFIED SPEAKER: Yeah. (Inaudible.)

9 MR. BYRES: Through June 5th.

10 UNIDENTIFIED SPEAKER: Okay.

11 MR. BYRES: Thank you.

12 MR. STRATTON: I'd request then that after it
13 closes, that the Board will be supplied with a tally of all the
14 online comments broken down by project.

15 MR. BYRES: We can certainly do that, and we've
16 been telling them as we -- as -- from all of the hearings that
17 we've had as well as our online, as well as letters that we've
18 received as well.

19 MR. STRATTON: Okay. If we could have a full
20 tally, then I would appreciate it.

21 MR. ROEHRICH: Yeah. Mr. Chair, Mr. Stratton, I
22 want to make sure, because we sent out a draft the least already
23 one that (inaudible). Hopefully you received that.

24 MR. STRATTON: Right.

25 MR. ROEHRICH: We'll summarize them at the end,

1 and then we'll be able to provide the complete list of all the
2 comments to the board members.

3 MR. STRATTON: Thank you.

4 CHAIRMAN CUTHBERTSON: Okay. Other comments?
5 Questions by board members?

6 Okay. Thank you, Mr. Byres.

7 MR. BYRES: Thank you.

8 CHAIRMAN CUTHBERTSON: So having completed all
9 the items on the agenda for the public hearing, do I have a
10 motion to adjourn the public hearing of the 2019-2023 Tentative
11 Five Year Transportation Facilities Construction Program?

12 MR. STRATTON: So moved.

13 MR. HAMMOND: Second.

14 CHAIRMAN CUTHBERTSON: Got a motion by Board
15 Member Stratton. Seconded by Board Member Hammond.

16 All in favor signify by saying aye.

17 BOARD MEMBERS: Aye.

18 CHAIRMAN CUTHBERTSON: Any opposed say nay?

19 Okay. Ayes have it. Meeting adjourned.

20 (End of excerpt.)

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Adjournment

A motion to adjourn the May 18, 2018 State Transportation Board Public Hearing was made by Board Member Stratton and seconded by Board Member Hammond. In a voice vote, the motion carried.

Meeting adjourned at 9:50 a.m. MST.



William F. Cuthbertson, Chairman
State Transportation Board



Floyd Roehrich, Jr., Executive Officer
Arizona Department of Transportation