

STATE TRANSPORTATION BOARD STUDY SESSION
9:00 a.m., Friday, January 29, 2019
Arizona Department of Transportation Auditorium
206 S. 17th Avenue
Phoenix, AZ 85007

Call to Order

Chairman Sellers called the State Transportation Board study session to order at 9:00 a.m.

Pledge

The Pledge of Allegiance was led by Board Member Elters.

Roll Call by Board Secretary

A quorum of the State Transportation Board was present. **In attendance:** Chairman Jack Sellers, Vice Chair Mike Hammond, Board Member Stratton, Board Member Thompson, Board Member Elters and Board Member Knight were in attendance. Board Attorney, Michelle Kunzman participated by telephone conference. There were approximately 45 members of the public in the audience.

Opening Remarks

Chairman Sellers stated that he and Board Member Knight attended the World Transportation Advocacy Council on Wednesday and noted it was very encouraging that our legislatures are so interested in talking to them about transportation infrastructure.

Title VI of the Civil Rights Act

Board Secretary, Linda Priano, reminded all attendees to fill out the optional survey cards to assist the ADOT Civil Rights Department.

Call to the Audience

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

ARIZONA STATE TRANSPORTATION BOARD
STATE TRANSPORTATION BOARD
STUDY SESSION

REPORTER'S TRANSCRIPT OF PROCEEDINGS

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

January 29, 2019
9:00 a.m.

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

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CALL TO THE AUDIENCE

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1 (Beginning of excerpt.)

2 CHAIRMAN SELLERS: We're going to move to the
3 call to the audience. This is an opportunity for members of the
4 public to discuss items of interest with the Board. If you want
5 to address the Board, please fill out a Request For Public Input
6 Form and give it to the Board secretary. In the interest of
7 time, we will impose a three-minute limit.

8 So the first person I have for call to the
9 audience is Chris Bridges.

10 MS. PRIANO: Chairman, I do want to mention that
11 Michelle Kunzman, the Board attorney, is on the phone.

12 CHAIRMAN SELLERS: Thank you for the warning.

13 MR. BRIDGES: I'll watch what I say.

14 Thank you, Mr. Chair, members of the Board. I'm
15 actually not here to talk to you about a road project, even
16 though I will be. Just giving you the heads up.

17 But I did want to talk about our distracted
18 driving public education program. We are in our third year of
19 that. We entered into that making some videos, try to bring
20 awareness to the issue. And Mr. Chair, you were at the
21 Distracted Driving Summit the same day that Senator Brophy McGee
22 introduced her bill to have a statewide hands-free ordinance,
23 and we're very excited to see that. Our region obviously
24 supports that, and we've presented this to the Board in the
25 past, and we just wanted to bring that to your attention if you

1 were unaware. But we are very supportive, and we feel that
2 needs to happen. So thank you for all your support in that
3 program, and hopefully it goes through.

4 CHAIRMAN SELLERS: Okay. Thank you.

5 Next up, we have Michael Thomsen.

6 MR. THOMSEN: Good morning. Let's talk about
7 saving lives on Arizona highways. It's a simple fact that cable
8 barriers in the medians of highways save lives. Now, when you
9 drive between Tucson and Phoenix on I-10, it feels dangerous.
10 Traffic moves fast, lots of semis, narrow lanes. Well, it is
11 dangerous. Just last month, down near Marana, a pickup truck
12 went right across the median, hit an SUV head on. Six vehicles
13 piled up. Four people were killed.

14 Well, ADOT tells us the median's 70 feet wide, is
15 sufficient to the prevent crossover crashes, and it's really
16 safe. Okay. So crashes like that one must be very rare, right?
17 Well, not exactly. In a three-year period on just 40 miles of
18 that highway between Tucson and Phoenix, there were 145
19 crossover crashes. That's almost one per week. 46 people were
20 killed. There were 154 serious injuries. Now, I don't call
21 that rare.

22 We are also told that crossover crashes are a
23 driver behavior problem and not a highway engineering problem.
24 Fine. Let's improve driver behavior. That's a big job. In the
25 meantime, isn't there anything we can do to stop the bleeding?

1 We are also told that installing cable barriers
2 in medians will make matters worse because they'll just cause
3 more crashes. Well, sure, more scraped fenders, but not more
4 fatalities. So if you value property damage over human life,
5 then yes, that makes sense.

6 Now, we wondered if ADOT's position is in sync
7 with what's being done in the rest of the country. So we've
8 made some phone calls. We sent out some emails. We've heard
9 back from about 35 states so far. We've gotten -- we've talked
10 with highway engineers. We've gotten reports. We've gotten
11 design manuals. We've gotten academic studies, and there are a
12 few things that jump right out at us.

13 First of all, the first places that get attention
14 and get protection with median barriers are the places that have
15 a history of serious crashes.

16 The second thing we find is that the factors like
17 traffic volume and median width and things of that sort may come
18 into play to identify additional places that may need protection
19 but they certainly don't forgive a place that has a crash
20 history already. And cable barriers are a popular choice
21 because they absorb some of the crash impact instead of bouncing
22 vehicles back into fast moving traffic.

23 And the third thing we found is that cable
24 barriers dramatically reduce fatalities. Virtually every state
25 told us that if they used cable barriers, they had a reduction

1 in fatalities, and some of those reductions were as much as 90
2 to 100 percent, and many states are expanding the use of cable
3 barriers.

4 So it would seem to me that ADOT's position is
5 out of touch with reality, out of touch with the rest of the
6 country, and out of touch with the highway engineering
7 profession. So let's get with the program, get those cable
8 barriers in the medians and start saving some lives. Thank you.

9 CHAIRMAN SELLERS: Thank you.

10 Next. Next up we have Mike Humphrey.

11 MR. HUMPHREY: Hello again, Chairman Sellers and
12 members of the Arizona Transportation Board. My name is Mike
13 Humphrey. I reside at 3716 North Camino Sinuoso in Tucson.

14 Since I last addressed you, elected officials and
15 community groups concerned about the lack of median cable
16 barriers on crash-prone sections on I-10 between Tucson and
17 Phoenix have spoken out. They -- like the mayor of Casa Grande,
18 Craig McFarland, whose thoughts on cable median barriers I have
19 previously shared with you -- they also share a mutual concern
20 about the safety of motorists using this highway.

21 The Pinal County Board of Supervisors adopted a
22 resolution on September 19th, 2018 which states in part, the
23 Pinal County Board encourages and will commit to coordinate with
24 the Arizona Department of Transportation, as well as other
25 transportation planning agencies, to install safety strategies

1 by means of federal, state and local funding for the section of
2 I-10 within the boundaries of Pinal to reduce the frequency of
3 fatal and incapacitating crashes.

4 The Sun Corridor Metropolitan Planning
5 Organization, in their resolution adopted on November 13th of
6 this -- of last year reiterated this call for safety strategies
7 to reduce the frequency of fatal and incapacitating injuries.

8 Pima County supervisor Stephen Christy, a former
9 member of this board, shares his concern. He stated, "I am
10 writing to the Arizona State Transportation Board to request
11 that ADOT revisit its position on refusing to install median
12 cable barriers. I urge you to direct ADOT to do so in a much
13 more proactive and sensitive manner, which should include more
14 public input, more factual data, and more inclusion -- inclusion
15 and regard for the victims' families and the evidence they
16 present."

17 Many people that I've talked to on this issue
18 were left scratching their heads wondering why ADOT continues to
19 take such a hard-line stance against cable median barriers.

20 Since I last spoke to you, there have been more
21 cross-median crashes on our interstates, including the one on
22 December 21st, 2018, where four people were killed, and four
23 people were injured in a cross-median crash in this dangerous
24 section of I-10. After this crash, the interstate was closed
25 for, I believe, six hours, stranding hundreds or thousands of

1 motorists on this roadway, many without food and water. What
2 happens when a similar crash occurs in the summer months? Does
3 ADOT have a plan in place to protect the safety of motorists
4 stranded in the aftermath of cross-median crashes? How many
5 more cross-median-related crashes, fatalities and injuries must
6 occur before something is done to improve the safety of this
7 highway? Thank you.

8 CHAIRMAN SELLERS: Thank you.

9 Next we have Sean Hammond.

10 MR. HAMMOND: Good morning. My name is Sean
11 Hammond. I'm here to address some of the issues that
12 Mr. Humphrey just brought up about the delays that -- and
13 specifically about the delays that occur when there is a major
14 crash on our freeways.

15 I was on my way to Bisbee with my wife to visit
16 family on the night of December 21st. We left Phoenix around
17 3:45. We were heading to Bisbee. We never made it to Bisbee
18 that night because of the crash. We were in traffic for over
19 five and a half hours. And something similar to what Mike
20 brought up is, you know, at no point did I ever see any type of
21 emergency vehicle of some sorts, combined with any food or water
22 or port-a-potties. You know, I watched people have to find, you
23 know, bushes big enough for them to go behind, walk down
24 embankments. You know, what about people that have medical
25 issues and they're stuck in traffic for that long or -- on these

1 delays?

2 So those are my questions. I'd like to know if
3 there are any emergency plans that are being put in place to
4 address those folks that are stuck on our roads, because these
5 crashes seem to happen every week somewhere in Arizona, on I-10
6 and I-17. So thank you.

7 CHAIRMAN SELLERS: Thank you.

8 Next we have Glenn Walp.

9 MR. WALP: Good morning, your honorable Chair and
10 your honorable board members. My name is Glenn Walp. I'm the
11 president of the ADOBE organization in Gold Canyon, Arizona.
12 ADOBE is the Association For the Development of a Better
13 Environment. It's been in effect since 1988, and I am the
14 current president.

15 It has been brought to our attention by many of
16 the citizens in Gold Canyon that what ever happened to the
17 bypass around Gold Canyon? And we did some research on it and
18 found that at the turn of the century, ADOT had already done an
19 extensive engineering study of the bypass, which I have copies
20 of here, and it was to be put on the five-year plan, but then
21 somewhere along the line it fell through the cracks. According
22 to the memo from Pinal County, it was somewhere around 2012, and
23 it never appeared on it. And hundreds of thousands of dollars
24 have already been spent on the study. It's not like we're
25 coming asking for a new one, but money has already been spent.

1 The hard work has already been done, including the feds and the
2 state and the county.

3 And it's a very dangerous road. We had two
4 fatalities here a few -- a little while ago, within a week. In
5 that area there are five red lights on each end, and as you go
6 through Gold Canyon. And I was a resident of Gold Canyon since
7 2005, and the traffic has increased significantly through Gold
8 Canyon, especially trucks, and they don't like to stop for red
9 lights, because they have to gear down, and there's many
10 occasions where they go flying through the red lights, and it's
11 a dangerous situation.

12 And just to give you my background, I was a
13 member of the Pennsylvania State Police for 29 years. I held
14 every rank. I was the commissioner and a member of the
15 governor's cabinet. As captain, I was in charge of the
16 Pennsylvania Turnpike. As major, I was in charge of the full
17 interstate system throughout the state. I am currently an
18 expert witness certified in federal and state court on law
19 enforcement policies, which includes traffic safety.

20 Respectfully, from my position, it is becoming an
21 extremely dangerous road, and so we are asking the -- for you to
22 take a look at it. We would love to get it onto the five-year
23 plan. Again, hundreds of thousands of dollars has already been
24 spent. And I appreciate the opportunity to come today and
25 present our position. And if I can, Mr. Chairman, may I give

1 the reports here? Thank you.

2 CHAIRMAN SELLERS: Yes.

3 MR. WALP: Thank you. Appreciate it.

4 CHAIRMAN SELLERS: Thank you.

5 Next up we have Ana Olivares.

6 MS. OLIVARES: Good morning, Mr. Chairman and
7 members of the Board. Thank you for the opportunity to speak to
8 you today. My name is Ana Olivares, and I'm the Pima County
9 Transportation Director, and I'm here today to comment on the
10 2020 to 2024 Tentative Five-Year Program and to voice in person
11 the request we made last month, December 19, in a letter to the
12 Board.

13 I wanted to reiterate the importance of the three
14 projects for improving our local and regional economy in the
15 five-year plan. The first one is the I-10 and I-19 to Kolb
16 State Route 210 DCR. Completion of this DCR and then the EIS is
17 critical to the development that we have going on at Kino and
18 I-10. And really, the construction of the Akino and Country
19 Club TI is -- was really important for that big venue that we
20 are current building for the Kino Sports Complex.

21 The second project is the Sonoran Corridor, and
22 that is currently going through the tier one, and we really,
23 really request that the tier two continue immediately after
24 following the tier one. As you all may know, the Sonoran
25 Corridor is a huge economic initiative that we have in Pima

1 County, and it's very critical that that continue to be in the
2 program.

3 And last but not least is the I-10 and Sunset
4 interchange. That is another interchange that is critical as we
5 develop the Sunset Innovation Campus on west of I-10 and Sunset.
6 These projects are critical to the economic development of Pima
7 County. So we would respectfully request that they continue in
8 the five-year program as we proceed. I thank you for your time
9 today.

10 CHAIRMAN SELLERS: Thank you.

11 Next we have Marcia Ellis.

12 MS. ELLIS: Good morning, Chairman and Board.

13 I'm here to sing some praises before I do anything. In our
14 experience, ADOT has been absolutely fabulous. I'm chair of a
15 group called Traffic Matters in Oak Creek Canyon, and we have
16 been working for the last two years to bring attention to 89A
17 through the canyon.

18 Jesse Thompson deserves special credit, because
19 he has come to our meetings and really paid attention. I don't
20 know anywhere where the people have been so wonderful as they
21 have been in addressing some of our concerns.

22 We're now working as the Oak Creek Canyon Traffic
23 Management Committee, and that's been for two years this
24 January. We're -- these meetings include all stakeholders,
25 ADOT, Sedona, Coconino County, The U.S. forest Service -- now

1 that the federal government is back, thank heavens -- State
2 Parks, DPS, Fire Service, (inaudible) and Sedona Chamber of
3 Commerce have attended each one of those meetings, and we are so
4 grateful for that attention.

5 Things are in motion. There are uptown
6 improvements that have been planned for Sedona. As you know,
7 government works not quickly. So they're supposed to start this
8 May, which will be good. The engineering drawings have been
9 great, and there will be two lanes going out of the canyon into
10 Sedona, which will help relieve that traffic jam.

11 Also, I believe that ADOT has some electronic
12 signage in motion. That's really important for our area,
13 especially when we hear about the fires in California. The
14 problem with 89A through the canyon, you probably know, is it's
15 restricted, one lane north, one lane south, and I can't tell
16 when there's a four-mile backup what tragedy would occur should
17 there be a fire there on the weekend.

18 There -- we are now studying transit with ADOT's
19 help. They have been fabulous. All work together on it. We
20 got a special grant through the federal government, with ADOT's
21 help, with money contributed from Sedona and Coconino County to
22 study transit, that will go all the way up to the top of the
23 switchbacks in Flagstaff, and all the way down to the village of
24 Oak Creek. That is great. That's in motion.

25 And we will really need your attention to looking

1 at ways we might get funding when that study is complete to get
2 that going. We remind everyone that there are 2 million more
3 people, if you look at the Census Bureau, that will come to
4 Phoenix over the next 20 years, so we are asking everyone to
5 look to the future and not just do what they need to do today.

6 We should now be looking at another route into
7 Sedona. They are landlocked, and that's a critical thing for
8 creative thinking to think how we can get another way in and
9 out. California, as I say, sent quite a message with that, the
10 fires.

11 So just want to thank you, want to say your
12 attention has been great. Don't let up on it, because we're
13 getting closer, and it will take five years to get anything
14 really done, and then we'll be on the next stage. But thank you
15 very much. Special thanks to Jesse.

16 CHAIRMAN SELLERS: Thank you.

17 I guess that's the end of our call to the
18 audience. So we will now move on to Agenda Item Number 1 with
19 Kristine Ward and Greg Byres. This item is for information and
20 discuss only on our tentative five-year plan.

21 MS. WARD: Well, good morning.

22 CHAIRMAN SELLERS: Good morning.

23 MS. WARD: So what we're going to over today is
24 we'll go over what the major fund sources that are flowing in to
25 support the tentative program and what our forecasts are

1 associated with those fund sources. We'll cover the Highway
2 User Revenue Fund, Regional Area Road Fund, what our assumptions
3 are for federal aid on which the program is built, and then
4 we'll go into the financing mechanisms that will be able to
5 additionally be brought to bear to support the program and
6 accelerate projects.

7 And then finally, what you usually are waiting
8 for and probably just want me to skip to is what's the -- what
9 is that new fifth year? What's that new fifth year number
10 that's going to -- that I then pass over to Greg, and Greg,
11 "Okay. Here we go."

12 So what you are looking at here is the historical
13 Highway User Revenue Funds, and you'll notice that pesky little
14 dip in the middle. That was our lovely Great Recession. Last
15 year we ended out -- ended the year with 2.8 percent growth, and
16 that was below forecast. About a half a percent below forecast,
17 but that's significant, because it impacts the forecast going
18 forward, because that's new base you're working off of.

19 I do want to point out something that I heard
20 recently that was a very interesting comment to me. I actually
21 heard someone express optimism and happiness because they saw
22 that in FY '18 we had reached a new Highway User Revenue Fund
23 high. We have reached historically high revenues, and you know,
24 as a good CFO, I kind of wanted to downplay that a little
25 because of that pesky little dip in the middle. You know, it

1 was kind of like telling somebody who lost their job ten years
2 ago and was making \$50,000 a year, and subsequently was living
3 off of part-time jobs for those ten years, comes back ten years
4 later and makes \$50,001. And well, congratulations, you're at a
5 new high, but you ran on bald tires and didn't fix your house in
6 that last ten years. So I would -- while I am quite pleased
7 that we have achieved these new levels, we are not in an
8 optimistic position.

9 As far as the funding sources that flow into the
10 Highway User Revenue Fund, you know, fuel taxes are 50 percent
11 of what flows in. You know, gas and diesel. The other 30
12 percent that makes up the -- you know, the majority of the funds
13 flowing in is vehicle license tax.

14 Now, what's interesting, and I always show this
15 slide because it -- I just find it interesting -- as we watch
16 how those sources have broken down over the years, when you look
17 at this chart, you will see the gas tax represents the very
18 bottom blue portion of the bar. Each one of these years
19 represents the breakdown of the flow of the revenue categories
20 into HURF.

21 And what you see is that the gas tax is steadily
22 diminishing as a component of the funds flowing into HURF. And
23 VLT, which is the top portion, that light -- that lime green
24 color, is steadily becoming -- HURF is becoming more dependent
25 on VLT. The basis reason for that is because VLT has actually

1 got a -- an inflationary factor that builds into it. So we are
2 not -- so it is absorbing more of -- it's having to bear more of
3 the burden on -- of supporting HURF revenues, if that makes
4 sense.

5 So basically, this is what our -- it shows the
6 history as well as our forecast for Highway User Revenue. We
7 are -- Fund. We are looking at about a 3.4 percent annual --
8 compound annual growth rate. Keep in mind, to give you a little
9 historical perspective there -- again, not to take away any joy
10 or happiness, but typically we used to experience -- pre-Great
11 Recession, we were running growth rates at around 4 and a half,
12 all the way up to six and a half, 6.6 percent. That is not our
13 world anymore. And so what we're looking at here is more along
14 the lines of about 3 and a half percent growth. Okay?

15 So understand we take these forecasts and then
16 they feed into what -- the total revenue package that forms the
17 basis on which we build the tentative program.

18 The result of the forecast when you look at the
19 actual numbers is that because we were growing off of a lower
20 base, because FY 2018's revenues came in under forecast, we were
21 growing our revenues off of a lower base, the overall result of
22 that is that we actually had to remove dollars from the five-
23 year program. So what you see there is a comparison of our
24 forecast from September of 2017 to our forecast -- our most
25 recent forecast of September 2018, and that is the -- that is

1 the variation you see where we had to actually remove \$160
2 million of availability to the program.

3 Now, remember, this is the Highway User Revenue
4 Fund. The department's program ultimately then is supported by
5 the State Highway Fund, which roughly has about 47 -- that 106
6 -- that \$160 million program, about 47 percent of that hits the
7 State Highway Fund, and that's the reduction you experience to
8 the overall program.

9 Any questions before I move on to Regional Area
10 Road Fund?

11 MR. THOMPSON: Just one question. The revenue
12 from last year was 2.8 above the year before, but not quite to
13 the estimate for the projection. What was (inaudible)?

14 MS. WARD: No. No, no, no. It was around 3 and
15 a half or something like that. 3 and a half percent. Probably
16 3.4 or something like that. I can get the precise percentage
17 for you.

18 MR. THOMPSON: (Inaudible.)

19 MS. WARD: Yes. I -- the director has accused me
20 more than once of maybe getting into a little too much detail
21 so -- I heard you.

22 Moving on to Regional Area Road Fund. It -- it
23 fared a little better this last year. What we experienced was
24 5.9 percent growth for 2018, and we were a little above
25 forecast. So as you might expect, the next slide will look --

1 the next couple of slides might look a little different.
2 Opposite of what we just saw. Retail, we experienced 5.3
3 percent growth, a little above forecast. 1.4 above forecast.
4 Restaurant and bar surprisingly was a little behind. I'm
5 disappointed in your dedication. And then contracting did quite
6 well, but unfortunately -- with 11 and a half percent growth,
7 but the difficulty is we've got a very low base there, so it's
8 not a big influencer at this point.

9 This look -- this slide shows you what our
10 forecast looks like going forward and what we're estimating.
11 The panel estimated a compound growth rate of about 5.1 percent
12 for the remaining life of the tax. And that's what this looks
13 like in actual numbers. When you compare our forecast from last
14 year to our forecast from this year, we were -- we added 100 --
15 almost \$150 million to the program.

16 So you've got those -- you've got HURF that feeds
17 into and supports the program. You've got RARF that feeds into
18 and supports the program. You have federal aid that feeds into
19 the -- and supports the program. Oh, I don't know if anyone's
20 noticed, but federal -- predicting the feds has been just a tad
21 difficult of late. And so what you see that is built into this
22 program is flat assumptions, and actually, some might even
23 suggest that's optimism.

24 But what we've got right now, just to give you a
25 brief update here, so first of all, let me start with FAST Act

1 expires in 2020. So you will notice that we have flat lined --
2 if you look at the numbers at the top of those bars, we have
3 flat lined those revenues going forward at exactly what the
4 levels were for the FY 2020, FFY 2020 federal revenues.

5 Just to give you a brief update, you know, we've
6 got a -- on the shutdown, we got a continuing resolution through
7 the 15th. They got us just past Valentine's Day. So we'll just
8 be happy with that, I suppose. And what that continuing
9 resolution does it is provides us our federal funding at the --
10 at the FFY '18 levels. At our '18 levels. So we -- it is not
11 providing us our full federal fiscal year revenue '19 levels, at
12 '19 levels. That is -- that typically -- this is -- it's very
13 typical when they're doing continuing resolutions, and so what
14 we anticipate is they will provide us funding for that when --
15 when they resolve the overall -- overall picture.

16 What this means -- excuse me.

17 MR. HAMMOND: Now, these federal funds aren't
18 federal gas taxes. This is FAST Act money and that sort of
19 thing? Are these project specific; am I correct?

20 MS. WARD: So sir, let me just start with the --
21 Mr. Chair, Mr. Hammond, let me start with these are -- 95
22 percent of the funds that flow into the Federal Highway Trust
23 Fund come from gas -- from fuel taxes. So yeah. The Highway
24 Trust Fund is in the same predicament that we are in.

25 MR. HALIKOWSKI: So Mr. Chairman, all of these

1 acts we've dealt with in the past, whether it's ISTEPA, SAFETEA-
2 LU or the FAST Act, those are the names Congress gives to those
3 transportation plans that they pass. But as Kristine indicated,
4 they're all funded out of the Highway Trust Fund, and that's
5 essentially the 18.4 cents we send to the federal government for
6 every gallon of gas that's bought here in Arizona.

7 There have been questions in the past about the
8 return to Arizona for every dollar we send, and I would just say
9 that we have to be cautious, because our federal match, given
10 our large amount of state and federal lands, is about 5.4
11 percent, where a lot of other states are paying 20 percent
12 through federal match. So it's important to note that these
13 revenues are flat because if Congress doesn't take action, and
14 Kristine's being somewhat kind about Congress, we have watched
15 transportation get funded through continuing resolutions for the
16 past, I don't know, seven or eight years now. They continue to
17 dangle us over the edge saying the money is going to dry up.

18 Our concern is after watching what's going on
19 with government these days in D.C., this becomes a bargaining
20 chip in the future. If something isn't done by FY -- FFY 2021,
21 the Highway Fund will be insolvent, and essentially there won't
22 be enough revenue coming in there to cover the obligations that
23 the federal government made.

24 MR. HAMMOND: Thank you.

25 MS. WARD: And that, sir, is a marvelous segue

1 into the next slide. I couldn't -- I couldn't have asked for
2 that.

3 MR. HALIKOWSKI: Big compliment.

4 MS. WARD: Thank you very much. So what you --

5 MR. THOMPSON: Can I -- I got one question. So
6 when you're talking about continuing resolution, understanding
7 that there may be additional funds available, but there's no
8 adjustment made to -- made by the continuing resolution? Is
9 that what I'm hearing?

10 MS. WARD: So I would start with saying that it's
11 not that additional funds are available. When we build these --
12 the program, we assume, just like what's happening right here,
13 we assume a certain funding level. And the FAST Act provided a
14 fiscal year '19 funding level. But we have not yet been fully
15 given -- been given full access to that funding level. So
16 unfortunately, I would love to tell you that there are
17 additional funds available, but that's not the case. They are
18 just -- they are just parsing out the funds that they told us
19 that they would be providing sometime ago.

20 Does that answer your question, sir?

21 MR. THOMPSON: Uh-huh.

22 MS. WARD: So on to this lovely chart. So the
23 blue bars depict -- those blue bars depict the annual projected
24 deficit to the Federal Highway Trust Fund. If you can't see the
25 scale real well, notice that those bars all go down from zero.

1 We're rounding about \$20 billion a year deficit, and just as the
2 director said, what has been bailing us out of this is infusions
3 that have come from the federal General Fund.

4 That red line depicts the cumulative effect on
5 the ending balance, the cumulative effect of those deficits on
6 the ending balance of the Highway Trust Fund. If Congress does
7 not take action to provide additional infusions into the Highway
8 Trust Fund, then we will begin seeing a negative balance in that
9 fund in 2021. They need to act.

10 MR. HAMMOND: So when that happens -- I'll just
11 say if it happens, I'll be optimistic -- what practically
12 happens? What's the -- what happens when that point occurs?

13 MR. HALIKOWSKI: Well, Mr. Chairman, Mr. Hammond,
14 I think you'll be board chair at that point, right?

15 UNIDENTIFIED BOARD MEMBER: And I told Board
16 Member Stratton the day I get off the Board is probably the day
17 new money comes into the system. Something's got to give.

18 MS. WARD: That was good.

19 UNIDENTIFIED BOARD MEMBER: I certainly hope he's
20 right since I follow him, Mr. Chairman.

21 MS. WARD: So Chairman, Board Member Hammond,
22 fortunately we have not -- we have not experienced the fund
23 going into the deficit -- into a deficit position because
24 Congress has always acted at the last minute. We had some very,
25 very close scares, to the point a couple of years ago where my

1 exceptional team was running scenarios like crazy to try --
2 because the FHWA was getting ready to implement what they call
3 "cash management measures." They have a threshold that when the
4 funds go -- the cash in the fund dips below a certain level,
5 they start slowing reimbursements to the State. They slow --
6 they cap the amount that they will reimburse to the State. That
7 is when it becomes incumbent upon the State to ensure that they
8 have adequate reserves to stabilize and gently slow down their
9 program, if that -- if the feds don't come through. So this is
10 -- this is what -- we haven't experienced it yet, but typically,
11 that's -- that's the situation we find. They come in and bail
12 it out at the very last moment.

13 MR. HALIKOWSKI: Mr. Chairman, Kristine,
14 though -- I mean, to Mr. Hammond's point, what is concerning to
15 us is the reimbursements are coming in you hope for a gentle
16 slow down, but if there's not a gentle slowdown, then contracts
17 have to be canceled, then it becomes very expensive because
18 there's penalties. Essentially, the State is anticipating
19 federal funds coming in, Mr. Chairman. If they don't, the
20 State's on the hook.

21 MS. WARD: Mr. Chairman, director, that is --
22 that is true.

23 UNIDENTIFIED BOARD MEMBER: I love it when you're
24 in sync.

25 MS. WARD: I know.

1 All right. So once you take all of those revenue
2 sources and you compile them together, you start looking at,
3 okay, do we have any capacity, any ability to issue additional
4 debt against those future revenues. And so what the current
5 program assumes is that we will issue approximately \$1.1 billion
6 of debt spread over our three different credits, our Highway
7 User Revenue Road Funds, Regional Area Road Funds and our
8 federal -- our federal funds. So what this chart depicts is the
9 bond issues that we plan on for each fiscal year of the upcoming
10 -- of the tentative program that is before you.

11 MR. HALIKOWSKI: Mr. Chairman, again, before we
12 leave this point, I just want to let you know there is -- there
13 are bills being discussed at the state Legislature that consider
14 taking money off the top of the HURF. In other words, removing
15 up to \$100 million off of top of the HURF before it goes through
16 its normal distribution formula, and ends parsing that money out
17 in some fashion to the 13 other counties in Arizona.

18 We have seen attempts before to take money off
19 the top of HURF, and the reason that is concerning to us -- and
20 we've got to let Kristine weigh in here in a moment -- is that
21 lessens the amount we have in pledged revenues for bonding,
22 because those dollars are not flowing into the State Highway
23 Fund.

24 The other thing is it sets a bad precedent.
25 Because once you start dipping into and taking off the top of

1 HURF, the bonding houses look at that as an unpredictability,
2 that we don't know how your pledged revenues are going to
3 perform from year to year, because the Legislature keeps dipping
4 in and removing money out of the flow.

5 MS. WARD: So ironically, you will recall I came
6 before you I want to say three or so months ago and talked to
7 you about Standard & Poor's, and that they had changed their
8 rating criteria, and that we had actually experienced a slight
9 downgrade. Not something a CFO really wants to be around for.
10 But the basis for that was because of exactly what the director
11 was speaking of. They see that there has been a history of
12 behavior where the State has come in and impacted the flow of
13 the revenues that are pledged to support the bond, the bonds
14 that we issue. So it is critical that we not -- that we not do
15 anything to disturb that flow of pledged revenues. So thank
16 you, Director.

17 MR. HALIKOWSKI: Kristine, what's our total
18 amount of debt right now?

19 MS. WARD: Oh, probably about 2.6 bil. 2.6
20 billion, something along (inaudible).

21 MR. HALIKOWSKI: Thank you.

22 MS. WARD: Have I got anybody -- anybody want to
23 validate?

24 MR. EVERETT: Sounds good to me, Kristine.

25 MS. WARD: Oh, not you, Randy. All right.

1 MR. ELTERS: Mr. Chairman, Kristine, one more
2 question. Following up on the scenario that Mr. Hammond brought
3 up, and with the director's response related to canceling
4 contracts, impacting projects going forward, and the cost of
5 canceling those contracts, what would the impact be on those
6 GANs debt loans that are out there that are based of revenue
7 coming in? Would the State be left holding the bag for those?

8 MS. WARD: Mr. Chairman, Mr. Elters, that is a
9 very insightful question, and you are correct, and it is as we
10 -- as we approach each one of these bond issues, we evaluate
11 each time which credit we should actually use. When I put this
12 before you, it assumes that I'm going to issue \$400 million
13 worth of HURF bonds. \$475 million worth of GANs, grant
14 anticipation notes, against those federal revenues. As things
15 become more unstable, as we see instability, we modify what
16 credits we issue against, what credits we actually use. So yes,
17 you are correct. If the funds -- if the situation becomes that
18 we are not getting those federal reimbursements, the State --
19 the department is on the hook to make those debt service
20 payments.

21 MR. ELTERS: Thank you.

22 MR. HALIKOWSKI: So Mr. Chairman, I guess I would
23 just say from the Board's perspective as you're talking with
24 state legislators or Congressional delegation, I remember when I
25 was an intern in the House in 1989, and Polly Rosenbaum was

1 still going up and down the stairs to the third floor, and she
2 gave all of us interns a lesson. She said, "Legislate in haste.
3 Repent in leisure." So when people start talking about messing
4 with the cash flows, we need to be very careful, because these
5 could have, as Board Member Elters pointed out, resounding
6 impacts on our ability to cover our debt in the future.

7 The other thing is that if they lower our credit
8 ratings, which we have enjoyed AAA for many years, it becomes
9 much more expensive to borrow money in the future. So these are
10 things that as they get introduced may seem like good ideas on
11 the surface, but let's make sure we use our voices and
12 thoroughly examine them.

13 MS. WARD: All right. Moving on, I just thought
14 I'd give you just a minute or two on what happens after we
15 formulate all of the numbers, and we say, okay, when you add up
16 all of these revenue sources and what's available, then what
17 happens? Well, what happens is I throw it over the fence to
18 Greg so we can go through the resource allocation process.

19 You recall -- or probably don't recall -- the
20 Casa Grande accords was a meeting that took place back in 1999
21 that in which transportation officials got together and
22 discussed how resources would be allocated and programmed across
23 the regions. As part of that agreement, there were certain
24 things that were deemed of statewide benefit, and we refer to
25 those lovingly as the off-the-top items. Things like ports of

1 entry. Things like rest areas.

2 So once I provide the figures, the available
3 revenue figures over to Greg and his team, what they do is they
4 then take those figures, take the dollars that are off the top
5 for those statewide benefiting items, and then the remaining of
6 those items are allocated based on what came out of subsequent
7 meetings post-Casa Grande accord, where the RAAC, a RAAC
8 committee got together -- and RAAC, the Resource Advisory
9 Allocation Committee -- and they arrived at these percentages
10 that would be programmed -- transportation funding that would be
11 programmed into each of the three major regions. The MAG region
12 is to be programmed at 37 percent. That means 37 percent of the
13 funds available to the department are to be programmed in MAG
14 region, 13 percent are to be programmed in the PAG region, and
15 then the remaining 50 percent are to be programmed in Greater
16 Arizona.

17 So you don't need to -- I basically covered this
18 slide, but this basically carries you through the process of how
19 we go about calculating that allocation process. Those
20 allocations. So I'm not going to spend any more time on here.

21 So I have to -- but don't glaze over on me here
22 yet. I need to tell you a little -- a little bit of background
23 before we go into this. And we won't go into it in detail. But
24 if you -- you might have heard of something called the "public
25 safety fee." The public safety fee was a new fee that was

1 passed last year, last legislative session, and what that fee --
2 the result of that fee is that the fee -- the intention of that
3 fee was to take the burden of the DPS Highway Patrol off of HURF
4 and provided it its own separate funding source. The result was
5 that those funds -- the intention was ultimately that those
6 funds flow in to support transportation.

7 In the first year of its implementation, which is
8 right now, the funds that were scheduled to -- that would have
9 otherwise flowed into the State Highway Fund were actually
10 transferred to the General Fund, in this -- from the executive
11 budget just recently released has got -- has reduced still those
12 Highway Patrol costs. They are -- the assumptions built in here
13 that the Highway Patrol will be funded from the public safety
14 fee, thus not funded through HURF.

15 And but in this particular case, the executive
16 budget has done something a little different, and it has
17 transferred those -- it intends to transfer those funds that
18 otherwise would have come to the department, it transfers them
19 into the state General Fund, and it then appropriates them back
20 to ADOT, \$130 million, to finalize -- and Dallas will give you
21 more information -- to support the I-17 additional -- additional
22 facilities association -- associated with the implementation of
23 I-17.

24 All right? So what I have assumed in these
25 numbers is that the public -- the highway -- oh, goodness. This

1 is starting to become a tongue twister. The Highway Patrol is
2 no longer funded out of HURF, and those go to -- and those
3 funds, other than what was built in the executive recommendation
4 to be transferred out, to come back to us, that's what's assumed
5 in here. As soon as -- what the executive budget provides is
6 \$40 million in 2020, it provides 45 million in 2021 for I-17,
7 and it provides 45 million in 2022 for I-17. After that, these
8 forecasts assume those dollars flow into the program.

9 Let the questions begin.

10 CHAIRMAN SELLERS: I think you were referring to
11 the vehicle license fee. That is, I think, under --

12 MR. HALIKOWSKI: Mr. Chairman, (inaudible), no.

13 CHAIRMAN SELLERS: No?

14 MR. HALIKOWSKI: Vehicle license tax is an
15 (inaudible) property tax we collect at the time of registration.
16 It's set by formula in statute on the manufacturer's base retail
17 price of the vehicle. The public safety fee is set by me, the
18 unelected bureaucrat, based on authority given to me by the
19 Legislature to fund the Highway Patrol budget plus 10 percent.

20 CHAIRMAN SELLERS: Okay. I mistakenly said the
21 wrong name.

22 MR. HALIKOWSKI: I just want --

23 CHAIRMAN SELLERS: We're talking about the same
24 thing.

25 MR. HALIKOWSKI: -- to be clear, because these

1 become very -- how shall I put this -- contentious points by
2 some folks.

3 CHAIRMAN SELLERS: Well, my point is is there was
4 something submitted in the Legislature to repeal it. This may
5 -- this is more a political question than a question for you,
6 Kristine, but this budget assumes that it stays.

7 MS. WARD: Mr. Chairman.

8 CHAIRMAN SELLERS: Okay.

9 MS. WARD: Board Member Hammond, exactly. The
10 reason I am telling you this story, because I didn't really want
11 to go into all this complexity, is the fact that all this is a
12 risk. Right now there are five bills before the Legislature
13 that have been introduced that do various things with this fee,
14 all the way to repealing it, to reducing it, and so we are in a
15 very unusual spot in trying to forecast something that could
16 have significant impact to funds available to transportation,
17 and quite frankly, I just can't predict what's going to come out
18 of this story.

19 MR. HALIKOWSKI: So essentially, Mr. Chairman, as
20 Kristine said, there are a number of bills at the Legislature --
21 goes back to this the idea of legislate in haste, repent in
22 leisure. There are -- I guess to be kind, there's some buyer's
23 remorse going on about the fee. There are those who want to
24 repeal it and those who want to adjust it. Any of those
25 scenarios then interrupts the cash flow and makes it very

1 difficult to predict. But right now what's in the governor's
2 budget is 130 million to finish out I-17 between Anthem and
3 Sunset Point with flex lanes in each direction.

4 The other thing the governor's budget
5 anticipates, I believe, is another additional 10 million in
6 pavement preservation funds, which are sorely needed, because as
7 we let maintenance go on pavement, as you know, it deteriorates
8 much more rapidly, and these funds are preventative to keep good
9 pavement in good shape longer. So regardless of what people
10 think about the fee, the money is all going back into
11 transportation programs.

12 MS. WARD: Uh-huh.

13 MR. HALIKOWSKI: Which as we all know, we've
14 heard over and over from stakeholders to stop this transfer of
15 HURF money for years and years and years, and now that it's
16 stopped, there is some contention about it.

17 MR. ELTERS: Mr. Chairman.

18 CHAIRMAN SELLERS: Yes.

19 MR. ELTERS: Just a follow-up question. Kristine
20 and the director, with the fee being what it is (inaudible), I
21 guess the first question is is it projected to raise enough
22 money to cover DPS costs so we know HURF swap will occur going
23 forward? That's the first question.

24 MR. HALIKOWSKI: Well, yeah. And Mr. Chairman,
25 Mr. Elters, the way the legislation is structured is we set the

1 fee based on the number of registered vehicles that are eligible
2 to pay the fee, because the assumption initially was all eight
3 and a half million vehicles shown on our website were eligible
4 to pay the fee. And if you ever care to, we can walk you
5 through, we have a crosswalk on why our number is 5.8 million
6 that are eligible to pay the fee and not the eight. (Inaudible)
7 permanent trailers with different types of registration
8 scenarios. We didn't believe people wanted us to charge the fee
9 to 100 percent disabled veterans and those types of categories.

10 So the bill anticipates you fund the Highway
11 Patrol budget, not the amount as had been transferred to
12 supplement the Highway Patrol budget from HURF, but the bill
13 anticipates you fund the entire Highway Patrol budget, and that
14 number was much higher than I believe was anticipated at the
15 time this bill was discussed, because normally DPS gets a lump
16 sum. The Highway Patrol budget, until this past year, was never
17 really singled out, and so I believe the number for the budget,
18 I would (inaudible) came out to 16- --

19 MS. WARD: 168.

20 MR. HALIKOWSKI: -- 168, plus the legislation
21 says add another 10 percent on that amount to make sure that
22 we're covered.

23 MS. WARD: 168 million.

24 MR. HALIKOWSKI: Yes.

25 MS. WARD: Just to be clear.

1 MR. HALIKOWSKI: So with the 10 percent, I
2 believe it was up to 185?

3 MS. WARD: Correct.

4 MR. HALIKOWSKI: All right. So essentially, we
5 put a fee in place to cover \$185 million for the Highway Patrol
6 budget. The Legislature still retains appropriation authority
7 and can set the Highway Patrol budget whatever they wish. If
8 that happens, then that will have an effect on how much fee is
9 charged, because the fee is to be adjusted depending on the
10 amount of the Highway Patrol budget. So theoretically, it could
11 go up. It could go down. It just depends on (inaudible).

12 MR. ELTERS: So Mr. Chairman, one more. If
13 indeed -- whether it goes up or down to cover DPS costs, one
14 would assume that there would be a HURF swap. So \$100 million
15 that has been historically shifted from the Highway Trust Fund
16 to -- DPS would stay where it is, and furthermore, the
17 assumption -- and I don't know if it's correct -- but that's why
18 I'm asking the question, then if it stays, if it does not get
19 swept, then 50 of it will go to -- through the formula to
20 counties and cities, and the other 15 to the State. The 15 to
21 the State is being programmed in the executive budget to I-17.
22 So there's no increase in any funding for outside of -- for
23 other projects.

24 MS. WARD: Mr. Chair, Mr. Elters, so the
25 executive budget programs those I-17 dollars for FY '20, '21 and

1 '22. The way this is built is after that point in time, those
2 dollars that you quite articulately identified are -- flow into
3 this formula, flow into these revenues and are made available
4 for the program.

5 MR. ELTERS: Unless they're legislated to another
6 (inaudible).

7 MS. WARD: Mr. Chairman, Mr. Elters, if someone
8 comes in and snatches them up, I -- I can't -- I can't predict
9 that one. You are -- you are quite correct. The --

10 MR. ELTERS: Possibility is --

11 MS. WARD: It is absolutely a possibility, and
12 when we go on to the last slide here, we're going to see --
13 we're going to identify risks.

14 MR. ELTERS: Thank you. Thank you.

15 MR. THOMPSON: Chairman.

16 CHAIRMAN SELLERS: Board Member Thompson.

17 MR. THOMPSON: I do hear out in the public from
18 the organizations of leadership, do not repeal, but adjustment.
19 So if that's the case, who will be making that adjustment?
20 Would it be the Legislature, or would it be the department here?

21 MR. HALIKOWSKI: Well, I'm sorry. Mr. Chairman,
22 the Legislature, as Kristine said, has a number of bills that
23 have been introduced. One of them, I believe, would set the fee
24 back to \$18, which was the legislative assumption when the bills
25 were approved. If you reduce the amount to \$18, and the

1 assumption is that the Highway Patrol budget remains at 165 as
2 true budget, then you're going to have to supplement moneys from
3 the Highway Patrol budget from some source. We could go back --
4 or the Legislature could go back to supplementing those from
5 HURF or Highway Fund. There's talk of supplementing them from
6 General Fund, which I think works fine as long as you have a
7 budget surplus. But as we know, our budgets for our revenues in
8 this state go up and down. So at the end of the day, you still
9 have to pay for public safety out of some source, and so
10 reducing the fee is going to cause a reaction somewhere else.

11 MR. THOMPSON: I do -- Chairman, I do -- there's
12 a lot of feeling among some leadership, local leadership out
13 there that they don't want to go back to having their HURF
14 dollars (inaudible) for the purpose of paying for DPS. I just
15 want to make that statement.

16 CHAIRMAN SELLERS: Board Member Stratton.

17 MR. STRATTON: Of the five or so bills that are
18 in the Legislature right now, do any of them identify the source
19 of the shortfall, where it would come from?

20 MR. HALIKOWSKI: Mr. Chairman, Mr. Stratton, I
21 don't know for certain. I'd have to go back and review and get
22 back to you. I don't know if some of them are just the straight
23 -- one of them, I believe, is just the straight repeal with no
24 additional guidance on where that money might come from in the
25 future. Another one, I think, is a reduction, but I don't

1 believe it contains any, again, guidance on where the additional
2 moneys right come from.

3 MR. STRATTON: My point being I was just
4 wondering if any of the legislative people that are sponsoring
5 these bills were having any foresight of the impacts that it may
6 cost.

7 MR. HALIKOWSKI: Yeah. So Mr. Chairman,
8 Mr. Stratton, it's early in the session. As we know, one bill
9 has passed the Senate committee, and it was a unanimous vote to
10 repeal the public safety fee. What the fate of that is as it
11 moves through the process, I assume will become part of the
12 budget discussions, because these are not policy issues, per se,
13 as we consider them. Most of these bills historically that have
14 budgetary impacts go into a holding tank as the appropriations
15 committees work out on the budget closer to the end of the
16 session.

17 MS. WARD: All right. If there are no further
18 questions, I'll move on here. I think the only really item that
19 I want to point out to this slide is that we have continued the
20 HURF swap where -- that was the long-awaited program where --

21 MR. HALIKOWSKI: Yeah. I -- thank you, Kristine.
22 I forgot to point that out. We have the HURF swap, and we have
23 the HURF sweep.

24 MS. WARD: Thank you. Exactly.

25 MR. HALIKOWSKI: And -- swap versus sweep. So

1 the sweep is obviously the money that comes out of the highway
2 and HURF for DPS, Highway Patrol operations. Remember the swap
3 is where we trade State money for federal money with our local
4 governments in order to make their dollars go farther without
5 having to deal with all the federal restrictions. So swap and
6 sweep.

7 MS. WARD: So moving on. So where we end up with
8 our overall revenue picture is that there are no modifications.
9 We do not have to make any modifications to years '20 through
10 '23. FY '20 through '23. The program dollars available will
11 remain the same. And then in FY '24, the new fifth year, \$750
12 million will be available for the program, is projected to be
13 available.

14 And you can't do any projections without having a
15 good slide on risks, many of which we have been discussing here
16 already. We talked about the fact that we need Congressional
17 action to deal with the Highway Trust Fund deficit. We talked
18 about the fact that the FAST Act is expiring in 2020. We also
19 have discussed the fact that we can -- we can't predict the
20 state legislative action, any budgetary, additional budgetary
21 changes, sweeps, transfers, special distributions. I'm just
22 letting you know there are bills going through that have
23 additional special distributions, and then, of course, the
24 public safety fee that we have just discussed quite -- in a
25 quite lengthy fashion.

1 So add to that I can't -- you know, can't really
2 fully promise you what's going to happen economically over the
3 next five years. So these are risks that we will be watching
4 and evaluating on a day-to-day basis by my team, but if we
5 encounter them, I'll be coming back to you and letting you know,
6 communicating what the impacts are to the program.

7 With that, I will be happy to take any additional
8 questions.

9 CHAIRMAN SELLERS: Anybody have any questions?

10 Thank you, Kristine.

11 MS. WARD: Thank you. Have a wonderful day.

12 CHAIRMAN SELLERS: Next up, we have Greg.

13 MR. BYRES: Mr. Chair, board members, so what
14 we're going to go through today is the tentative five-year
15 program that we've put together, and again, this is based on the
16 revenues that Kristine just went through. One set of numbers,
17 that's what we've based everything on going through. No other
18 scenarios other than what she threw over the wall. So that's
19 where we're at, so...

20 So I'm going to go through the background of the
21 tentative program as well as going through an overview of asset
22 conditions that's current within the system. Our P2P process,
23 the tentative five-year highway delivery program, the MAG
24 program, the PAG program, our airport program and then next
25 steps.

1 So as part of the background, this tentative
2 program is -- it's a collaborative effort between all of the
3 different groups within ADOT. So IDO has had a huge amount of
4 influence on what we've put together. TSMO's had influence.
5 Obviously, financial management has had a massive amount of
6 impact, as well as all of my staff within MPD in trying to put
7 this together.

8 MR. HALIKOWSKI: Mr. Chairman, I'm not sure if
9 everybody's familiar with the acronyms, Greg.

10 MR. BYRES: So IDO is infrastructure and
11 development -- Infrastructure, Development and Operations. TSMO
12 is Traffic Safety Maintenance and Operations. FMS, of course --

13 UNIDENTIFIED SPEAKER: (Inaudible.)

14 MR. BYRES: Trying to remember. So -- and FMS
15 is, of course, the Financial Management System.

16 MS. WARD: Services.

17 MR. BYRES: Services. Excuse me. I'll get them
18 right eventually.

19 MR. HALIKOWSKI: Do you know what MPD stands for,
20 Greg?

21 MR. BYRES: Multimodal Planning Division. I got
22 that one. It's just hard to say, so...

23 But the big thing is it demonstrates how federal
24 and state dollars will be obligated over the next five years.
25 This program is obviously approved on an annual basis, which

1 starts on July 1, and must be fiscally constrained to the dollar
2 values in which Kristine has given to us, and that's for the
3 full five-year program.

4 So just kind of an overview of our assets that we
5 have. The latest numbers that we have, our system is valued at
6 \$22.4 billion. If for some reason we had catastrophic issues
7 and had to replace it, it would actually cost somewhere in the
8 neighborhood of about \$250 billion to replace. So there's --
9 it's a huge investment that we have.

10 Where are we at with the assets that we currently
11 have? Here's a set of conditions. So the bridge condition,
12 this kind of gives you an idea of where we're at, with 59
13 percent of the bridges in good condition, 40 percent in fair
14 condition. We have 1 percent in poor condition. And the map
15 kind of gives you an idea of where we're at. I know it's very
16 hard to see. But you can see we've got a lot of green, but we
17 do have some yellow and red that's scattered across the state.
18 One of the big items that you'll see with the red is up in that
19 far northwest corner of the state with the Virgin River bridges.

20 MR. STRATTON: Now, Greg, quick question. The
21 poor condition isn't -- does not represent a safety issue?

22 MR. BYRES: It does not represent a safety
23 condition. All it represents is basically an analysis of the
24 structural capacity -- or the structural abilities of the
25 bridge, not a matter of safety.

1 MR. STRATTON: Okay.

2 MR. BYRES: So it's -- these poor bridges are --
3 the bridges that are in poor condition are safe to drive on, but
4 they are in need of repair.

5 CHAIRMAN SELLERS: I got a figure in my mind what
6 a poor bridge looks like. How do you rate the Gila River/I-10
7 crossing? Is that fair or poor?

8 MR. BYRES: The majority of them are in poor
9 condition.

10 CHAIRMAN SELLERS: No. I'm just talking about
11 that one bridge.

12 MR. BYRES: Oh, the Virgin River one?

13 MR. HALIKOWSKI: I don't think, Mr. Chairman, we
14 have a rating that goes that low. Sorry.

15 CHAIRMAN SELLERS: So we don't -- I guess we
16 don't -- I mean, does anybody know what that bridge is rated?

17 MR. BYRES: The Virgin River Bridge 1, is that
18 the one that you're --

19 CHAIRMAN SELLERS: Is that -- I'm talking about
20 the Gila -- the one that goes into Phoenix.

21 MR. BYRES: Oh, the Gila River Bridge.

22 CHAIRMAN SELLERS: Yes.

23 MR. BYRES: The Gila River Bridge right now is
24 rated -- I believe it's in fair condition, on the verge of going
25 into poor condition.

1 CHAIRMAN SELLERS: Okay. Thank you.

2 MR. BYRES: Sorry.

3 MR. HALIKOWSKI: Just so you know, Mr. Chairman,
4 Greg drives over that bridge every day, and he commutes from
5 Tucson.

6 CHAIRMAN SELLERS: Well, that's good. I trust --

7 MR. BYRES: And it hasn't collapsed on me yet,
8 so...

9 MR. HALIKOWSKI: So he has an interest in keeping
10 it in operation.

11 MR. THOMPSON: Greg.

12 MR. BYRES: Yes.

13 MR. THOMPSON: I know that many locations, there
14 are a lot of issues with the culverts. A couple of times I know
15 or even maybe three places I know where they have culverts
16 issue. Is there any type of study that is put into that, to the
17 conditions of those culverts?

18 MR. BYRES: So if it's -- if it is a large
19 culvert, 10 feet or greater, it's considered a bridge structure,
20 and so it is included in this analysis.

21 UNIDENTIFIED SPEAKER: (Inaudible.)

22 MR. HALIKOWSKI: So Mr. Chairman, as Dallas comes
23 up, we met with Senator Peshlakai yesterday, Mr. Ocean and I
24 did. She had some specific questions on the culvert that we had
25 suffered the washout on. It was at 89.

1 MR. BYRES: Yes.

2 MR. HALIKOWSKI: And as Steve explained, and I'll
3 let Dallas go on, it really wasn't a culvert issue as much as it
4 was a thousand year weather event issue and the scouring of one
5 of the wings on the culvert that caused the washout behind it.

6 MR. HAMMIT: And Mr. Chair, Mr. Thompson, on the
7 culverts specifically, a couple years ago the Legislature
8 through our maintenance fund added money in to our maintenance
9 program that we can clean out our culverts, and also ones that
10 are in -- that are corroded. And these are the pipes. Not the
11 big ones that Greg talked about that are 10 feet, but these are
12 pipes that we can clean them out and then line them. So we're
13 taking care of those currently in our maintenance program
14 outside of the five-year program, so...

15 CHAIRMAN SELLERS: Okay.

16 MR. HAMMIT: If that answers your question.

17 MR. THOMPSON: Thank you, Chair.

18 MR. BYRES: So with that, we'll go on to the next
19 one. This is our pavement conditions on the interstate highway
20 system. One of the big things you're going to see on this slide
21 is if you look in 2017, you'll notice that we have had a fairly
22 substantial increase in fair condition and poor condition on our
23 interstates.

24 I'd like to note on this there's a little note on
25 this bottom of this slide that says 2017 data reflects a change

1 in method of collecting the pavement data. What we have done is
2 in the past, all of our data collection has been done by hand,
3 basically based on observations. We have taken and swapped --
4 we are now collecting data through an automated system. That
5 data is -- includes what is called -- it's the riding surface,
6 which is called IRI, which is International Rating Index, and it
7 basically tells how smooth that surface is. Also takes into
8 account cracking within the pavements. Also takes into account
9 rutting along the longitudinal axis of the roadways, and it also
10 takes into account faulting, which occurs when concrete pavement
11 takes and adjusts at the joints. So it takes all of that into
12 account, puts it together with different weighting factors, and
13 this is what is applied for the good, the fair and poor
14 conditions of the roadways. And so --

15 MR. STRATTON: Mr. Chair, is that new system only
16 used on interstates, or is it used on the entire system?

17 MR. BYRES: It is used -- Mr. Chairman,
18 Mr. Stratton, it is used on all of our roadway systems. We are
19 now utilizing it, and we were collecting data on an annual
20 basis. We drive every single mile of roadway within the state,
21 with the exception of local roads, to account for all of this
22 data. So it's accounting for everything.

23 One of the things that we have done to make sure
24 that we can utilize this information with past information is we
25 took and correlated the new data to the old data so it is

1 comparable. So -- but one of the big things is we're now
2 collecting much more data. We have very, very good data that's
3 coming through, and as well as tons of it compared to what we
4 had in the past. So what's reflected here is a good reflection.
5 It's much more comprehensive than what we had in the past.
6 So -- but it gives a good state of exactly where we're at.

7 Now, we have collected for 2018 as well. We're
8 still in the process of taking and analyzing the data that came
9 in, or else we'd have the 2018 data on here as well. This was
10 2017 data. And from now on, we will be collecting all of our
11 data through the automated system.

12 MR. STRATTON: Greg, I'm assuming that the poor
13 condition roadways are probably -- probably represent base
14 failure?

15 MR. BYRES: More than likely, it probably is.
16 One of the big things is -- is as the riding surface
17 deteriorates, it could be either -- either just basically a worn
18 surface. It could be attributed to the pavement itself, but it
19 could be contributed to base as well.

20 MR. HALIKOWSKI: So excuse me, Mr. Chairman.
21 Greg, to that point, can you talk a little bit about what's
22 happened on I-10, certain sections in Tucson where we've gone
23 back to concrete and removed the rubberized asphalt.

24 MR. BYRES: So on I-10, through the section in
25 Tucson you're talking about, we had a friction course that was

1 placed over the top of the Portland cement concrete paving.
2 What had happened is we had lost adhesion in the asphalt itself.
3 The binder itself had started to ravel out, causing that surface
4 to become very uneven. We started getting a lot of aggregate,
5 loose aggregate coming up, starting to break windshields and so
6 forth. That was all milled off down to that Portland cement
7 concrete pavement surface, which is a perfectly good riding
8 surface. The only reason for having that friction course was,
9 one, is to obviously (inaudible) course the friction -- or
10 improve the friction, but it also quiets the roadway in ride as
11 well. So which is also exactly what you see throughout the city
12 of Phoenix -- or the Phoenix area is that rubberized friction
13 course, so...

14 So as we get into the non-interstate NHS system,
15 our national highway system, you'll look and see that again we
16 have a considerable amount of roadway that is in fair condition,
17 and we're starting to go up on the poor condition as well. So
18 we're at 63 percent fair, 35 percent good, and 2 percent in the
19 poor condition. And again, this is representative of the
20 automated data collection system that we're currently using. If
21 you look at the map, you can see that it reflects an awful lot
22 of yellow across the state.

23 So as we get going into this -- into our
24 projections for the five-year program, I just want to make sure
25 that everybody's aware we're going to use terms for

1 preservation, modernization and expansion as our investment
2 categories. These come right out of our long range
3 transportation plan. So I just want to make sure that there was
4 a definition given that -- of what we're talking about here.
5 And again, the preservation is just to keep the pavement smooth.
6 Modernization is mostly for safety and operations, and expansion
7 adds capacity to the roadways themselves.

8 Here's a little more definition of exactly what
9 we're talking about for preservation and modernization and
10 expansion. Preservation is basically taking care of the
11 surface. It includes preservation rehab and reconstruction.
12 Modernization is mostly for safety uses as well as for rock
13 falls, stormwater mitigation and enhancements. The expansion
14 is -- again is new routes, new lanes, new rail, intersections,
15 whatever increases our capacities.

16 So looking at the tentative five-year program,
17 what we're looking at here is the different investment
18 categories and how much we're putting into each one. So if you
19 look at 2020, you're looking at 264 million for the preservation
20 -- or the modernization items covered up there, but for
21 expansion you're looking at 62 million.

22 One of the things that you're looking at here, if
23 you look at the cross-hatched areas that we have at the top of
24 '20, '21 and '22 is that executive recommendation that was given
25 by the governor. We're showing it across the top instead of

1 including it in our expansion projects, because it's being
2 attributed to a single project. So it's not open for the rest
3 of our programs since it's being attributed to a single
4 project. So we broke that out separate so that everybody could
5 see what was going on.

6 One of the other things you see is we've got a
7 line that stretched out across all five years. That line is set
8 at \$320 million. That is our goal for preservation that was set
9 in the long range transportation plan. What you see in the
10 arrows is how much we're missing that goal by as we go through
11 the program.

12 We've got expansion projects that we have to get
13 done. They were already in the program. We're carrying those
14 projects through this current program, and that's what you're
15 seeing in the first three years of this program.

16 MR. STRATTON: Greg, as you may or may not know,
17 prior to being on the Board, I followed this board for many,
18 many years, and I've watched that number increase exponentially.
19 It's -- you know, started out around 220, 240. We finally get
20 there. It's like, okay, now we can get some expansion projects
21 done such as things at Gold Canyon or other places. And
22 immediately the next year it was at 260, and we get there and it
23 goes to 280, and then it goes to 320, I realized that the costs
24 go up, as do everything else.

25 But it's hard to justify to constituents the

1 amount that it goes up and the fact that we can't do other
2 projects or expansion projects, and then it becomes even more
3 difficult to explain when you have that much in preservation, it
4 goes up every year, but the roads and -- the districts and the
5 road in particular I spoke to you about that you drive quite a
6 bit is Highway 77. The right-hand lane is so bad you can't
7 drive in it, but yet on your map, it doesn't show in red. It
8 shows in yellow. And from one of the signs there, it says keep
9 right except to pass. I will not drive in that lane, because
10 I'm afraid it will either ruin my tires or kick me off the road
11 or something. So how do I tell my constituents -- how do I
12 justify this them to them?

13 MR. BYRES: Mr. Chairman, Mr. Stratton, one of
14 the biggest issues we have is, in the past and even in this
15 program, you can see that we -- we haven't established or we
16 haven't hit our targets on preservation. So consequently, all
17 of the preservation that we need to get done well exceeds any
18 funding that we have available.

19 The longer that we go without taking care of the
20 pavements that we have, the worse it gets. So as you can -- as
21 you saw on our chart that we had with the good, fair and the
22 poor, that fair is always going to continue to grow. As long as
23 we can't get all of the preservation that we need done on our
24 roadways, our poor is going to probably stay about the same,
25 because what's going to wind up happening is because as the

1 roadways get into that poor condition, they are starting to take
2 up more and more of the dollars. So consequently, we're going
3 to have that fair range starting to grow and the good starting
4 to shrink.

5 So it's just a projection. Unfortunately, you
6 hit it right on the head in that it's exponential, and it's not
7 a straight line. So as the pavements start to deteriorate, they
8 deteriorate in an exponential timeline. So it's just -- it's
9 just that. There's -- it takes so much money to preserve what
10 we currently have.

11 So with that, we'll go on to the planning to
12 programming process of the projects that we're looking at
13 putting into the program. So with this, I wanted to kind of
14 answer the question why do we do planning to programming? So
15 one of the first items is funding. The limited funding projects
16 must be prioritized to ensure the limited funds are utilized on
17 projects to provide the highest value and satisfy the greatest
18 need. That's one of the number one goals that we have in P2P.

19 The second one is performance measures. Through
20 the requirements mandated by the Federal Highway Administration,
21 all program projects must provide an improvement in the
22 performance measures, which include safety, infrastructure
23 condition, congestion reduction, and there's about four or five
24 others that we have. We have to show every single one of those
25 projects taking and showing an improvement in each of those

1 performance measures.

2 The last one is compliance with the objectives
3 and goals provided in the long range transportation plan. That
4 goes to accounting for the different investment categories that
5 we have.

6 So with that, how does the P2P system work? This
7 kind of goes through it. We've got four major categories in
8 which projects are scored. That's the technical score, the
9 policy score, safety score, and the district score. So as those
10 go through, they're weighted at different rates. Our technical
11 score is rated at 35 percent. Our policy score is rated at 10
12 percent. The safety analytic score is rated at 25 percent. And
13 our district score is rated at 30 percent, as we go through the
14 entire process.

15 Once that's established, again, through that five
16 -- that long range transportation plan, we have the different
17 funding categories or investment categories that we utilize,
18 being preservation, modernization and expansion. We take and
19 utilize those with the projection that was given or the
20 percentages that were given in that long range transportation
21 plan to get into our tentative five-year program. And again,
22 this is -- this is all tentative going to you, the Board, for
23 approval.

24 So how does this year compare to last year? Last
25 year we were looking at 37 percent preservation, 51 percent

1 expansion, and 12 percent modernization. This year we're
2 looking at 41 percent in preservation, 46 percent in expansion,
3 with another 3 percent that is coming out of that executive
4 recommendation, and 10 percent in the modernization. So we're
5 -- we are increasing our -- we're working towards our goal on
6 the preservation side.

7 So in Greater Arizona area itself, what we're
8 looking at is 66 percent is going into preservation, 13 percent
9 is going into expansion, and a total of 21 percent is going into
10 expansion -- or I'm sorry -- 18 percent's going into expansion,
11 16 percent into modernization.

12 UNIDENTIFIED BOARD MEMBER: Greg, on that
13 previous slide, does that expansion segment include the MAG and
14 PAG half cent sales tax money?

15 MR. BYRES: That's exactly -- this is all funding
16 throughout the state, including MAG, PAG, and the Greater
17 Arizona money.

18 UNIDENTIFIED BOARD MEMBER: What's the percentage
19 of MAG and PAG in that expansion? If that's 100 percent, what
20 -- how much of that is MAG and PAG roughly?

21 MR. BYRES: They're -- I can't give you the exact
22 number, but it's the majority of all of that --

23 UNIDENTIFIED BOARD MEMBER: Okay.

24 MR. BYRES: -- expansion, because that's pretty
25 much where all of the expansion in the state is occurring, with

1 the exception of a few projects that we have within the Greater
2 Arizona area.

3 So as we get into each specific year, and I have
4 expansion projects that are occurring in the Greater Arizona
5 area listed up here, this gives you a breakdown of the
6 expansion, the modernization, the preservation, as well as our
7 planning costs and development costs that are projected for the
8 year.

9 As far as our expansion projects go, we've got
10 the Fourth Street Bridge that's occurring up in Flagstaff. We
11 have the US-93 project, the west Kingman TI. We also have a
12 project on 69 in Prescott, which is the Lakes Parkway. We also
13 have the Gap Project on US-93, and we have the I-17 project,
14 which runs from Anthem to Sunset Point. This also has a
15 breakdown on the funding that we're looking at for I-17 being
16 that that was -- is currently in the program. The 40 million
17 that comes through the executive recommendation, and the 50
18 million that actually comes through MAG.

19 In FY '21, for -- again, we have the breakdown of
20 everything, all of the different funding expenditures through
21 the different categories. As far as the expansion projects go,
22 again, we have the Prescott Lakes Parkway on SR-69. We have the
23 I-17 portion, which again is broken down between 62 million that
24 we are projecting in FY '21 for expenditure, as well as the 45
25 million that's coming through the executive recommendation.

1 Then we have also have the I-10 DCR scoping
2 environmental assessment put in there as well, as this project
3 is now -- prior to earlier this year, this wasn't even an
4 option. And now we -- we have an option. There's -- we've been
5 working with MAG to work with the Gila River Indian communities
6 to take and try and accept this project. We've made substantial
7 headway, or I should say MAG has made substantial headway in
8 trying to get that done to the point where we are now
9 coordinating with MAG to get this project up and going. So the
10 first step in doing that is putting together a study, the DCR,
11 or the design concept report, so that we can actually get this
12 project rolling in future years.

13 MR. HALIKOWSKI: Mr. Chairman, Greg, is that
14 study up for bid?

15 MR. BYRES: It will be out -- I believe it
16 advertises a week from -- not next week, but the following week.

17 MR. HALIKOWSKI: Okay. Thank you.

18 MR. BYRES: Yes. Any other questions?

19 We'll go on to FY '22, which for expansion
20 projects in FY '22, we only have the one, which is I-17, which
21 again takes in that third year from the executive recommendation
22 of 45 million, as well as 65 million that we have tentatively
23 scheduled for that Anthem to Sunset Point. And as well as the
24 breakdown of all of our other investment categories.

25 This kind of gives you a breakdown of all the

1 different funds, as well as the segment in which we're looking
2 at construction on I-17, which includes the flex lane section as
3 well as general purpose lanes. It gives you a breakdown of
4 design as well as the segments between Anthem, Black City Canyon
5 [sic], and Black Canyon City to Sunset Point. Total that we're
6 looking at here is about \$320 million for the entire project.

7 So FY '23, the expansion projects that we're
8 looking at, what we're looking at is by 2023, we should have the
9 DCR completed for I-10, as well as the first segment design, and
10 be ready to have some construction get going on it. More than
11 likely this segment, which runs from the 202 up to 387 on I-10,
12 there's no way in the world we could afford to do that all in
13 one shot. So we're probably looking at taking and breaking it
14 up into segments. So that will be further vetted with the
15 production of the DCR. But we're currently looking at having
16 some funding available for the first segment in FY '23, that
17 being \$50 million.

18 In FY '24, we've got the US-93 to west Kingman
19 TI. Again, in earlier years, we had the design and right-of-way
20 money set aside for that. This would be the construction for
21 phase one. Phase one of this project would be the flyovers that
22 cover I-40. So that would be -- again, this is only for phase
23 one of that project.

24 So as we go out into the development years, the
25 six to ten program, this lays out what we're looking at for

1 investment categories as we go into the future. One of the
2 things that you see here is we're actually shooting for in
3 excess of our 320 million. In preservation, we're actually
4 looking at 350 million. The reason for that is because we're
5 looking at trying to make up ground for what we haven't hit in
6 the prior years that you saw where we were missing our mark in
7 the -- this projected five-year program.

8 MR. STRATTON: Greg, I notice in the projects we
9 had scheduled last year for expansion --

10 MR. BYRES: Yes.

11 MR. STRATTON: -- such as Lion Springs are not
12 appearing anywhere. Can you explain to me what happened to
13 those projects that the Board had approved to be in those
14 programs?

15 MR. BYRES: So one of the things that we have
16 done in our P2P process, especially when it comes to our
17 expansion projects, is we took and looked at not only the
18 projects that were coming up, being recommended from the -- from
19 either different COGs, MPOs --

20 MR. HALIKOWSKI: Greg, can you get closer? I
21 think the feedback is trying to -- humming you up.

22 MR. BYRES: Okay. So either coming from the COGs
23 the MPOs, the different planning studies that we had, or
24 projects that came through to this board from the public. All
25 of those were taken into account.

1 Not only were those projects analyzed through
2 P2P. We took the expansion projects that we had in the outer
3 years, the last two years of the program, we took and ran all of
4 our priorities on all of those projects, and basically, we
5 shuffled the deck, coming up with the highest priority projects
6 that we could for those last two years that we're -- or the last
7 three years of the program that we're looking at.

8 So those -- the projects that you were just
9 speaking of, particularly the Lion Springs project, hit
10 extremely -- not extremely low, but hit much lower than several
11 other projects that hit higher in the P2P process. So
12 consequently, that was what we are tentatively putting forward
13 to the Board for recommendation.

14 MR. STRATTON: My point being, Greg, is that the
15 Board voted those projects to be in the five-year plan, and many
16 of them were in the first three years, four years. And now
17 you've disregarded what the Board voted last year. You're --
18 just washed those out and replacing them with something else.
19 In my observation for sure. All intents and purposes, 93 is
20 going to be I-11, I would image, and I'll preface my reports
21 (inaudible) my good friend Karla Petty (inaudible). I do
22 understand we have an obligation to take care of the freeways.
23 Okay? And I believe we need to do that.

24 However, in looking at this program you're
25 putting forth, other than the project in Flagstaff, Fourth

1 Street Bridge, and Highway 69 in Prescott, which both of those
2 entities have participated in, and I commend them for stepping
3 up and doing that, everything else in Greater Arizona is
4 basically freeway. So you're basically telling me that our
5 citizens don't travel anything but freeways? They don't -- they
6 don't need passing lanes? They don't need anything -- freeways
7 is where it's at, and that's all we should be worried about?

8 MR. BYRES: Mr. Chairman, Mr. Stratton, Board
9 Member Stratton, in our priorities that we set forth in P2P, we
10 -- again, we're -- took our goals in trying to develop projects
11 with the highest value that did the most good. In doing so, one
12 of the big things is the interstates come right to the top
13 because of the amount of traveling public on those roads, the
14 amount of freight that is on those roads, the economic strength
15 that goes with those roadways. So consequently, they're -- they
16 become a very high priority. That's not to say that we don't
17 have priority on the other projects.

18 One of the things that we do to try and level out
19 the playing field is we don't just rely on traffic. We don't
20 rely on the daily average traffic. We take and look at the
21 volume to capacity ratios, which takes and kind of puts
22 everything on an even keel as far as if you've got an eight-lane
23 freeway that is -- has a massive amount of traffic on it, but it
24 also has a massive amount of capacity. So you can take that
25 ratio, and you can take that ratio of a two-lane roadway that

1 may have substantial traffic on it. Those two ratios start
2 working out to being very close to the same, compared to the
3 amount of average daily traffic, which is extremely different.
4 So we've taken and tried to level the playing field in trying to
5 put all of those together. That's one of the ways that we try
6 to do it.

7 MR. STRATTON: I can understand, and you look at
8 the numbers, and I understand what you have to do. But again,
9 let's go back to Lion Springs, Highway 260 between Heber and
10 Show Low. ADOT has developed that on both sides and created
11 bottleneck at Lion Springs now, because you have four lanes on
12 either side, and you bottleneck it down into two lanes, which to
13 me becomes somewhat of a safety issue, and it also, during the
14 holiday weekend, backs traffic up tremendously. And I think
15 it's unfair to the citizens that understood the projects you put
16 forward, or ADOT did, not you, and -- years ago, and I believe
17 we need to finish those, complete those projects rather than to
18 go and start one and then move off to something else, and we
19 leave an issue such as this bottleneck.

20 And Lion Springs is probably the one I'm most
21 familiar with, being in Gila County, but there's others around
22 the state. I think when we make a commitment to -- a board,
23 previous board, makes a commitment to projects, that we need to
24 look at following through with those and completing them.
25 There's -- and as far as this plan goes, I can tell you the one

1 cannot support 100 percent freeway to my constituents in Pinal,
2 Gila and Graham Counties. It just -- there's too many roads out
3 there that we have.

4 MR. HALIKOWSKI: You know, Mr. Chairman,
5 Mr. Stratton, we have to look at these projects, I think, almost
6 on a project-type basis, because if I apply the logic of Lion
7 Springs to 93, we should be finishing all of 93 and getting
8 those lanes put into the gap. So it's very difficult, and I
9 think that the Board has a difficult job given the revenue
10 pictures of trying to balance out what the needs are, and we
11 keep hearing from many citizens who want a wide variety of
12 different things and improvements all across Arizona.

13 And so I think we just need to think about these
14 projects a little more in -- and I'm not saying you're not doing
15 this, but in a larger picture, because there are many sections
16 of roadway we've tried to improve, but we can't improve the
17 entire (inaudible).

18 MR. STRATTON: And I don't disagree with you.
19 Our revenue's very tight, and it's very hard to pick and choose
20 what we do. But it's very difficult for rural Arizona to
21 support nothing -- I know speaking for myself, nobody else -- to
22 support nothing but freeway commerce.

23 MR. ELTERS: Mr. Chairman.

24 CHAIRMAN SELLERS: Yes.

25 MR. ELTERS: Question. On the I-10, the one that

1 is moving ahead, the reference to the (inaudible) with the Gila
2 River Indian community, you noted that once the DCR is complete,
3 we can start the programming, and in fact, we show the first
4 segment being in 2020 and 2023. And then in 2024, there's the
5 US-93, I-40/West Kingman TI, and we get to 2025 and beyond, and
6 there's zero dollars for expansion.

7 So my question is how do we anticipate completing
8 the I-10 given the discussion Board Member Stratton had
9 (inaudible) versus other corridors that has been underway? My
10 question is assuming -- assuming this approach that you've
11 taken, if indeed there's zero dollars for expansion in the '25
12 and beyond, how do we even complete the I-10 widening in between
13 Phoenix and Tucson?

14 MR. HALIKOWSKI: Mr. Chairman, Mr. Elters, I
15 assume we complete it in the same way we've completed other
16 sections of I-10, such as Picacho and the Eloy section. As
17 funds become available, again, we'll use a weighted process to
18 decide which are the priority sections of I-10 to complete
19 between Phoenix and Casa Grande. You know, anticipating that
20 there's no revenues is all we can do at this point, but as we've
21 done with other pieces of this, there's federal grants and other
22 money that might become available.

23 But sitting here today, I can't tell you that for
24 sure we've got a revenue source locked in. But until the DCR
25 and other studies get completed, I have no basis to ask for

1 money. And so we have to take these first steps. It's much
2 like the tier one on I-11, the tier one on the north and south.
3 You need to get the routes established at least from a high
4 level and begin to hone those down.

5 MR. ELTERS: Mr. Chairman, Mr. Byres, Director
6 Halikowski, your point is well taken, and I'm just highlighting
7 a point that I think the Board, when we approved the regional --
8 the long range transportation plan last year, we asked for and
9 included, insisted on (inaudible) that said we are concerned
10 with the approach of no expansion funding. And when you zero in
11 on the whole discussion, it just truly highlights the point of
12 there isn't enough funding to meet the need, and for the board
13 members, audience, everybody else involved, that is really the
14 biggest challenge that we have, and unless the revenue stream
15 increases somehow, somewhat, we're -- we will continue to
16 struggle and to -- to deliver what we all (inaudible). Thank
17 you, Mr. Chairman.

18 MR. HAMMOND: I'm going to add to what Board
19 Member Elters said. I said it earlier. I have to believe
20 something's going to give in this infrastructure need.

21 A little history of my part. When I first came
22 into the industrial real estate business, in 1978 I met with an
23 ADOT appraiser, and that was when the expansion of I-10 from
24 Phoenix to Tucson was on the books. They were acquiring right-
25 of-way, and I saw what happened -- I wasn't even on the Board

1 then -- when the recession hit, when it was planned and funded.
2 The funding was removed from the system because it was of such
3 cost. (Inaudible) sucked everything out of the state, and
4 that's why we are seeing, you know, 38 years later two of the
5 last three segments finally getting done. Those were removed in
6 a budget -- in the budget crisis of, I think, 2007 or '08. I
7 forget. I wasn't on the Board then.

8 So we've always made choices and adjustments, and
9 I have to say I have a lot of respect for the objectivity of the
10 P2P process. There is subjectivity in there, also, but there's
11 no way of getting around that. But it is a fundamental funding
12 problem, and I don't -- you know, I saw -- and I see Tucson and
13 our region has suffered through the years for the -- you know,
14 of course, the whole state has -- for the lack of a widened
15 freeway all the way to Phoenix.

16 But it's -- and I know it did -- I think it made
17 the ten year, the tenth year, the ten year plan finally, and
18 then was -- and then was -- because we now see a window to get
19 it done, we're moving it up in the priorities, and I don't know
20 how you balance that throughout the state. I know you're doing
21 it and, again, I have such respect for the objectivity of the
22 process, I tend to -- to not get subjective as a board member
23 and, you know, direct you to do otherwise. But it's a delicate
24 issue that requires more funding.

25 MR. HALIKOWSKI: So Mr. Chairman, I've over the

1 past 10 years watched this each year get tighter and tighter
2 from a funding perspective, and although, Board Member Hammond,
3 with respect, when you say something has to give, sitting here
4 today, I don't see anything given -- giving in the Legislature.
5 We're trying to build and maintain exactly the system the
6 taxpayers in Arizona are willing to pay for at this point.
7 There hasn't been any outcry that folks want to pay more for
8 transportation, infrastructure or preservation or maintenance or
9 modernization. They come to you each month saying give me
10 something, but there are no solutions being offered on how to
11 achieve those -- those requests.

12 I would also remind the Board the governor was
13 very clear in his state of state address where he said there
14 will be no new taxes, and so as I'm looking out into the next
15 four years, we're going to have to continue to make hard choices
16 and try to be as creative as we can with providing additional
17 dollars for the projects that the Board wants to do.

18 So it's -- it's a tough situation. Probably, I
19 think, in Board Member Elters' history, tougher than the times
20 he probably went through as a state engineer as we watch this
21 progress as far as transportation funding.

22 I'd like to say that there will be help from
23 Washington, but when you can't even decide on the shape of the
24 conference table you're going to sit around to discuss
25 something, I'm not sure that they can come to an agreement on

1 transportation funding in the near future, also.

2 MR. ELTERS: Mr. Chairman, one more comment. I
3 think the part that gives me personally the hardest time and I
4 find most challenging is for years we've -- we've told the
5 communities to understand the limitation and that we would find
6 any opportunity to partner with them. So (inaudible) with your
7 needs not so much to ask for a project, but to partner with the
8 state so that project can be (inaudible) provided that project
9 has benefit the state highway system as well as the local
10 communities, and now we're getting into a point where that
11 message is clearly changing. That partnership is being
12 undermined, depleted, going away, whatever term you want to use,
13 not deliberately, but it's for the very lack of funding that
14 we're discussing.

15 So even on projects where we wanted to help see
16 through because of its value, now we're not in position to do
17 that, and that is probably the hardest part. When I see no --
18 and again, it's no criticism of anybody. Not the program, Greg,
19 but when we have no expansion dollars to even achieve that, to
20 build on that partnership that has taken place over the years,
21 and lack of that, introduces some -- in my humble opinion, some
22 unfairness in the process, because we've worked with some
23 communities throughout the state to deliver projects, there are
24 others that are lined up, and we won't be able to work with
25 them. Thank you.

1 CHAIRMAN SELLERS: If I might, just one more
2 comment, and that is that everything we hear from the federal
3 government would suggest that we're -- to get any federal money
4 is going to take a greater state contribution, and I guess the
5 only encouragement I have from that is the legislators that I
6 talked to recognize that, and I think because of that, may be
7 more willing to look at what it's going to take to accomplish
8 that.

9 MR. BYRES: And Mr. Chairman, you bring up a very
10 good point. Even today, we're working on an INFRA grant
11 application in this particular case. It's for I-17, and one of
12 the reasons that I-17 was selected for the INFRA grant was if we
13 are successful in getting that grant, that would free up more
14 dollars -- actually, it's -- of all the projects we analyzed, it
15 would free up more dollars than any other that we could utilize
16 elsewhere within the Greater Arizona area. So -- so it's a
17 two-fold hit. One is we get additional dollars to complete
18 I-17, but we get to free up the dollars and use them somewhere
19 else. So that's -- that would be a substantial impact to -- to
20 our program if we were successful.

21 One of the criteria, it's actually the number two
22 criteria in that grant application is local funding that comes
23 through. What -- the way the feds have put it together is
24 they're looking for that local funding, anything that's
25 non-federal, to take and leverage against, and that is the

1 number two criteria. Number one is safety. Number -- second,
2 criteria is that leveraging amount, so...

3 MR. THOMPSON: Chairman, it appears to me that
4 there's still time to revisit some of the projects that are of
5 concern. You realize that -- everybody realizes here that
6 there's not too many state or federal highways up north, in
7 northeastern Arizona. And a lot of these roads are quite
8 heavily used, and we see that there are some damage and the
9 repairs that definitely need to be made. So I'm questioning why
10 it didn't make it on that list. So therefore, I feel -- I would
11 feel much better if those roads would be revisited, and then to
12 at least collect the information more as to those things --
13 those information that are missing. I would like to get
14 together with you and come to a (inaudible) that I have a
15 concern about, I think.

16 MR. BYRES: Yeah. I'd be more than willing to.

17 MR. STRATTON: Greg, the grants you have applied
18 for, when will you know something on that? Will it be prior to
19 the adoption of the five-year plan or after?

20 MR. HALIKOWSKI: Chairman, as soon as Karla tells
21 us that we've been approved. Right, Karla?

22 MR. BYRES: The selection will occur after the
23 five-area program is approved. So we will not have that
24 information prior. We submit in the middle of March.

25 MR. STRATTON: So if -- let's say we got lucky

1 and we did get some money for 17, and that freed up money for
2 Greater Arizona. Could we go back then and amend the five-year
3 plans, or we would have to wait until the following year to
4 adopt a new five-year plan (inaudible)?

5 MR. BYRES: If we are successful, Chris, we'll
6 keep you in the loop all the way through, Mr. Chairman, Board
7 Member Stratton. If we're successful, we will come back to the
8 Board to let you know that we have been successful, and again,
9 that's freeing up extra dollars. So what happens in the
10 program, you know, whether that money gets used for additional
11 preservation, whether it gets used for other projects, we would
12 -- we would take and analyze all of those, come to you with a
13 recommendation for the expenditure of any additional dollars.
14 If we have a -- any need outside of new projects, I think that's
15 probably -- that money would get utilized for any of that prior.

16 MR. STRATTON: But you would come to us to amend
17 this five-year plan? Am I understanding that correctly?

18 MR. HAMMIT: Mr. Chairman, Mr. Stratton, the
19 moneys that would be freed up are in future years. So there
20 would -- it wouldn't be -- free up 2020 dollars where we have
21 money programs '21 and '22. That's where the savings would
22 happen.

23 MR. STRATTON: Thank you. That was my question.

24 MR. HALIKOWSKI: Mr. Chairman, one last thought I
25 just want to leave the Board with is that, you know, we think

1 about this -- this issue a lot between the urban areas and
2 greater Arizona, and how do we do this. And I think about it a
3 lot, and one of the questions I think we just have to ask
4 ourselves for the future, as we see population increase, what is
5 urban versus rural Arizona? And when you look at the stretch of
6 I-10 between Phoenix and Tucson, should the 13 other counties be
7 bearing the full brunt for those sections outside of Maricopa
8 and Pima County? You could also look at I-17, because we're
9 seeing a lot of expansion as it continues out from this area of
10 the Sun Corridor. And when does the Sun Corridor itself become
11 considered to be an urbanized area, not part of the 13 other
12 counties? So there are some other discussions I think we need
13 to think about in the future.

14 MR. KNIGHT: Mr. Chair.

15 CHAIRMAN SELLERS: Yes. Go ahead.

16 MR. KNIGHT: To go back to Mr. Stratton's
17 question on adding new projects, I know that we've added new
18 projects several times throughout the previous -- throughout
19 last year, as money became available, matching funds became
20 available. So it seems like that is something that we can do to
21 the existing program as money is -- as money becomes available.

22 MR. BYRES: Mr. Chairman, Board Member Knight,
23 you're absolutely correct. We do add projects that come through
24 during the course of the year. It comes through our PRB. It
25 comes through PPAC, and obviously comes through the Board for

1 approval. But that's still -- that's a normal course for -- for
2 projects as either it -- as -- normally it's a matter of
3 schedule and timing, that we're manipulating projects back and
4 forth that you see that change. With the funds that we're
5 talking about here, you're going to see those ones come before
6 the Board in the new program, for future years as those come
7 out. So that's what we'd be looking at.

8 MS. WARD: If I may, Mr. Chairman.

9 UNIDENTIFIED BOARD MEMBER: I guess I'm in charge
10 now.

11 MR. HALIKOWSKI: Let's get something done.

12 MS. WARD: You know, mostly what you see when you
13 see new projects coming on, what you see are projects that are
14 coming out and being defined out of the subprograms that already
15 exist, and the funding already exists. What is concerning and
16 that can be something to consider is we are routinely
17 experiencing increases, decreases and changes to our estimates
18 on projects. So typically what we do, we have -- when extra
19 dollars become available, unless it's something unusual like we
20 get an influx, a large influx, those dollars go into our
21 contingency fund and they circulate through. As projects come
22 in over, we pull from the contingency. If projects come under,
23 we flow it into the contingency, and ultimately those flow into
24 that next program.

25 It is very -- it is something to be cautious

1 about to start looking at each additional dollar that becomes
2 available to the program and suddenly programming an additional
3 project. I will caution you tremendously on that, because keep
4 in -- keep in mind we have been facing some significant
5 increases, inflationary increases and cost increases due to the
6 labor shortages and so forth, and so we have to be prudent in
7 that -- in our approach.

8 MR. BYRES: So we'll go ahead and continue on.

9 We have not given up on modernization projects as
10 part of our P2P process. We do go through and actually analyze
11 and rate our expansion projects. This is just a list of the top
12 10 projects that we have. These are expansion projects that
13 came out of our P2P list. These are -- again, we're not showing
14 them in our program, but they're -- these are -- if suddenly
15 billions of dollars dropped out of the sky, this would be
16 somewhat of a wish list, but we do prioritize these based on all
17 of the criteria that we have in P2P. So we're not giving up on
18 it. We still do the planning for it. We're just not showing it
19 within the program.

20 So as we go on, now we're -- we'll talk about the
21 MAG region programming. Right now MAG is going through a
22 redistribution, but this kind of gives you a list of the
23 projects that we are looking at that MAG has given us. We are
24 working very closely with MAG to put together their program.
25 Again, they do their own planning. Once they complete it, we

1 will take and implement it into our five-year program. But this
2 gives you an idea of the different projects within the MAG
3 region that are currently in their current program. It may
4 change as we go through the redistribution, but this is what we
5 currently have.

6 In the PAG region, this is a list of the projects
7 that they're looking at. Again, these are currently programmed
8 projects. They are also looking at redistribution of their
9 projects, but this gives you an idea of exactly what's going on.
10 They will be finalizing theirs within the next couple, three
11 months as far as redistribution and their planning that will go
12 into our five-year program.

13 The next item we have is our Airport Capital
14 Improvement Program. What you're looking at here is the airport
15 of the year. This is Falcon Field for -- it was selected as the
16 airport of the year just about a month ago. So looking at our
17 current program that we have, this gives you an idea of the
18 funding that we have for our different programs. So for
19 federal, state, local program, there's \$5 million available.
20 The state and local program is currently not being funded. The
21 Airport Pavement Preservation Program has \$5 million in it, as
22 well as funding for the Grand Canyon Airport planning services,
23 and then the total -- that gives you a total of the Capital
24 Improvement Program.

25 What we're looking at for 2020, which is the

1 first year of our program, again, for the purposes of
2 maintaining our fiscal constraint for the airport -- or the
3 Aviation Fund, we're using -- oops. It wasn't me.

4 So in order to maintain the fiscal constraint on
5 our aviation program, our Aviation Fund, we're only programming
6 one year at a time. So this gives us our 2020 program. In it
7 we are looking at, for our federal matches -- our FSL program,
8 five million. We are bringing back our state and local grant
9 program, and it's being funded at \$9 million.

10 The Airport Pavement Management System is being
11 funded a little bit heavier at 5.5 million. The total funding
12 that's going into the Grand Canyon National Park Airport is 4.5
13 million, and then, of course, we've got the development projects
14 at 9 million, with a total programming of 24.9 million.

15 So this puts us back on track with the
16 aeronautics program of where we were prior to the big sweeps and
17 having to draw down and stop our programs that we had over the
18 past couple years.

19 So the next steps on our five-year tentative
20 program, we have public hearings in -- on March 15th, we have a
21 hearing in Tucson. April 12th, we'll be in Flagstaff. May
22 17th, we'll be in Phoenix, with a study session to finalize the
23 program with the Board on June 4th here in Phoenix. We will
24 present the final program to the State Transportation Board for
25 approval June 21st in Pinetop, and then the program will be

1 delivered to the governor June 30th, with the fiscal year
2 beginning July 1st.

3 And that's it for what I had with my
4 presentation. Any other questions?

5 CHAIRMAN SELLERS: Any other questions for Greg?

6 Yeah. Board Member Thompson.

7 MR. THOMPSON: Chairman, board members, recently
8 I stopped by a Hopi (inaudible), and they informed me that they
9 had received funding for their airport. So is that part of last
10 year's funding where they got their -- or how did they get that
11 funding?

12 MR. BYRES: So Mr. Chairman, Board Member
13 Thompson, that -- that particular airport, we actually added
14 that on, and that came through the Board for approval.

15 MR. THOMPSON: Uh-huh.

16 MR. BYRES: We had funding in excess of what we
17 had programmed. So we were actually able to add a few airports
18 to it, and the Hopi Airport was one of the airports that got
19 added. It was at the highest priority that was unfunded, so --

20 MR. THOMPSON: They do extend their appreciation
21 for that project.

22 MR. BYRES: Thank you.

23 CHAIRMAN SELLERS: Yeah. Board Member Hammond.

24 MR. HAMMOND: Just so we can have final
25 discussion on this, I would make a motion that we approve the

1 tentative plan, but I -- it is tentative. There's been a lot of
2 input, and that's why we're here as board members to give staff
3 input on our thoughts, and I would hope if there's anything to
4 be learned and adjusted, and I kind of paid attention to that,
5 you know, staff can take our comments and do that. Subject to
6 that, I would recommend that we approve the tentative plan.

7 CHAIRMAN SELLERS: I believe today is for
8 discussion only.

9 MR. BYRES: Correct.

10 MR. HAMMOND: So there's no approval?

11 MS. PRIANO: No.

12 MR. HAMMOND: Okay. Well, I recommend we listen
13 to our discussion.

14 CHAIRMAN SELLERS: Thank you, Greg.

15 Okay. Next we'll move to Item 2. Board Member
16 Stratton will talk to us about call to the audience procedure,
17 and again, this item is for information and discussion only.

18 MR. STRATTON: Thank you, Mr. Chairman.

19 For -- I'd like to preface as my remarks to begin
20 with. One, I think it's very important for the public to have
21 their input and their comments, and we certainly appreciate it.
22 During the course of a regular meeting, not the public hearings,
23 at all the meetings we go to, most of the people come and speak
24 and then leave. I think I'll use Show Low as a prime example
25 when there was a multitude of people from Heber who came in, and

1 we need this, we need that, and they left.

2 The people that stayed -- and I'm going to give
3 Ms. Harris a great deal of credit, the lady from southern
4 Arizona wanting the bike path. She stayed for every meeting
5 she's been to, and after the meeting in Kingman, she came up to
6 me and said, you know, I'm learned a great deal from staying at
7 this meeting. I understand better why you can do things and why
8 you can't do things and where you can do things.

9 So I think it's important that we look at that
10 and talk about it. And one of the things in the other positions
11 I've had in local government, call to the public has been at the
12 last of the meeting for -- one of those for that reason. I
13 don't believe all should be at the last of the meeting. I think
14 the -- I'd like to have a discussion about the possibility of
15 the local dignitaries that welcome us being at the front of the
16 meeting. The people that have comments about something that
17 we're going to vote on the agenda to be able to speak at the
18 front of the meeting or during that agenda item. But the rest
19 of the people that want to make comments to us and ask that we
20 look at certain things, I think it helps. They say that the
21 gentleman from Gold Canyon stayed for most of the meeting, he
22 heard the financial parts, which -- and there's two more here, I
23 understand. That really helps.

24 I don't know what it does for MAG and PAG, but I
25 know in the Greater Arizona area -- actually, I have a meeting

1 scheduled with these gentlemen from Gold Canyon, and with them
2 having been here and heard the financial difficulties that we
3 have and the decisions we have to make and how we prioritize
4 things or where the staff does, it makes it a great deal easier
5 to speak to them and help them. So for that reason, I'd like to
6 have a discussion about possibly having a two-part call to the
7 public. Some of it up front, and some of it at the end.

8 CHAIRMAN SELLERS: Any comments or questions?

9 You know, to tell you the truth, I don't have a
10 strong feeling one way or the other, but it sounds like it's
11 punishment for making them sit here and listen to us for an hour
12 and a half. But --

13 MR. HALIKOWSKI: Believe me, it's nothing of the
14 sort.

15 CHAIRMAN SELLERS: But I think Board Member
16 Stratton does bring up a point. If nothing else, after being on
17 this board for four and a half years -- not quite yet -- but
18 it's a question of resources. These are all good projects.
19 They're all very important projects, not just for the
20 communities, but to the whole state, you know, and that's why I
21 applaud this attempt at objectivity by staff.

22 I know that when you do weightings, for example,
23 you can subjectively move things one way or the other. So it's
24 -- but I do believe in their heart they try to do that, and to
25 have the folks that come before us to speak understand that

1 process is really what you're trying to do here. So I don't
2 have a problem moving it if -- but then they're going to have to
3 kind of guess when the end of it is and maybe come an hour after
4 we start. Does it really -- I mean, is there -- is this the
5 right solution? And so I have no problem with it, even if it's
6 the wrong solution. I'll be here one way or the other.

7 MR. STRATTON: I certainly would not want to
8 punish anybody to sit and listen to us, but I'm just trying to
9 get more information out to the public, and possibly in the long
10 run by doing so, it might help us find a solution to long-term
11 funding through the people talking to their legislative people
12 or something like that.

13 MR. HALIKOWSKI: You know, Mr. Chairman the only
14 really punishing part is the financial presentation.

15 MS. WARD: Now that was timing.

16 MR. HALIKOWSKI: I think Board Member Stratton
17 makes an excellent point, as I've observed the Board for the
18 past 10 years. I mean, people do come in, and they expect you
19 somehow just to make money to make their requests come true, and
20 it is a learning process. And you know, at the Legislature, if
21 I want to speak on a particular bill, I sign up and speak on
22 that particular bill, on that agenda item.

23 And so I think that, you know, certainly the
24 Board can consider maybe having people sign up for certain items
25 they're interested in, but it's somewhat out-of-the-box thinking

1 to say that, you know, if you're going to come in and then make
2 requests, at least understand the process and the hurdles the
3 Board's facing financially.

4 MR. ELTERS: Mr. Chairman.

5 CHAIRMAN SELLERS: Yes.

6 MR. ELTERS: I would -- I would support it. And
7 specifically, and recently, we've had a couple presenters who
8 have attended multiple board meetings and present and make
9 requests, come up. In fact, at the last board meeting, either
10 in Morenci or Kingman, where we're -- individuals came up and
11 basically said we've been talking to you about these projects
12 for some time now. We just -- we don't see anything happening.
13 We ask you to get off the dime and something, in a nutshell. My
14 word, not theirs.

15 UNIDENTIFIED SPEAKER: Dime is kind.

16 MR. ELTERS: So I think if you see it to
17 Mr. Stratton's point, if you see it as an educational
18 opportunity, truly to inform and educate as to what it is that
19 we're all trying to do and the limitation, then I think there's
20 value there, and I would -- I would support some gradual
21 transition in that direction, how will we set it up.
22 Dignitaries speaking, you know, at the beginning. Those that
23 want to speak to specific projects speaking when the project
24 item is presented, and then those that want to speak in general
25 about roadway-related issues and corridors-related issues, then

1 they can speak at the call to the audience, which would be
2 toward the end. At least I believe it's at least worthwhile.

3 CHAIRMAN SELLERS: Well, and I -- I guess my
4 perspective is I agree that it would be really important for us
5 to hear any input on agenda items at the beginning of the
6 meeting. I do like the idea that if you're presenting something
7 that is not on the agenda, that it may be more fitting right
8 ahead of where we ask for board members that have agenda, future
9 agenda items, to be able to then relate the things that have
10 been expressed to us and say, gee, maybe this would be a good
11 agenda item for the future.

12 MR. KNIGHT: Mr. Chair.

13 CHAIRMAN SELLERS: Yes.

14 MR. KNIGHT: I'd just like to add -- and Board
15 Member Elters used the term I was going to use, educational,
16 rather than punishment. Educational on -- for the audience,
17 because they do -- when they see no movement, they've got
18 nothing left, time and time again, and didn't stay for the whole
19 meeting. So perhaps it would be a good idea. I know on city
20 council, we have the call to the public at the end. Anybody
21 that wants to speak about a particular -- any agenda item, they
22 speak during that agenda item. But remarks that are made that
23 are not on agenda items come at the end. So I -- we're going to
24 be here -- we're going to be here from start to finish. So I --
25 I think it would be educational. I think maybe the audience

1 could learn something about how much money we don't have and how
2 priorities are determined. So I would be in favor of doing
3 something.

4 CHAIRMAN SELLERS: Board Member Thompson.

5 MR. THOMPSON: I do support Mr. Stratton's idea
6 here. (Inaudible) different communities (inaudible) so I do
7 support (inaudible) and for all the other reasons that were
8 commented.

9 CHAIRMAN SELLERS: Board Member Hammond.

10 MR. HAMMOND: You know, a -- certainly a
11 collateral piece that we should have, whether they speak early
12 or late, is a -- well, this is quite user friendly, (inaudible),
13 but really, really what we have available, what the need is and
14 how we weed out the process. I mean, I know it's on the website
15 somewhere, but is there just a collateral piece when these folks
16 speak that we can have here and give it to them so they can
17 study at their own leisure? Otherwise, I think we should
18 require them to come to this meeting every year before they can
19 speak, because this is really where, you know, we're going to
20 peel back the onion on what we've got available and what we can
21 do. But a collateral piece would be a good thing to have, two
22 to three pages if it's possible.

23 MR. HALIKOWSKI: So Mr. Chairman, unfortunately
24 it's been my lot in life to play devil's advocate. While all
25 these are excellent suggestions, the other thing I'd just say to

1 the Board you want to consider as you're mulling this over, the
2 public input is extremely important. You don't want to have a
3 chilling effect by setting it in such a way that the public
4 feels like it's not worth their time to come and comment.

5 CHAIRMAN SELLERS: Okay. Any other comments?

6 So should we suggest this as a future agenda
7 item?

8 MR. STRATTON: Mr. Chairman, first of all, I
9 appreciate you allowing me to put this on the agenda, and I
10 appreciate all the comments. John, I appreciate you playing
11 devil's advocate, because you do well.

12 MR. HALIKOWSKI: My mother said I had horns.

13 MR. STRATTON: I think I would like to place it
14 on an agenda in the future and let us all go back and think
15 about all the things that were said here today and have more
16 discussion on it, and we'll consider it on an agenda at some
17 point in time.

18 MR. KNIGHT: Mr. Chair, just to add -- I know on
19 our forms that we have at the beginning of the meeting, they are
20 divided out. We have a form for somebody that wants to speak on
21 a particular agenda item, and they write that agenda item down.
22 Then we have another form if they're just going to speak at call
23 to the public. So it would make it easier for Linda to figure
24 out and the Chair.

25 CHAIRMAN SELLERS: Well, in fact, at MAG we have

1 two different colored --

2 MR. KNIGHT: Yeah, exactly.

3 CHAIRMAN SELLERS: -- cards. One for agenda
4 items and one for items you just want to speak on.

5 MR. KNIGHT: Exactly.

6 UNIDENTIFIED SPEAKER: (Inaudible.)

7 UNIDENTIFIED SPEAKER: (Inaudible.)

8 CHAIRMAN SELLERS: Yeah. I mean, I would never
9 want to create a lot of work for staff. I mean, you guys are
10 busy, but if you can with, you know, the push of an email button
11 ask the question with -- of other organizations like ADOT, maybe
12 somebody's already looked at this issue and can come back with
13 some feedback rather than try to figure it out in a vacuum.

14 MR. HALIKOWSKI: We certainly can do that,
15 Mr. Chairman. But, you know, again, I think as pointed out, it
16 comes down to subjectively what's the Board comfortable with,
17 you know, and is it different colored cards? Is it specific
18 agenda items? Are there going to be time limits, different for
19 people that want to speak to an agenda item different versus
20 just a public comment generally? So there's some things to mull
21 over, but we'll -- we could look at some models and come up with
22 some recommendations but see where the Board wants to go.

23 CHAIRMAN SELLERS: Very good. Thank you.

24 Okay. Now we need to have some more excitement,
25 so let's bring Kristine Ward back up with Dallas to talk about

1 the Highway Aviation Program and the impact from the government
2 shutdown.

3 MR. HALIKOWSKI: Dallas, when did you
4 (inaudible)?

5 MR. HAMMIT: Yeah. Yeah. And Mr. Chairman, I
6 think this was basically just in general of impact for the
7 department for the government shutdown. And we can get into
8 aviation, but we've had very little impact to our aviation
9 program due to the shutdown, but we have in other areas.

10 Our transit program basically was put on hold.
11 Our staff members, we reassigned to other duties. Outside of
12 staff and providers were not able to request -- or they could
13 request. We were unable to pay them reimbursements for their
14 transit services. Now that we are back up and going, we are
15 working very diligently. We're encouraging them to submit their
16 invoices so in case we do get another shutdown in three weeks,
17 they're paid up-to-date.

18 One of the things that we didn't see immediately
19 happening is our federal highway partners were able to continue
20 working, but our program, especially our NEPA process, relies on
21 multiple federal partners, the Bureau of Land Management, The
22 Forest Service. A lot of them were on -- were not able to work
23 during this time. And as we go through our NEPA process, they
24 were not able to comment on projects. So it delayed some NEPA
25 approvals.

1 And one that I found out last week, we have a
2 state historic preservation office that it goes through, but we
3 also have to send it to a national historic preservation. They
4 don't have to act on it, but because they were shut down, it
5 couldn't be posted to their website. So even though there was
6 no action required, we couldn't get it posted. That clearance
7 could not happen.

8 One thing that happened that probably a lot of
9 you saw is our I-11 public meetings. They were delayed. We
10 could not post the I-11 documents on the National Register, in
11 addition to our partners through other federal agencies weren't
12 working, so they weren't able to comment.

13 So those have been the impacts. We're hoping
14 that we can make up ground. One good thing with some of our
15 federal partners, BLM and The Forest Service, we have imbedded
16 staff that we paid for. They worked through the shutdown.
17 They're federal employees, but we use our program funds. But
18 their boss wasn't there to sign off on it. So a lot of the
19 legwork was done, but now their supervisor will have to get
20 through the cube of documents and approve. But hopefully, it
21 won't take us long, because at least those liaisons continued
22 working through that month shutdown.

23 And I don't know if Kristine has anything else on
24 financial.

25 CHAIRMAN SELLERS: Kristine, did he handle that

1 okay?

2 UNIDENTIFIED BOARD MEMBER: Yeah. Dallas, I had
3 one question.

4 MR. HAMMIT: Yes.

5 UNIDENTIFIED BOARD MEMBER: Are you aware of any
6 local government transit programs that had to shut down?

7 MR. HAMMIT: I am not. Greg probably could speak
8 to it. We did get -- I know of one who definitely was in
9 financial hardship, (inaudible), we get information, but I
10 didn't hear that they shut down.

11 MR. BYRES: We were able to take and get as many
12 reimbursements done before the shutdown as possible. So most
13 everybody -- most all of the different subrecipients either bill
14 on a monthly basis or a quarterly basis. So several of them
15 that are on the quarterly basis didn't even have an invoice
16 coming in. So they were fine. They were operating on their own
17 money. The ones that operate on a monthly basis, they were hurt
18 to the extent that they didn't get an immediate reimbursement,
19 which is why we are working diligently to get them reimbursed
20 now, so...

21 UNIDENTIFIED BOARD MEMBER: I'd like to commend
22 staff for all they did for everybody during the shutdown.

23 MR. HALIKOWSKI: So Mr. Chairman, on the aviation
24 issue, I ran into Mr. Arlando Teller, who's now Representative
25 Arlando Teller, at the Legislature the other day.

1 Kristine, does he have a bill on the Aviation
2 Fund? Are you familiar with it? Can you -- there is a piece of
3 legislation, I believe, he's introduced that might be of
4 interest to the Board.

5 MS. WARD: Excuse me. Mr. Chairman, Director
6 Halikowski, we're talking about the \$65 million --

7 MR. HALIKOWSKI: Yes.

8 MS. WARD: -- where they are proposing influxing
9 \$65 million into the Aviation Fund from the General Fund. It is
10 probably -- while I'm not abundantly familiar with the bill,
11 it's probably associated with the fund has undergone a series
12 over a number of years of sweeps where excess dollars -- well,
13 supposedly excess dollars were removed out of the fund and
14 transferred into the General Fund. The most recent one being a
15 couple years ago for about \$15 million was one of the items that
16 impacted the deferred payments. Not entirely, but it was one of
17 the major factors impacting us having to defer payments to the
18 airports.

19 Anything further, sir?

20 CHAIRMAN SELLERS: Any other questions?

21 Comments? All right.

22 MR. THOMPSON: Chairman, I do know -- board
23 members, the audience, I do know that the federal shutdown has
24 really impacted the Bureau of Indian Affairs transportation.
25 And just at that time the shutdown happened, we have a quite a

1 big weather out there, and the Navajo Nation (inaudible) County
2 had to struggle in keeping a lot of these roads open, but the
3 Bureau of Indian Affairs was certainly impacted. Thank you.

4 MR. ELTERS: Mr. Chairman, just -- I have this
5 urge to ask the question, and that is and -- as we discuss
6 revenue shortfalls and challenges and such and look back,
7 recognizing that we -- we as a state economy are doing well, and
8 we have some surplus, which is wonderful. A lot of people
9 worked hard to get there and deserve a lot of credit.

10 My question is looking back on -- over the years
11 when we had surplus, there were some moves, steps taken to
12 support the -- how we use the revenue fund by transferring money
13 from the General Fund to transportation, and called it STAN one
14 and two, and I think STAN stood for State Transportation
15 Acceleration Network or something along those lines. Are there
16 -- is anyone hearing of any discussion or are there any thoughts
17 about maybe using a few dollars from the surplus to put into
18 transportation?

19 MR. HALIKOWSKI: A little bit of history. I was
20 working at the Legislature when Chairman Biggs proposed that
21 idea. I said, "What do you want to call the fund?" And he
22 said, "Draft it and call it anything you want." So my son had
23 just been born, Stanley. So I named it the Stan (inaudible),
24 which is how it became the Statewide Transportation Acceleration
25 Needs.

1 Right now I haven't heard anything, Mr. Chairman,
2 Mr. Elters. That doesn't mean that there may not be in the
3 future, even if a bill's not introduced, some movement to infuse
4 General Fund, as we saw during those days with the STAN fund, I
5 think as we saw on 189 to accelerate it also. So it's not out
6 of the question that someone may propose something like that in
7 a budget. Just haven't seen anything yet.

8 CHAIRMAN SELLERS: Okay. Moving on to our final
9 agenda item, Item Four. Mr. Randy Everett will give us an
10 overview of traffic control strategies for the Renaissance
11 Festival on US-60.

12 MR. EVERETT: Does that have a pointer?

13 Good morning, Chairman Sellers, members of the
14 Board. I was asked to give a brief -- no, just kidding around
15 -- but brief presentation on the Renaissance Festival. So I
16 will do that this morning, give you a little bit of information.
17 So Tony Abbo has put this presentation together for us. I
18 really just spit it out. There's a lot of good information that
19 we've been doing with the Arizona Renaissance Festival over the
20 last several years.

21 There has been a long backup problem out there on
22 Route 60, and we've really been monitoring it over the last
23 couple years. So I want to walk you through what we've been
24 doing and where we're going with this in a very short time
25 period here.

1 So a little background. I think this might bore
2 Board Member Stratton, but I'm going to give everybody -- for
3 the edification of the group, I want to give you a little bit of
4 background on what's going out on there. Renaissance Festival,
5 been going on -- it's on U.S. Route 60, the vicinity of about
6 Milepost 205, which we'll look at in a second. First event held
7 back in 1989. They have about 275 to 300,000 people every year
8 go to this event. It's over a six-week period, 17 regular event
9 dates, and then two school programs during the week.

10 About mid February is when it starts. It ends in
11 early April each year. Hours are about 10:00 a.m. to 6:00 p.m.
12 Opens at 9:00, 9:15 in the morning. President's Day has
13 happened. So then there's a school event that we talked about,
14 and it only happens on weekends except for that school event.
15 So this is where it is. It's way out there on Route 60. It's
16 approximately 5,000 feet past Peralta Road is where this is
17 located.

18 So there are two gates to the facility itself,
19 Gate A and Gate B, and that will be important in just a second.

20 So we coordinate just like we do with every major
21 event. We coordinate with both the Renaissance Festival, the
22 organizer on something like this, and then obviously also with
23 our DPS, our officers out there.

24 Challenges. So this is what's happened, and this
25 is kind of why I think it's been brought to you as a board.

1 There's only one access site, and that's from US-60. Most of
2 the traffic comes from the west, from Phoenix. There's a huge
3 influx into the area about from about maybe 10:00 to 12:00,
4 mostly in that 10:00 to 10:30, 11 o'clock range. And then, of
5 course, that reverses in the morning. And why -- or in the
6 afternoon.

7 And why weather is important here is because if
8 it does rain out there, what happens is everything goes to the
9 following weekend. So it gets really busy when it does rain.
10 Parking is the obvious issue we've got, because we've got to get
11 people in and out out there. And I don't want to say "we have
12 to." The Renaissance Festival has to do that.

13 There are other events that now are coming.
14 There's a lot more push out to the east side from the west side
15 now. So there's a lot more coming out there. And then there is
16 signalization in the area where the freeway ends and the
17 festival grounds begin, and that's what we're going to talk
18 about here in a second.

19 So here's the challenges. People don't
20 necessarily read the signs. We tried a few things last year,
21 and that was a bit of a challenge. So as meetings have
22 happened, we -- this is what we do, and this is what we do with
23 any major event in Central District. We have a pre-event
24 meeting. We do inspections during all the time that the event
25 is happening out there. We always have a post-event, what went

1 right, what went wrong, moving on to the next year, and then we
2 meet with any groups that may want to meet with us -- this being
3 one, obviously, when we have some either reservations or some
4 concerns or even some questions about what's happening out
5 there.

6 So here's what happened. In 2018, there were
7 quite a bit of backups out there. In fact, there was about an
8 11-mile backup about two years ago, and I think this is why it
9 came to such an attention, because there had to be something
10 done. So we did a few things. And again, I keep saying "we,"
11 but the Renaissance Festival does this, and then what we do is
12 we oversee it to make sure it's done according to what we wanted
13 done.

14 So this may seem like a small thing, but the
15 radius was expanded last year at the beginning of 2018, before
16 this event, and what it did is it made for a much easier turn
17 into the event. And although, like I say, it sounds small, that
18 really made a huge difference, because people could get into the
19 event much, much faster.

20 We tried a two-lane gate facility. So in other
21 words, we brought them in with two lanes. We tried everything
22 to make that stick through the year. We did different
23 signalization, different signing, different everything out
24 there, and in the long run, people just did not use that left
25 lane -- well, the far -- the left lane of the two right. I

1 don't know why. We even tried to force them into it and they
2 didn't use it. So it ended up being something where we took it
3 off the table at the very end of the year and went back to the
4 single lane, and to be honest, it was faster. I can tell you
5 that, right? I mean, I don't understand people. It never got
6 filled. We forced people over there, and it never got filled.
7 I don't understand.

8 The great success story was this, though. What
9 we did is we brought people in through Gate B. We didn't. The
10 festival people brought people in through Gate B. And this is
11 people coming from the east. So they're coming west, and what
12 used to happen, and I'll show you this in a second, what used to
13 happen is they had to go around, and they had to exit or take
14 the U-turn where all the people are going into Gate A. Well,
15 that was a mess, and that made things horrible, and that caused
16 a lot of the delay. Now, this Gate B is a little bit east of
17 Gate A, and what does now is the eastbound traffic -- I'm
18 sorry -- the westbound traffic can duck in right into Gate B.
19 That saved an amazing amount of time last year.

20 So by the way, that Gate B is closed for all
21 different times of the year. We only open it for this occasion,
22 this event.

23 So this is what we showed you. I showed you last
24 year. This is what the Renaissance festival had done. So
25 essentially what we have now -- I'm going to try to see if --

1 yeah. There's a pointer. So what we have is we have westbound
2 -- eastbound traffic that goes like this, and they go into the
3 event. I'm sorry. Yeah. You're going to have to turn around.
4 I'm sorry. I can show it up here maybe.

5 UNIDENTIFIED SPEAKER: (Inaudible.)

6 MR. EVERETT: All right, then. I'll show it
7 here.

8 UNIDENTIFIED SPEAKER: (Inaudible.)

9 MR. EVERETT: It's going to go in here in Gate A.
10 That's the westbound traffic. I'm sorry. The eastbound traffic
11 is going into Gate A, and that's, again, most of the traffic.
12 Westbound traffic is going in now through Gate B. What happened
13 is before this happened, this is what was going on the year
14 before. They would come over here, they would take this U-turn
15 right here, get in line with the thousands of other people, and
16 then go into the event in Gate A. That was taking the most
17 amount of time. And so we've changed that, and now they go in
18 through Gate B. Whole lot better right now. So now these
19 people in the westbound go in through here in the morning.

20 In the afternoon, it's very similar. They're
21 just going to come out of Gate A and Gate B. They can get into
22 this lane. If they need to travel west, then they get in here,
23 and they take a U-turn. And the afternoon hasn't really been a
24 problem. Only time we had a problem last year was when we had a
25 marathon going through at the same time, and that did cause a

1 little bit of a delay.

2 Yes, sir. Did you see a question?

3 MR. STRATTON: Didn't last year we talk about
4 instead of going to the first crossover for the westbound
5 traffic, they went down to the second one and then made the
6 crossover to go back west? Because I know the times that I've
7 been in this, when they come out Gate B and try and get over to
8 the first crossover.

9 MR. EVERETT: Yes.

10 MR. STRATTON: It really holds up the traffic
11 that's going through eastbound.

12 MR. EVERETT: Yes.

13 MR. STRATTON: All at once they're trying to get
14 over, and it is very difficult for the traffic to blend?

15 MR. EVERETT: Yes. You are correct.

16 So really, the movement that we're asking people
17 to do, and this is what Renaissance Festival has done a pretty
18 good job at, is they are -- pretty much anybody westbound has
19 been asked to go out Gate A, and then they do get in that lane,
20 and then they take that U. Whereas the Gate B, you're right,
21 most of these people don't even have the time to get over there.
22 It's a mess if they try to. So they actually take that right
23 and continue straight down into the east. That is correct.

24 Okay. So this is what's important. And this is
25 why I think that we've had some success with this. This is --

1 so if you take the signalization that is in the west side, it
2 starts about five maybe signals back, and that free flow
3 condition -- so if you had no event going on, that's about an
4 eight-minute trip through all those signals and then past the
5 festival site. It's about an eight-minute trip if you just had
6 nothing out there. So it does take you some time to get through
7 the signalization, but that's -- there are signals out there.
8 So you have no choice.

9 What we found when we did a peak delay time last
10 year, and what we did is we took this -- just so you know, we
11 took this at a time where it was a sunny day. It was a very
12 crowded day. It was one of the most crowded days that we had
13 out there, and we took these peak delay times. What we found is
14 that our peak delay -- and this is all through all the signals
15 and through the event traffic -- this is somebody not entering,
16 obviously, the event, but just going straight through -- it took
17 them approximately 14 minutes and 15 seconds, 16 seconds.

18 So what that tells you is there's about a
19 six-and-a-half-minute delay on a pretty bad day. That to us is
20 palatable. Not great, but palatable. It's a whole lot better
21 than it was before. We dropped from about an 11-mile backup to
22 about a three-mile backup at worst case.

23 Here's some images of drones just to see. This
24 is also something we did. We flew drones out there last year
25 just to see what this was all about. We had a drone time. So

1 if you can kind of look at from a drone perspective, 9:30 shows
2 not a whole lot of traffic even going in there yet. Then you
3 start to see ten o'clock, it starts to pick up. Up here you can
4 actually see that. Then you've got about 10:45, it picks up a
5 little bit more. This is your real big time, about the
6 lunchtime or a little bit before 11:30. There is a whole lot of
7 traffic going into the event at that time. Now, all of a sudden
8 you've got 12:20, and there's really nobody else there. So same
9 kind of thing goes on in the afternoon, is there's that time
10 period where it gets heavy, and then it starts to take a little
11 bit of a step back.

12 Yes, sir.

13 MR. STRATTON: Thank you. First, I want to
14 commend you guys. You really did a great job last year, and it
15 did reduce the time significantly by about an hour.

16 MR. EVERETT: That's great news.

17 MR. STRATTON: I know I've been stuck on Signal
18 Butte Road before trying to get through there, and it took about
19 an hour. So very good job.

20 Also heard last year that there was some kickback
21 from the Renaissance about working with us on certain things.
22 Are they being cooperative this year?

23 MR. EVERETT: Yeah. This year we didn't ask them
24 to do anything more, which we'll talk about in a second. So --
25 but they are. They're cooperative. I think that their point is

1 we've been here many, many years, and this has been a great
2 event for the community, and therefore we should be able to, you
3 know, continue to do what we're doing. But we've got to think
4 of the traffic, and that's where you come in, we come in, and we
5 have to make some of the changes that we did. So yes, I think
6 that they've been mostly cooperative.

7 MR. STRATTON: So this will be a work in progress
8 again this year as it was last year?

9 MR. EVERETT: Yes.

10 MR. STRATTON: Very good. Thank you.

11 MR. EVERETT: And we're going to talk about that
12 in the last couple of sides to see kind of where we're going in
13 the future. So absolutely.

14 Okay. So in 2019 -- okay -- this is important.
15 So it did reduce the queue time -- the queue lines from about 11
16 miles to just under three last year was our maximum backup. We
17 are reducing travel times for that through the event. It's
18 really been, you know, again, about a six-and-a-half-minute
19 delay is what we found.

20 So this is what we are doing for 2019, Board
21 Member Stratton. This is kind of some of the things that we've
22 got put into place. There are no changes that we are dictating
23 this year. There were a couple ideas that we thought were a
24 good idea. One is splitting the parking. As you get in, a lot
25 of times what they do now is they're just going into one lot,

1 and then when that lot fills up, they go into another. We asked
2 if they could split and go into two different lots. But that's
3 not our business, unfortunately, at this point in time. So we
4 couldn't really dictate that. We didn't want to do that, but I
5 think that they're going to mull that over and see if that makes
6 sense for next year, depending on what we find this year.

7 We are going to continue to collect data. So
8 what we're doing is we're collecting hourly volumes for four of
9 the weekends and then at least two or three times we are going
10 to collect that same backup data, that delay data, which I think
11 gives us a good understanding if things are getting worse, if
12 they're staying the same, if they're getting better.

13 And then what we'll do is we will look at the
14 performance of the plan and it will be reviewed in 2019 after
15 this event. So in April, May, we have a meeting with them and
16 say, "How did it go?" And then we look at what will happen in
17 the next year, and we'll take it from there.

18 So that's where we're at. Questions?

19 MR. STRATTON: Just one, Mr. Chairman. Randy, is
20 it possible as you're collecting the hourly data, whether it's
21 now or in the future, if I'm interested in going to the
22 festival, is there a place I could go look up the current wait
23 time to get in, current backup?

24 MR. EVERETT: You know, that -- it's an
25 interesting point. It was one that was suggested. I think that

1 it was suggested by a -- some of the mayors out there, and so we
2 asked them for that. I think that there is -- on their website
3 they have information. I don't know if it goes to that level,
4 John, but I do know that they are looking at -- like they open
5 the parking lots earlier, and they let people know that on their
6 website, at least that that was the plan. So there are a few
7 things that they're doing, and they're encouraging people to
8 come in a little bit earlier for that kind of thing. Yes. And
9 we'll continue to encourage that kind of thing.

10 MR. STRATTON: Thank you.

11 CHAIRMAN SELLERS: Any questions from members?

12 MR. EVERETT: All right. Thank you for your
13 time.

14 (End of recording.)

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Adjournment

A motion to adjourn the January 29, 2019 State Transportation Board study session was made by Board Member Thompson and seconded by Board Member Elters. In a voice vote, the motion carried.

Meeting adjourned at 11:47 a.m. MST.

A handwritten signature in black ink, appearing to read "Michael S. Hammond", written over a horizontal line.

Michael S. Hammond, Vice Chair
State Transportation Board

A handwritten signature in black ink, appearing to read "John S. Halikowski", written over a horizontal line.

John S. Halikowski, Director
Arizona Department of Transportation