

STATE TRANSPORTATION VIRTUAL BOARD MEETING
TELEPHONIC/WEBEX ATTENDANCE
9:00am, February 1, 2024
206 S. 17th Avenue
Phoenix, Arizona 85007

Call to Order

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

Pledge

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

Roll Call by Floyd Roehrich, Jr.

A quorum of the State Transportation Board was present. **In attendance:** Chairman Richard Searle, Vice Chair Jenn Daniels, Board Member Ted Maxwell, Board Member Jenny Howard, Board Member Gary Knight, Board Member Jackie Meck and Board Member Jesse Thompson. There were approximately 38 members of the public on-line.

Opening Remarks

There were no opening remarks.

Title VI of the Civil Rights Act

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

Call to the Audience

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

ARIZONA STATE TRANSPORTATION BOARD
STUDY SESSION

REPORTER'S TRANSCRIPT OF PROCEEDINGS

VIA TELEPHONIC/WEBEX

February 1, 2024
9:00 a.m.

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

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

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

6
7 PARTICIPANTS:

8 Board Members:

9 Richard Searle, Chairman
10 Jenn Daniels, Vice Chair
11 Ted Maxwell, Board Member
12 Jesse Thompson, Board Member
13 Jenny Howard, Board Member
14 Gary Knight, Board Member
15 Jackie Meck, Board Member
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CALL TO THE AUDIENCE

SPEAKER:

PAGE:

(No requests to speak) XX

AGENDA ITEMS

- Item 1 - Priority Planning Advisory Committee (PPAC)
- Paul Patane, Division Director, Multimodal
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- Item 2 - 2025-2029 Tentative Five-Year Transportation
Facilities Construction Program Review
- Kristine Ward, Chief Financial Officer..... 6
- Paul Patane, Division Director, Multimodal
Planning Division..... 24
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1 (Beginning of excerpt.)

2 CHAIRMAN SEARLE: All right. Now to the call to
3 the audience. Do we have anyone asking to speak, Mr. Roehrich?

4 MR. ROEHRICH: So interestingly enough,
5 Mr. Chairman, I received no requests to speak.

6 CHAIRMAN SEARLE: All right. Then let's go ahead
7 and move on to Item Number 1.

8 MR. PATANE: Thank you.

9 Good morning, Board Members, Chairman Searle. I
10 hope everybody's having a good morning so far. Today for
11 Item 1, we have one -- two items, Items 1A and 1B.

12 So Chairman Searle, Board Members, for your
13 consideration, the proposed changes to the 2024-2028 Five-Year
14 Transportation Facility Construction Program, project
15 modifications 1A and 1B.

16 CHAIRMAN SEARLE: Are there any -- well, first of
17 all, are there any questions on these items?

18 MR. KNIGHT: Mr. Chair, I move to approve.

19 CHAIRMAN SEARLE: We have a motion by Mr. Knight.
20 Do I have a second?

21 MR. MAXWELL: A second by Board Member Maxwell.

22 CHAIRMAN SEARLE: All right. Second by
23 Mr. Maxwell. And Mr. Maxwell, I've got a question for you. The
24 dollar amount on these -- on these projects on Kino and Country
25 Club seems like an astronomical amount of money. Is that a

1 correct number?

2 MR. MAXWELL: Those are correct, sir. They --
3 they're barely fairly significant interchanges that are not just
4 what you'd consider a cloverleaf coming off or coming on,
5 because they both lead into major thoroughfares underneath. So
6 they are, I would say, larger than a normal just standard
7 interchange, but the numbers have -- are correct.

8 CHAIRMAN SEARLE: All right. We have a motion,
9 we have a second. And this is for Items 1A; is that correct?

10 MR. ROEHRICH: Mr. Chairman, the motion was made
11 for 1A and 1B.

12 CHAIRMAN SEARLE: 1B.

13 MR. ROEHRICH: Paul did lump them together, and
14 it was motioned and second. So unless there's a desire to
15 separate them, you can vote on both of them as one motion.

16 CHAIRMAN SEARLE: No. I don't think there's any
17 need to separate them. Is there any other questions on the
18 items?

19 Hearing none, I'll go ahead and call for the
20 vote. All those in favor say aye.

21 BOARD MEMBERS: Aye.

22 CHAIRMAN SEARLE: Mr. Roehrich, please poll
23 the -- the Board.

24 MR. ROEHRICH: Yeah. Thank you, Mr. Chairman. I
25 apologize. I should have mentioned that. We'll need to poll

1 each individually because of the remoteness, so we'll start with
2 Board Member Knight.

3 MR. KNIGHT: Aye.

4 MR. ROEHRICH: Board Member Maxwell.

5 MR. MAXWELL: Aye.

6 MR. ROEHRICH: Board Member Meck.

7 MR. MECK: Aye.

8 MR. ROEHRICH: Board Member Thompson.

9 MR. THOMPSON: Aye.

10 MR. ROEHRICH: Board Member Howard.

11 MS. HOWARD: Aye.

12 MR. ROEHRICH: Chairman Searle.

13 CHAIRMAN SEARLE: Aye.

14 MR. ROEHRICH: Board Member Daniels, which I
15 don't believe she has got yet. So with that, the motion does
16 carry.

17 CHAIRMAN SEARLE: All right. Very good.

18 We'll go ahead and go to Item Number 2, with
19 Kristine Ward and Paul Patane for information and discussion
20 only, which appears to be the 25-29 Tentative Transportation
21 Plan.

22 MR. ROEHRICH: Is that the first slide?

23 MS. WARD: No. No.

24 MR. ROEHRICH: Yeah. And I think you're in the
25 middle of the presentation.

1 MS. WARD: Well, this is going speed it along.

2 MR. ROEHRICH: Really just want (inaudible).

3 MS. WARD: Exactly.

4 Well, good morning. Good morning, Board Members.

5 So the portion -- this -- the purpose of the -- of this portion
6 of the presentation is to give you an update of the outcomes of
7 the most recent revenue forecasts that were completed, and of
8 course, those forecasts are what form the budgetary parameters
9 for the five-year program that Paul is going to be presenting to
10 you today.

11 You can go to the next slide.

12 So what we'll start with is a review of our
13 primary fund sources and how we ended FY '23, 2023. We'll
14 review the forecast results and then provide you a view of the
15 total funding available for the program, and then I'll finish
16 out with discussing some economic pressures and risks to the
17 forecast.

18 If you could go to the next slide.

19 So as you might imagine, the '23 actuals, FY '23
20 actuals are a key factor driving the forecast. Of course, we
21 also are monitoring the '24 -- our FY '24 actuals, and to date
22 we are right within forecast range. We ended FY '23 with
23 1 billion 750 million, essentially, and we're on track for
24 revenues in '24 of 1 billion 766 million at this time.

25 If you move on to the next slide, you'll see

1 that, you know, what this depicts is HURF is comprised of a
2 number of revenue sources. Fuel taxes and -- fuel taxes and VLT
3 constitute about 77 percent of the revenue flowing into HURF,
4 and those categories, those revenue sources have remained
5 unchanged largely since '91. And when I say unchanged, I mean
6 that there haven't been legislative actions that have modified
7 those revenue sources, thus making them -- disrupting them or
8 making changes. But as the -- as this notes, fuel represents --
9 if you look at it a little more closely, fuel represents about
10 45 percent in FY 2023, and VLT represented about 32 percent.

11 If you go to the next slide, what I'm -- the
12 reason I show you this slide is so you can see how the
13 composition of revenues that flow into HURF have changed over
14 time. So this gives you a historical look at the composition of
15 those revenues, and as mentioned, the revenues -- the revenue
16 categories have remained unchanged. There haven't been
17 significant legislative changes to those.

18 And where gas tax revenues, if you look at the --
19 if you look at the bottom blue bars, and you look at -- that
20 represent -- the bottom blue bars represent gas tax revenues --
21 and you look at the top bars, portion of the bars that are --
22 that is green, what you'll notice is the diminishment of gas tax
23 revenues as a proportion to HURF compared to VLT where we are
24 seeing growth, it represents a continued increase to the revenue
25 sources flowing into HURF. The reason for that, that erosion of

1 gas tax revenue, is due primarily to a lack of indexing for
2 inflation. It's also -- we also attribute it to the growth in
3 alternative fuel vehicles and increased miles per gallon.

4 Go on to the next slide.

5 So as you might recall, the department goes
6 through a fairly rigorous forecasting process involving
7 gathering input from multiple stakeholders, economists,
8 transportation experts, and those inputs are then provided to a
9 third party, a contractor, third-party contractor, HDR, and they
10 run the -- those inputs through a Monte Carlo simulation that
11 generates a series of revenue estimates based on various
12 probabilities. That results in the forecast ranging and what's
13 depicted on this slide. Those green bars represent the
14 forecasted years, and those forecasted years represent starting
15 in 2024, 1.7 -- 1 billion 766 million, all the way up to in 2029
16 forecasts of a little over \$2 billion in revenues.

17 If you go to the next slide for me.

18 So here's where you'll see those forecasted
19 numbers that I just mentioned under the September '23 official
20 forecast. There's the 1 billion 766 million estimate for '24,
21 all the way up to 2029 of a little over 2 billion. What this
22 slide conveys to you is it is a -- it is a comparison of our
23 forecasting process that we conducted in September of '22 to our
24 forecasting process September in '23, and show -- it shows
25 how -- it depicts the changes to the forecasts year over year.

1 And the revised forecast, this forecast as of September '23 has
2 actually reduced the funds, the forecasted funds (indiscernible)
3 for the program, and that difference you'll see in the far right
4 column represents a reduction in forecasted revenues of
5 approximately \$522 million.

6 So that -- what that -- what that conveys is when
7 we are -- as we are looking at the amount of HURF funds, the
8 amount of safe highway funds that are ultimately available to
9 the program, they will be slightly reduced given these revised
10 forecasts.

11 When we go to the next slide, this is a look at
12 the Regional Area Road Fund. Same forecasting process is used
13 here as is used on HURF, and we look -- when we look at the
14 Regional Area Road Fund, RARF, FY 2023 ended with RARF revenues
15 at about 722, 723 million, and the growth was about 8.7 percent
16 over 2022.

17 If you go to the next slide.

18 So the primary composition, when you look at the
19 composition of RARF revenues, you will see that retail sales is
20 the -- the largest one, the largest component of RARF revenues.
21 So please go out, continue to buy gifts and other things, and
22 also please continue to go to restaurants and bars, because
23 you'll see that that's another large component, as well as
24 contracting, that flows into and the revenues that result in
25 RARF.

1 If you go to the next slide.

2 Like HURF, this shows you the forecasts for the
3 upcoming program. Again, the same forecasting process, but
4 you'll note that this is -- this is a much shorter forecast, and
5 it's abbreviated due to the upcoming expiration of the Regional
6 Area Road Fund. The current tax expires on December 31st of
7 2025.

8 In looking at the comparison of forecasts on the
9 next slide, what you see is that the forecast -- the panelists
10 felt largely that the forecast remained largely unchanged year
11 over year. There was a slight -- just a slight uptick where
12 you'll see an additional \$5.2 million that will be available to
13 roll into the -- to the program for the MAG region.

14 Moving on to the next slide.

15 So just like the Highway User Revenue Fund, we do
16 forecasts for that. So that's one of the primary fund sources
17 that flows into and supports the program. Regional Area Road
18 Fund, also those revenues support the MAG, the Maricopa portion
19 of the program. And then another key primary fund source
20 supporting the program, of course, is federal funds.

21 In terms of the federal fund assumptions, the
22 revenues that we've assumed to support the program, we have a
23 little bit more certainty because of the Infrastructure
24 Investment and Jobs Act, the long-term authorization that passed
25 in FY -- FFY '22, and that long-term authorization extends

1 through 2026. So it expires at the end of 2026. And what we
2 have assumed is that upon its expiration, we assume that the
3 federal funding levels will remain the same through the balance
4 of the program. So the '25 to '29 program is based on the
5 federal funds from IIJA that we are already familiar with
6 through 2026, and it then assumes from 2026 through the end of
7 the -- of the program year in 2029, it assumes flat revenues,
8 federal fund revenues. So they will remain the same as the 2026
9 levels.

10 If we go to the next slide.

11 So the program also -- the forecast for the
12 program, '25 to '29 program, also assumes that there will be a
13 certain amount of bonds issued, debt issuance, and the revenue
14 assumptions assume we will issue -- the revenues available for
15 the program, we assume that 1.6 billion in HURF bonds will be
16 issued to support the program, and 600 million in grant
17 anticipation notes. Those are -- grant anticipation notes are
18 debt that we issue against our federal funds, and so the
19 forecasts assume that we will issue \$600 million in GANs, grant
20 anticipation notes, to leverage those future federal funds. And
21 what this -- of course, what this debt does, of course, this is
22 not revenue. These are financing mechanisms, and we will have
23 to retain the debt -- that debt, so the debt sort of associated
24 with this is also (indiscernible).

25 CHAIRMAN SEARLE: Kristine.

1 MS. WARD: Yes, sir.

2 CHAIRMAN SEARLE: Does -- are there -- is there
3 any existing debt supposed to be serviced by RARF going forward?

4 MS. WARD: Mr. Chairman, yes, but that -- the
5 payment on that debt will -- is -- the term expires at the same
6 time as the tax term.

7 CHAIRMAN SEARLE: Okay. Thank you.

8 MS. WARD: If we could go on to the next slide.

9 So the revenues that -- forecast that I had just
10 reviewed with you, combined with the financing that we
11 anticipate doing over the life of the '25 to '29 program,
12 results in these -- this funding level available for the 2029
13 program. And so you can see at the top of each of those bars
14 the -- the size of the program that we can afford for each of
15 those years.

16 The new fifth year, which had not -- we had not
17 previously projected and what's being presented to you today is
18 that the new fifth year, the revenues will permit -- support a
19 program of \$1.5 billion.

20 So I can't -- I can't leave you with lots of
21 happiness. I have to point out a few risks and a few concerns
22 that we have, so if we could go on to the next -- the next
23 slide.

24 I want to provide you with some update on some of
25 the market conditions and economic challenges that we are

1 facing -- turn to the next slide -- the first one, the first one
2 being inflation. Now, while inflation has become (inaudible),
3 we are still living with the prices that have resulted from the
4 inflation that we've experienced over the past one to
5 one-and-a-half years. The result is -- the result of that
6 inflation is we're seeing an ever-continued diminishment of the
7 purchasing power of the revenues that we collect.

8 So in -- when you look at this chart, it goes all
9 the way back to 1990, '91, is the last -- the last time the gas
10 tax was raised. So if you compare a dollar in -- what a dollar
11 value to where in 2023, if you were to look, it has the same
12 buying power as 43 cents in 1990. So that's a 57 percent
13 decrease in our buying power. That result, that means that
14 between 1990 and 2023, HURF has essentially lost 10.4 billion in
15 purchasing power due to inflation.

16 Looking -- going to the next slide.

17 So I asked the team, I said, well, can you -- can
18 you give me -- can you answer me this -- riddle me this, Batman.
19 Can you answer this question for me? How much additional
20 revenue would we have earned if the gas tax was indexed to
21 inflation? And what you see here, the blue portions of this
22 chart represent gas tax actual revenues by year. And what you
23 see in the red is that's the additional revenue that would
24 have -- we would have seen had gas tax been indexed to
25 inflation. So, for instance, in 2023 we actually collected

1 \$533 million in gas tax revenues. If that had been indexed to
2 inflation, we -- gas tax revenues would have represented a
3 little over \$1.2 billion.

4 As a side note, folks, this is a question I
5 frequently get, gas tax, if the 18 cents gas tax had been
6 indexed, what would the current gas tax rate be? It would be 42
7 cents, 43 cents something along those lines.

8 Next slide, please.

9 So in this slide what we're focusing on is
10 specifically costs associated with construction, and the most
11 recent -- and the inflation we've experienced associated with
12 those most -- with our basket of goods that are most needed for
13 construction. And what this shows you, the most recent figures
14 we have are that prices increased 19 percent over the first
15 quarter of last year. Now, we are -- we are currently awaiting
16 the second quarter figures, and we do expect them to have
17 tempered, but inflation remains a factor that is working against
18 revenue forecasts that I'm providing you today.

19 Next slide.

20 Another challenge that we continue to face is
21 that labor also continues to be at issue. As of November, the
22 gap between job openings and the number of unemployed that can
23 fill those seats, that gap was a little over 32,000, about
24 32,000 gap between job openings and unemployed, the number of
25 unemployed.

1 And the final kind of headwind we're going to
2 talk about is the impact of alternative fuel vehicles, and in
3 some cases electric vehicles in particular. So when you look at
4 this chart, what this shows you is vehicle sales by fuel type.
5 So in 2016, gas and diesel vehicle sales represented
6 approximately 97 percent of the overall sales in 2016. In 2021,
7 that had dropped to 90 percent of overall sales, meaning that
8 electric and alternative, other alternative fuel vehicles had
9 gone from 3 percent to 10 percent of the overall sales. And
10 then it's forecasted that by 2050, the gas diesel vehicles will
11 only represent 74 percent and that alternative fuel vehicles
12 sales will have grown to approximately 26 percent of the overall
13 sales.

14 If you go to the next slide.

15 So, of course, the manufacturers are listening to
16 the public, and they are investing in developing more models.
17 What this slide shows you is the growth in electric models that
18 are available to the public, for the public to purchase. And if
19 you just look at the difference between '22 to '23, you've got
20 about 62 percent growth. You go from 89 models available up to
21 144. If you go all the way back to 2020, you're 100-plus
22 percent growth in the models available.

23 Moving to the next slide, if you would.

24 And now it was the talk is -- you know, the
25 conversation has always been, well, hold on. We haven't got as

1 many stations, as many opportunities for those vehicles to
2 charge like we have the equivalent of gas stations, and what
3 we're seeing here, what this chart shows you is the growth in
4 vehicle charging stations as well as the outlets that are in
5 each of those stations. The outlets themselves between 2020 and
6 our most recent data, unfortunately, is the 2022, but it's about
7 69 percent growth (inaudible).

8 The concern this yields is on the next slide.
9 Our ultimate concern, of course, is disruption to fuel tax
10 revenue, and we are working to get some forecasts there as to
11 what we think the magnitude of that impact will be. What you
12 see before you are a series of headlines that -- and this was --
13 these headlines were from a couple of months ago when I hopped
14 on and looked at the headlines. Even yesterday or the day
15 before, there's a plethora of additional headlines about states
16 and the concerns and the impact to fuel tax revenue.

17 So on that cheery note, I'll go over a couple of
18 other risks that are kind of standard. If you could go to the
19 next slide.

20 So we're -- it's kind of a standard. We're
21 always at risk getting and watching out for any negative factors
22 as it pertains to the economy or we've got an economic downturn.
23 We always are watching for Congressional action as well as
24 inaction. We've got -- during this program, as I mentioned, the
25 Infrastructure Investment and Jobs Act, IIJA, will expire at the

1 end of '22. We, of course, year by year are always facing
2 Congress, you know, passing a budget in a timely fashion. And
3 then, of course, we are in the middle of our legislative
4 session, and there's always some risk and exposure there as the
5 Legislature convenes and makes policies (inaudible) there.

6 With that, next slide, I'll take any questions
7 you might have.

8 CHAIRMAN SEARLE: Are there any questions for
9 Kristine on the financial end of the five-year plan?

10 MR. KNIGHT: Mr. Chair, this is Board Member
11 Knight.

12 CHAIRMAN SEARLE: Gary.

13 MR. KNIGHT: Kristine, I know that this electric
14 vehicle chart -- and I've read where ADOT has gone out for bids
15 for charging stations. How's that working? We're not -- is
16 that -- we're using federal money to pay them, or what are they
17 bidding on?

18 MS. WARD: So I'm not sure which avenue you're
19 thinking to, but we did receive an appropriation to install some
20 charging stations that will be available to the public, and we
21 got a General Fund appropriation for that. We also got an
22 appropriation to install some stations that are not available to
23 the public, and as the budget that passed provided funding for
24 some (inaudible) there. And then on the -- on the capital side
25 of course, IIJA provided 76 million over the five-year period

1 for the NEVI program, sir, and we are -- I think Floyd probably
2 gave a better --

3 MR. ROEHRICH: Yeah.

4 MS. WARD: -- update on the actions that we're
5 taking with regards to the NEVI program.

6 MR. ROEHRICH: So Mr. Chair, Mr. Knight, and --
7 Kristine is correct. We went on with the request for proposal,
8 an RPF, to bring a (inaudible) on board that will use the NEVI
9 funds in order to leverage towards either private funds or other
10 grants to put in charging stations along our alternative fuel
11 corridors that are designated. And it's split out about 60 to
12 20 million each year over that five years for the 76 million for
13 the program. So we have no state funds or highway funds in that
14 program. It is all funds that we do through the federal grant
15 or through private investment within the grant or they can go
16 get other grants.

17 MR. KNIGHT: Okay. Thank you very much.
18 Appreciate that.

19 One more question. The 95 million INFRA grant
20 that we received for -- that ADOT received for widening I-10,
21 did -- didn't we already have funds, State funds appropriated
22 for that, and if so, are we going to get to redirect those to
23 other projects?

24 MR. ROEHRICH: Go ahead.

25 MS. WARD: Mr. Chairman, Mr. Knight, yes, there

1 were funds, approximately \$400 million that are appropriated for
2 I-10. The -- what the INFRA grant provides is it provides the
3 rest of the funding necessary for that overall corridor. It was
4 broken down into let's say three phases, and this provides --
5 that 95 million provides -- rounds out the funding necessary for
6 (inaudible) segment three, phase three, but that southernmost
7 portion. So there are not dollars, the grant does not free up
8 dollars that can be brought back into the program. It actually
9 rounds out and fully funds the I-10 widening project.

10 MR. KNIGHT: Okay. Thank you.

11 MS. WARD: It's very optimistic, though, sir. I
12 appreciate it.

13 CHAIRMAN SEARLE: Any other questions for
14 Kristine?

15 MR. THOMPSON: Richard.

16 MR. KNIGHT: I just -- I have one more question.

17 CHAIRMAN SEARLE: Gary.

18 MR. KNIGHT: As it -- how it might affect this
19 five-year plan, and that's the -- the projects that the Governor
20 has in her budget withdrawing -- claw back the money that was
21 appropriated last session, has she put -- and I know it
22 hasn't -- you know, the budget hasn't been passed, so it's
23 nothing final about it, but has she put a -- any kind of a
24 moratorium on those funds, or can they be spent between now and
25 the time a budget is approved and a decision at that point in

1 time, a decision is made on those projects, but in the meantime,
2 if -- can we move forward with any of them?

3 DIRECTOR TOTH: Mr. Chair, Board Member Knight,
4 we're continuing to move forward with all the projects.

5 MR. KNIGHT: Okay. Great. Thank you. Thank you
6 Mr. Chair.

7 MR. MAXWELL: Mr. Chair, Member Maxwell, so I've
8 got a -- I've got a follow-up question. It's actually one
9 spurred on by Member Knight's question about I-10, because my
10 understanding is we had 400 million at one point from the State
11 Legislature, then another 89 million the following year, and now
12 we got 95 more million through the grant. So roughly we're
13 sitting right about 580 -- or sorry -- yeah, \$580 million. So
14 originally when we were looking at I-10, the costs were
15 estimated to be higher for that.

16 So the question I get asked all the time was with
17 this last 95 million, do we have enough funds to complete three
18 lanes in the entire stretch between Tucson and Phoenix? And my
19 answer thus far has been yes, but I need to know if I'm giving
20 the wrong answer.

21 MR. BYRES: So Mr. Chairman, Board Member
22 Maxwell, with the 95 million that we just received, yes, we are
23 fully funded for three lanes in each direction, along with all
24 of the improvements at our traffic interchanges as well. So
25 that's the short answer. Yes, we are fully funded.

1 MR. MAXWELL: Thank you, Greg. That's a good
2 answer.

3 And I guess as a follow-up to the briefing we
4 just received on both the diminishing buying power or the
5 construction costs, the transition to EV availability and all of
6 the other concerns, I would like to ask Mr. Chair if we could
7 add to the next study session a thorough briefing on alternative
8 infrastructure funding methods.

9 I've spoken a lot, and I know you know,
10 Chairman -- or Board Member Knight has also said, you know, we
11 either need the State Legislature to fund the infrastructure,
12 the support we have for other roads are responsible to or, you
13 know, we need to explore some other alternatives. Gas tax,
14 whether it had been indexed or not, still will not be enough.
15 It's because of the EV availability or even the hybrid or just
16 the flat out that we've got cars that get better mileage now.

17 So Mr. Chair, with your approval, I'd like to
18 request to put that topic of what other states, I guess, and
19 other locations are doing to address the changing dynamics of
20 infrastructure funding.

21 CHAIRMAN SEARLE: Okay. So noted. We'll put
22 that at the end of the meeting. We'll consider that at the end.

23 MR. MAXWELL: You're assuming I'm going to be
24 here at the end of the meeting, Mr. Chair, but I appreciate it.
25 Thank you.

1 CHAIRMAN SEARLE: Any other questions for
2 Kristine at this time?

3 MR. THOMPSON: Richard.

4 CHAIRMAN SEARLE: Jesse, go ahead.

5 MR. THOMPSON: What type of progress, if any, is
6 being made for electric vehicle charging stations in the rural
7 areas, including Native American communities?

8 MR. ROEHRICH: So Mr. Chairman and Board Member
9 Thompson, the first set of funds that we have are on our
10 alternative fuel corridors, which are the interstate system. We
11 have --

12 MR. THOMPSON: Right.

13 MR. ROEHRICH: -- since then evaluated a few
14 other alternative fuel corridors that are off the interstate
15 system for future funding so we can continue to go after other
16 grants. And there are grants out there specifically for locals
17 that they can go after themselves in order to continue to expand
18 charging stations.

19 So it's going to take a little longer as we
20 continue to develop the program and go after these grant
21 opportunities, but, you know, we've met with the -- with the
22 Hopi Nation. We've had conversations with Navajo Nation. We're
23 continuing to look for opportunities where we can expand that
24 system where funding is available.

25 CHAIRMAN SEARLE: Gary.

1 MR. THOMPSON: I'm assuming that assessment has
2 already been determined as to the needs for those charging
3 stations in the rural or remote communities.

4 MR. ROEHRICH: So Mr. Chairman, Mr. Thompson, I'm
5 not sure what assessment -- we've looked at our corridors. If
6 the local communities themselves made determinations of charging
7 station, again, there are grant opportunities that they go after
8 that are not opportunities for us, but they're opportunities for
9 the locals.

10 MR. THOMPSON: Okay. Thank you very much,
11 Chairman.

12 CHAIRMAN SEARLE: Any other questions? Jackie?
13 Jenny?

14 I hear no other questions. I guess we'll move on
15 to Paul; is that correct?

16 MR. ROEHRICH: Yes, Mr. Chairman. The next part
17 of the discussion will now be by Paul Patane, and he'll start
18 presenting the framework for the tentative program.

19 MR. PATANE: Chairman Searle, Board Members, Paul
20 Patane with the Multimodal Planning Division. I'd like to
21 present today the 2025-2029 Tentative Five-Year Transportation
22 Facilities Construction Program.

23 So next slide.

24 Some of the items we'll be covering today are
25 just some overviews of the Long Range Transportation Plan, in

1 connection with the five-year program. Also we'll cover our
2 bridge and pavement condition overview, talk about the program
3 development status, the regional funding distributions. It's
4 just (inaudible) Kristine said. Then we'll talk about the
5 recommended investment choice. Then we'll get into the Greater
6 Arizona as far as the recommended investment choice by year for
7 the (inaudible) Greater Arizona program, expansion programs by
8 year, the (inaudible) separating out the Board district projects
9 this year. We'll cover those. Then we'll touch on the Maricopa
10 and the Pima County portions of the program. Then we'll close
11 with the Airport Capital Improvement Program, and we'll start
12 (inaudible) finish up with the next steps.

13 CHAIRMAN SEARLE: Paul, Floyd, the audio -- could
14 you -- could Paul get a little closer to the speaker? He's not
15 coming quite in as loud as the other speakers.

16 MR. ROEHRICH: Yes, sir, Mr. Chairman. We'll
17 work on that.

18 MR. PATANE: I'll just have to talk louder.

19 MR. ROEHRICH: What you have to do, Paul, is come
20 up here, because this is the speaker that we're using up here at
21 the front of the room. So if you want to switch with me so you
22 can...

23 MR. PATANE: Yeah.

24 MR. ROEHRICH: And Mr. Chairman, just to make
25 sure you observed this, but Board Member Daniels had logged in

1 and joined us a few minutes ago.

2 VICE CHAIR DANIELS: Thank you. I apologize for
3 being tardy.

4 CHAIRMAN SEARLE: Well, you missed the best part
5 of the meeting, so that's okay.

6 VICE CHAIR DANIELS: Good thing it's recorded.

7 CHAIRMAN SEARLE: Yeah.

8 VICE CHAIR DANIELS: I can go back.

9 MR. KNIGHT: She missed the only vote.

10 VICE CHAIR DANIELS: I'm confident that it was
11 unanimous.

12 MR. KNIGHT: Yes, it was.

13 MR. PATANE: How's this? Can you hear me better?

14 CHAIRMAN SEARLE: Yeah. I think that's a little
15 better, Paul. Thank you.

16 MR. PATANE: Okay. Thank you.

17 So this will give us a little overview of the
18 Long Range Transportation Plan, and as part of the Long Range
19 Transportation Plan, one of the major components of it is the
20 recommended investment choice. As you can see, the portions of
21 the Long Range Transportation Plan is really geared about
22 delivery of projects in Greater Arizona.

23 So the recommended investment choices that we
24 recently approved in October through Board action was the 78
25 percent use funding for preservation, 15 percent for

1 modernization, and 7 percent for expansion. And so how this
2 feeds -- it feeds into how we do our P2P planning to programming
3 process. So the Long Range Plan guides that the planning to
4 programming process, which eventually those projects that come
5 out of that process, those are the ones that are eventually put
6 in the tentative program, which we seek approval in June, annual
7 basis.

8 So just kind of an overview of some of the
9 highlights of the Long Range Plan as far as the system funding
10 these. As you can see, there's over \$231 billion needed for the
11 system, and 74 of that 231 is for the state highway system. As
12 you know, we -- ADOT (inaudible) stewardship with some other
13 programs where it's like a pass-through as far as funding, and
14 those include the Aviation Program, the Highway Safety
15 Improvement Program, along with transit and off-system bridge.

16 Next slide, please.

17 So when we looked at the needs for the system at
18 231 billion, then we looked at what the -- as part of the Long
19 Range Transportation Plan, we came up with the generated revenue
20 over the next 20 -- 25 years, and the gap, as you can see, is
21 over \$162 billion.

22 Any questions so far?

23 So now I'll get into talking a little bit about
24 the asset condition. I'll begin with our bridge ratings. And
25 so we're required by -- both by state and federal regulations to

1 monitor the performance of our assets. The two assets that
2 we're currently providing updates on is the bridge and pavement
3 condition.

4 So first we have the bridge condition, and we use
5 the three categories of good, fair and poor, and it's pretty
6 self-explanatory. The key in on the poor condition, when we
7 talk about a poor condition bridge, it is not unsafe. There's
8 just some areas that need improvement. And let's be clear.
9 When we do come across unsafe bridges, unsafe bridges are closed
10 to the public.

11 Next slide, please.

12 So if we look at the -- the bridges statewide, we
13 have over 8,000 bridges within the State of Arizona. There's
14 approximately 5,200 or so that are on the state highway system
15 that we provide funding opportunities for bridges statewide.
16 And so there's over \$60 million that are available for and in
17 the program this year for on-system bridges, but with our other
18 programs, our off-system bridge programs, there's another
19 15 million available for the -- for the local agencies.

20 And so just looking at the condition, we have
21 close to 60 -- 66 percent of our bridges -- or 65 percent of our
22 bridges in good condition. We have 34 percent in fair, then 1
23 percent of our bridges is in poor condition.

24 CHAIRMAN SEARLE: Paul, quick question.

25 MR. PATANE: Yes, sir.

1 CHAIRMAN SEARLE: It appears that there's only
2 one in the poor condition on this chart. I'm assuming there --
3 that's identified in the five-year plan?

4 MR. PATANE: There's 1 percent, and depending on
5 the location, it may -- it may not be in the program, but we are
6 proactively working with the local agencies to make sure they're
7 aware of the available funding both -- in both of the bridge
8 programs that we have on the off-system bridge program.

9 CHAIRMAN SEARLE: Thank you, Paul.

10 MR. PATANE: You're welcome.

11 Next slide, please.

12 So what we'll talk now about are our pavement
13 ratings. Again, the same three areas of good -- categories of
14 good, fair and poor. I think we all experience the good and
15 fair conditions. The poor is when we have, you know, numerous
16 cracks, potholes and a lot of disintegration as far as pavement
17 breakdown.

18 So we -- next slide, please.

19 So looking at the condition for the interstates,
20 we have three categories of pavement condition that we evaluate.
21 The first one here is the interstate system, which is -- hasn't
22 been improving in the past couple years, but we're still only at
23 52 percent in fair condition, along with the little over 47
24 percent in fair. Then we have less -- a little less -- little
25 over 1 percent in poor condition.

1 So our interstates are doing quite well, but
2 again, we have to keep up the life extension-type projects where
3 we can improve the overall condition of the interstate system.
4 The interstate system is key -- is part of the key commerce
5 corridors. (Inaudible) movement along the interstates.

6 Next slide, please.

7 So now we look at the national highway system,
8 which includes some of the U.S. and state routes of significance
9 throughout the state. So here our pavement condition is on the
10 downward trend, and there we have an average over the last five
11 years in the mid 30 percent, 35 percent, and we have -- that's
12 in good condition, along with around 64 percent or so in fair
13 condition, followed up by around 3 and a half, 4 percent in poor
14 condition.

15 Next slide, please.

16 So now we have the non-national highway system.
17 This is the rest of the remaining state routes. As you can see,
18 this is where we really need to kind of come up with a strategy
19 to improve this downward trend as well. So here we're
20 approaching barely 20 percent of fair condition pavement where
21 the majority of those lane miles within those -- the
22 non-national highway system is mainly in fair and poor
23 condition, and one of the challenges is with the way pavement
24 reacts to weather events, those can easily -- a poor condition
25 could easily increase drastically over a bad winter season, as

1 we see (inaudible).

2 Any questions on the asset condition?

3 MS. HOWARD: I just have a comment. This is
4 Jenny, Chairman. It's just very, very troubling, not only from
5 a revenue standpoint that Kristine presented to us, but to see
6 the local highways degrading much faster, by at least 2 percent
7 per year, than the other portions of the highway systems. What
8 do you think contributes to that?

9 MR. PATANE: Well, I think a lot of the
10 contribution toward the pavement degradation is the limited
11 resources, so we have to -- you know, the keys commerce
12 corridors is where we tend to -- our interstates, the national
13 highway system, those are the routes that carry the most
14 traffic, and so we have to prioritize, and unfortunately, with
15 the limited resources, the secondary routes do take the impact.

16 MS. HOWARD: Okay. That's kind of what I was
17 thinking, too. Thank you, Paul.

18 MR. PATANE: (Inaudible.)

19 CHAIRMAN SEARLE: Any other questions?

20 MR. BYRES: Yeah. Let me add to that as well.
21 One of the key factors and why our interstates are -- we try and
22 maintain our interstates in such good condition is because
23 there's a major that has to -- we have to maintain for federal
24 highway. If we drop below 5 percent poor, we start having
25 punitive damages to the state. Basically, they don't take any

1 money away, but what they do do is make us shift funding towards
2 those interstates. So we don't want to even approach that, but
3 that is the one metric that we have to apply towards those
4 interstates. So that -- it gives it a lot of leeway in our
5 priorities for maintaining all of our pavements across the
6 state.

7 MS. HOWARD: Thank you.

8 MR. PATANE: So next we'll -- just an update on
9 the program development process as mentioned. A few occasions
10 that, you know, this process takes about 15 months to complete
11 as we begin to develop the new programs each year, and so here
12 we are at the draft tentative program. Next month, if we get
13 approval later in -- later this month by the Board to move
14 forward with the tentative program, the -- we anticipate to seek
15 public input March through May. Then we have the public hearing
16 tentatively scheduled for the tentative program scheduled in
17 May, followed up by the Board approval in June of the final
18 program.

19 Next slide, please.

20 So just kind of picking up where Kristine left
21 off as far as the total available funding that -- for the
22 tentative program, and as you can see this is the -- you know,
23 we have close to \$7.9 billion here as far as the total for the
24 five years. And so then this is where the total regional
25 funding is broken down by 50 percent for Greater Arizona. Then

1 we have 37 percent for MAG and 13 percent for PAG.

2 So in the funds that -- if you go back to
3 slide -- these funds here do not include any federal or state
4 earmarks. These are just available funds to build the program.

5 Next slide, please.

6 So as we get the funding there, this is how the
7 recommended investment choice targets, just recapping the
8 breakdowns for preservation, modernization and expansion. And
9 so this is as we move forward to the presentation, this -- these
10 are the targets that we try to hit for as we build the program.

11 Next slide, please.

12 So this slide here shows kind of a comparison.
13 So the tentative program is on the left, and this is the
14 breakdown percent wise compared to the recommended investment
15 choice under the program. So this tentative five-year program
16 has 71 percent toward preservation, a little over \$3.2 billion.
17 We have 18 percent in modernization, a little over 840 -- close
18 to \$842 million. Then we have expansion on the system at a
19 little over \$482 million.

20 Then for -- as far as the MAG and PAG, as far as
21 their distributions, they're primarily expansion. So as you can
22 see there, MAG has some -- a lot of expansion, a little bit of
23 modernization. And then for the PAG region, there's significant
24 expansion as well, along with some preservation.

25 Then keep in mind, if you would, please, that for

1 the -- you may know that the transportation tax both -- expires
2 both in the MAG and PAG regions, and so the only first couple
3 years of the program is shown as far as the -- as far as
4 projects. This is followed up where a lot of it is in the
5 subprograms as far as the total funding. The total funding for
6 each region is shown on the screen.

7 MR. KNIGHT: Mr. Chair, I've got a question for
8 Paul.

9 CHAIRMAN SEARLE: Go ahead, Gary.

10 MR. KNIGHT: Thank you.

11 In your pie charts for MAG and PAG, particularly
12 MAG, why don't they have any pavement preservation? It's all
13 modernization and expansion, and PAG's got very little
14 preservation, while it seems like all of the other roads around
15 the state need a lot of preservation.

16 MR. PATANE: The MAG and PAG are responsible
17 because they're TM, transportation management areas that they're
18 responsible for the program, and what we -- with the -- dealing
19 with our programs, it's they pretty much insert their programs
20 into our program.

21 MR. MAXWELL: Mr. Chair, this is Member Maxwell.

22 CHAIRMAN SEARLE: Go ahead, Ted.

23 MR. MAXWELL: Yeah. Just -- Mr. Chair, Member
24 Knight, just to add to that. It's an issue. It comes up at --
25 comes up as we're building the plan for our reauthorization of

1 our Regional Transportation Authority, but the responsibility
2 for the maintenance of the roads still falls upon the
3 municipalities, and the -- and in our -- in our case, a lot
4 of -- you know, we've got almost 36 percent of our county's
5 unincorporated. Pima County. It falls on the county and the
6 municipalities predominantly for the maintenance of the
7 roadways.

8 There is discussion on if we should be funding to
9 maintain some of the projects that were built by the Regional
10 Transportation Authority, but the overall preservation falls to
11 the municipalities. We do not have -- we've got I-10. That's
12 the one single federal, you know, highway that passes through
13 Pima County, and I-19 as well. But that, again, I think --
14 Paul, correct me if I'm wrong, but that doesn't fall under these
15 breakouts that you're showing with regards to MAG and PAG.

16 MR. PATANE: Correct. Correct. Simply the -- a
17 lot of the preservation on the MAG and PAG systems are -- is
18 part of our preservation pot.

19 CHAIRMAN SEARLE: Thank you, Ted.

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

21 MR. BYRES: Yes. Go ahead, Paul.

22 MR. PATANE: Okay. The next slide, please.

23 So now I'll focus on the projects in Greater
24 Arizona, the portion which represents 50 percent of the funds
25 that were shown, available funding that was shown earlier. The

1 total for all five years within Greater Arizona is a little over
2 \$5.55 billion (sic), which includes projects and subprograms
3 awarded for the -- for the local agencies as well as projects on
4 the state highway system.

5 Next slide, please.

6 So when we look at the breakdown for Greater
7 Arizona, which excludes the MAG and PAG regions, here we have a
8 five-year program total of 5 -- 4.55. As you can see, the
9 breakdown for each year, the blue with expansion, followed by
10 the yellow is statewide planning. The purple is the statewide
11 project development. The red is the modernization, and green is
12 the expansion -- or the preservation of the system.

13 As you can see, our target for our current
14 preservation investment is total of 450 million, where we put
15 390 toward -- 390 million toward pavement rehabilitation. And
16 that's the key word there. It is rehabilitation. And we put
17 60 million toward the bridge program.

18 Any questions on this side here?

19 So move into -- next slide, please. Move into
20 some of the expansion projects along -- that are part of the
21 program. So on the 2025 expansion projects, there's a total of
22 182.9 million. We have projects, three projects on US-93, or
23 four projects. The west Kingman TI is part of those funding
24 there. Then we have Vista -- US-93 Vista Royale for design.
25 Then we have US-93 as far as Cane Springs for construction

1 funding. Then we have dollars dedicated for I-10 for the
2 project that -- the gap project at Interstate 10 there for the
3 six lanes. Then also part of -- it's not -- it's not included
4 in the expansion. It's a major preservation is the US-191
5 Cochise railroad overpass at 41.25 million in 2025.

6 Next slide, please.

7 So in 2026, as far as expansion, focusing on
8 US-93, both construction and design dollars. They also have the
9 Lion Springs on State Route 260 as far as some construction
10 funding for that project.

11 Next slide, please.

12 Expansion for 2027. We have Lion Springs, year
13 two of three. Then we have also Big Jim Wash and US-93 at
14 50 million, year one and two. And what we're doing, we break
15 them out by year one of two, or two of three. We're kind of
16 cash flowing the project as (inaudible).

17 Next slide, please.

18 So on the 2028, Lion Springs and 260. Then back
19 on US-93 as far as Big Jim Wash. Then we get into also funding
20 the Vista Royale construction, US-93, 46 and a half million.

21 Next slide, please.

22 Then for 2029, currently there's no expansion
23 projects being shown in the tentative program.

24 Any questions on the expansion projects?

25 CHAIRMAN SEARLE: (Inaudible), Paul.

1 MR. PATANE: So what we did here, a little bit
2 different this year. We tried to break out the projects per
3 district. We did list the individual projects per district. I
4 believe the Board -- Floyd sent the Board the appropriate
5 district package with all the projects broken down, and so --
6 but also, what we did is we created this dashboard where, you
7 know, it's an interactive dashboard where we can get more
8 information as far as the project, as far as scope, schedule and
9 budget related to each of the projects.

10 Next slide, please.

11 So just a quick recap going through the
12 districts. So for district -- Board District Number 1, there's
13 a total of 20 projects that include -- these projects include
14 both projects that are ADOT and other projects that are
15 competitively awarded such as HSIP, Highway Safety Improvement
16 Program project, which is -- both of those projects fall into
17 the modernization category, and as shown earlier, we did add
18 30 million toward expansion.

19 So as far as the number of projects, you know, in
20 District 1, there was -- there's three being pavement
21 preservation projects. Some of those are the west portions of
22 Phoenix along Interstate 10. We had projects geared toward
23 State Route 74, then Interstate 17, as far as the five-mile
24 pavement rehab, and the US-60, there's approximately 10 miles
25 of -- approximately 30 million going to be used for pavement

1 rehab.

2 The modernization projects, there was about seven
3 safety projects within the modernization category. Six of those
4 were in Phoenix, two within Maricopa County, and one within the
5 city of Chandler.

6 I mentioned the expansion projects, the
7 30 million to be used on Interstate 10. Then the -- as far as
8 the 82,000 there shown, those -- that is going toward the
9 traffic operation center here in Phoenix.

10 CHAIRMAN SEARLE: Gary, this is your district.
11 Any questions?

12 MR. PATANE: Any questions on District 1
13 projects?

14 CHAIRMAN SEARLE: Gary, this is your district.
15 Any questions?

16 VICE CHAIR DANIELS: None for me.

17 MR. PATANE: Okay. We'll move to District 2.
18 Board District 2. There's 20 projects, a total of about
19 81 point million -- 81.8 million. We have a little over 62
20 toward modernization, a little over 15 -- or 62 toward
21 preservation, 62.3. A little over 15 toward modernization.
22 Then we have a little over 3.8 million for other projects.

23 So the preservation projects, they're along
24 SR-85, some on SR-86, the secondary routes within the region.
25 There's three preservation projects. A total -- and there's two

1 projects on the off-system bridges in Pima County. We have a
2 total of 14 safety projects. 11 of those for the City of
3 Tucson. We have two toward Pima County. We have one safety
4 project in Oro Valley.

5 So there are two expansion projects, but those
6 will be shown later in the presentation as far as the
7 (inaudible). The interchanges that are being reconstructed
8 along Interstate 10. Then the administrative project, the other
9 project is along Interstate 10. We're looking at replacing the
10 high pressure sodium lights with LED fixtures.

11 Any questions for Board District 2 projects?

12 CHAIRMAN SEARLE: Ted, anything?

13 MR. MAXWELL: No, Mr. Chair.

14 I would like to just kind of point out, and this
15 is -- you can see it goes to basically nothing in '27, '28 and
16 '29, and that's because that's when our regional transportation
17 authority, if we don't get reauthorized, will expire and, you
18 know, I think sometimes we look at these, we approve these
19 five-year plans, and we realize there is some fluidity, because
20 we approve another one the following year.

21 But the Prop 476 and then RTA next down and Pima
22 are going to be critical to ensure that Greater Arizona has
23 their funds available to do road work, and we've talked about
24 that before. If we don't get regional funding in some of the
25 major growth and population centers, it's going to be very

1 difficult to get any expansion done anywhere, and that to me is
2 one of the biggest concerns going forward. So I appreciate
3 that.

4 And just to, Richard, to also go back, I reached
5 out immediately to the executive director about your question
6 before the interchanges, and we'll see them on some charts
7 later. The biggest factor is they're urbanized areas, and as
8 you know, traveling through Pima County, we don't have a lot of
9 good crosstown traffic. So those interchanges and successful
10 flow of the traffic off of I-10 onto our major arterials is
11 critical, and that's what was driving some of those costs,
12 particularly at Kino.

13 CHAIRMAN SEARLE: Yeah. It was just -- it was
14 close to a half a billion dollars. That's all.

15 MR. MAXWELL: Uh-huh.

16 CHAIRMAN SEARLE: Yeah.

17 All right. District 3.

18 MR. PATANE: So for District 3, we're showing 13
19 projects for a total of little over 133 million. We have 128.7
20 for preservation, along with 4.8 toward modernization. So there
21 was the -- but there's ten -- with those projects, there will be
22 10 preservation projects that total 128 million. Some of the
23 bigger ones are from SR-289. As far as I-19 (inaudible) we have
24 another rehab on 10. As far as 11 miles from the junction of
25 SD-10 to west to (indiscernible). There are six rehab projects

1 within the region. You have a -- also have a bridge replacement
2 project on State Route 82, the San Pedro River Bridge, and some
3 of the other projects bridge projects are the Cochise Railroad,
4 overpass, 191, the stronghold bridges on State Route 80, and the
5 Moon Canyon off-system bridge for the city of (inaudible).

6 CHAIRMAN SEARLE: Paul, going through the plan,
7 it looks like the scale at San Simon has been listed twice.
8 It's on page 17 and also on page 31.

9 MR. PATANE: Yes. I think it was initially shown
10 on Interstate 10 segment, so that would be (inaudible) correct.

11 CHAIRMAN SEARLE: Actually, you've got it
12 duplicated in the actual booklet.

13 I do have a question on one that was in last
14 year's plan. Project 101694. It was the Benson climbing lanes.
15 I'm assuming it's not in this year's five-year plan because it's
16 still planned to be completed this year. At least that's what I
17 hope.

18 MR. PATANE: That is -- that is correct, Chairman
19 Searle.

20 CHAIRMAN SEARLE: Okay.

21 MR. PATANE: (Inaudible.)

22 Correct.

23 MR. PATANE: (Inaudible) my support is shaking
24 their heads, so that means yes, sir.

25 Yes, it is.

1 Okay. Any other questions for District 3?

2 CHAIRMAN SEARLE: No. That's it.

3 MR. PATANE: Thank you, sir.

4 So we'll move on to District 4. So we have 29
5 projects totaling a little over \$301 million. We have 112.7 for
6 preservation, 49.8 toward modernization, and 139 million toward
7 expansion. And so the projects, some of the rehab projects are
8 along US-60 in Gila County, and the second one covers three
9 miles from Mountain Breeze Memorial Gardens to Ducky (phonetic)
10 for 12 and a half million dollars.

11 And we have some -- we have 12 modernization
12 projects, 11.7 million toward dynamic message signs. We have
13 multiple safety projects. So that's Routes 70, State Route 70,
14 73, 79, and 87. We have five local safety projects, including
15 intersection improvements at the (inaudible) and Colorado Street
16 in Casa Grande. There are two significant expansion projects.
17 We have Lion Springs section along 260, and then we have some
18 widening along Interstate 10 from SR-587 to SR-387.

19 Any questions on District 4?

20 CHAIRMAN SEARLE: Jenny, I believe this is yours.

21 MS. HOWARD: Yes. Thank you, Chair.

22 I do have a couple questions. The increase in
23 cost, I believe, on two of them. Did we just do -- just
24 reevaluate materials or has the scope changed? Because under
25 the description, it just other cost (inaudible) described below,

1 and it says the increases, and this would be Project 103678
2 and -- let's see -- 103123, which is the SR-87. Change from 12
3 million to 20 million.

4 MR. PATANE: We might have to follow up on those
5 items there, Chairman Searle, Board Member Howard. We need to
6 follow up with that information.

7 MS. HOWARD: Okay. Thank you very much, Paul.

8 MR. PATANE: So moving on to District 5. So in
9 District 5, we have 57 projects totaling a little over
10 595 million. We have 559 million toward preservation,
11 approximately 31 million toward modernization. Then we have
12 4 million toward administration of other.

13 So some of the rehab projects are along
14 Interstate 40. We have pavement rehab projects on State -- on
15 Routes 60 and State Route 64. There's two rehab projects along
16 188, including southwest of (indiscernible) as far as Tuba City,
17 in Tuba City. We have 16 bridge rehab projects. There's 15
18 modernization projects that we have. There are four local
19 safety projects between signs, signals and signs in Apache
20 County. We also have a safety project to -- in Tuba City to
21 install intersection lighting. There are no expansion projects
22 in the district. Then the \$4 million shown there is to install
23 fiber cable along Interstate 40 for about six miles between I-17
24 and Country Club Drive.

25 Any questions on District 5?

1 CHAIRMAN SEARLE: Jesse, anything?

2 MR. THOMPSON: Chairman, members of the Board,
3 and also administration, I feel that this is -- this looks like
4 a plan, and I do appreciate the way this presentation is being
5 presented to us. Looking from now into the five years, have a
6 broad general probable -- have an idea as to what kind of
7 projects are coming their way within this period, and I do
8 believe that they will really appreciate it, but at the same
9 time as we go along, some issue may come about, some concern may
10 come about. At that time, you know, I can certainly contact
11 Mr. Patane.

12 So again, thank you in the way this presentation
13 has been set up. Thank you, Richard.

14 CHAIRMAN SEARLE: All right. Thanks, Jesse.

15 MR. PATANE: Thank you. We'll move on to
16 District 6.

17 CHAIRMAN SEARLE: And you know, I've got to
18 apologize. I got my districts mixed up. Sorry about that,
19 Gary. Sorry Jenn and Jackie.

20 MR. KNIGHT: I know which district I've got.

21 CHAIRMAN SEARLE: Okay. I'm a little slow.
22 That's okay.

23 MR. PATANE: For District 6, we have 85 projects,
24 a total of 1 point -- a little over 1.012 billion. We have
25 600 million toward preservation, 89.7 toward modernization. We

1 have 314 toward expansion, and administrative of -- and other
2 projects as far as 7.7 million.

3 And so as far as the preservation projects, we
4 have five projects on I-40. We have also five projects on
5 US-93. There are six rehab for replacement projects in
6 District 6. The largest is the Colorado River Bridge rehab,
7 which (inaudible) is at 66 million. That project there, we
8 entered into an agreement with Caltrans. As far as there are 46
9 modernization projects. We have 18 million set for the port of
10 entries as far as Topock and (inaudible) port of entry. We have
11 a little over 20 million toward safety projects on State
12 Routes -- on routes I-8, SR-89, 89A, US-93 and US-95 for signs
13 and other safety improvements. There's 23 local safety
14 projects, totaling about 35 million. We have Cottonwood,
15 Prescott, City of San Luis, (inaudible) Lake Havasu City, along
16 with the counties as well at Mohave, Yavapai, Yuma, (inaudible)
17 safety projects within the region. (Inaudible) projects as
18 mentioned earlier (inaudible) US-93 (inaudible).

19 Any questions for District 6?

20 CHAIRMAN SEARLE: All right. Now your turn,
21 Gary.

22 MR. KNIGHT: Paul, the blue -- the blue is the
23 local projects, correct? And the red is -- are ADOT projects?

24 MR. PATANE: Lisa? Is Lisa here?

25 MR. ROEHRICH: Yes, she is.

1 MS. DANKA: Mr. Chairman, that is correct. ADOT
2 projects are shown in red. Local projects are in blue.

3 MR. KNIGHT: What I'm wondering is there are some
4 projects in San Luis that have to do with the -- connecting the
5 ports, and are they -- I thought they were ADOT projects to
6 finish 195, connect it to 95, and connect the port of entry two,
7 the port of entry one. I thought that was an ADOT project, but
8 it's shown in blue, but anyway, just a question.

9 MR. PATANE: Board Member Searle -- or Chairman
10 Searle, Board Member Knight, those projects are the local, and
11 ADOT will be administering those projects. Those projects --

12 MR. KNIGHT: Okay. Thank you.

13 MR. PATANE: -- (inaudible) asked to administer.

14 MR. KNIGHT: No more questions, Mr. Chair.

15 CHAIRMAN SEARLE: All right. Thank you.

16 MR. PATANE: Next slide, please.

17 Just real quick on the dashboard. You know, we
18 provided instructions for the board members. So the dashboard
19 is available to use, and as mentioned earlier, the projects
20 are -- ADOT projects are in red, and the local in blue, and
21 there's different ways to search, by county, MPO or COG. And we
22 did work with our GIS folks to have project maps, along with
23 working with our project managers to have descriptions,
24 programmed years, amounts and funding types. And there is a
25 link. The way we're accepting comments as well this year is

1 through this dashboard, and so it -- there is a link to provide
2 comments. There's a comment form and other options to provide
3 comments on the website.

4 Any questions?

5 Next slide, please.

6 So moving into the Maricopa County regional
7 transportation, as far as their program, some of the highlights
8 there is the five-year program at 2.5 billion. This is 30
9 percent on the allocated funds for the MAG region based on the
10 Casa Grande Accords and what was discussed earlier. This
11 includes the subprograms. And on the MAG, as far as their
12 program this year, it only runs -- due to the tax not being
13 approved yet, it only runs through 2025. This section also
14 includes additional funding provided by the region as well.

15 And so when we look at it -- the next slide,
16 please. Next slide, please. These are some of the projects
17 given to us by MAG as far as projects up to 2025. We have the
18 I-10 to Germann Road TI project. That's -- it's in the same
19 project as the I-10 corridor, but it is a standalone project.
20 We have widening on 202 to Riggs, along with numerous projects
21 within the local system.

22 Next slide, please.

23 And this, you know, is just a quick recap on the
24 I-10 projects as mentioned earlier. The corridor is fully
25 funded, and this slide provides the most current breakdown and

1 project plan as we move forward, showing each project by
2 corridor and how deliver -- design as far as design and
3 construction.

4 Next slide, please.

5 So now we'll look at the Pima County Regional
6 Transportation Highway program. Their total -- their five-year
7 total is at 849 million. It's just 13 percent allocated to PAG.
8 Their TIP only runs through 2025.

9 As next slide, please.

10 So some of the major projects here are the I-10
11 widening, and both on the I-19 as well as additional widening
12 there as shown.

13 Next slide, please.

14 Then the big project, as mentioned earlier by
15 Board Member Maxwell, is the Country Club at Kino Road TIs. As
16 you can see, the -- there's -- the box on the right shows the
17 breakdown as far as the bid opening and as far as moving forward
18 and construction of the quarter four of 2025.

19 CHAIRMAN SEARLE: Ted, on the -- on the Kino
20 Parkway, is that where the -- is it Kino -- where is it, that --
21 really that short entrance onto the interstate? It's -- is that
22 where it's at, at Kino?

23 MR. MAXWELL: Kino, if you look at Kino and
24 Country Club particularly, eastbound in the morning traffic and
25 then almost anytime in the -- in the afternoon coming westbound,

1 it is. There's not good run-ins. There's not good legs getting
2 on -- both on and off the freeway at both of those, but Kino's
3 the major one that leads right into the airport.

4 CHAIRMAN SEARLE: Yeah. Okay. I just -- it --
5 yeah. That's been a problem for a long time.

6 MR. MAXWELL: Absolutely.

7 MR. PATANE: As far as our -- any other questions
8 on the PAG region?

9 So we'll move on to the Airport Capital
10 Improvement Program. Our anticipated five-year total is a
11 little over \$173 million. Projects will be identified later in
12 April when we get to coordinate with FAA.

13 Next slide, please.

14 So within the Airport Capital Improvement
15 Program, we have the federal/state/local program. Then we have
16 the state/local funded program, along with the Airport Pavement
17 Maintenance System Program. And we had funding toward the Grand
18 Canyon National Airport. Those dollars there anticipate that
19 the federal grant or FAA grants (inaudible). We have along with
20 our development as far as planning -- planning studies for the
21 airport as far as a million dollars per year.

22 Next slide, please.

23 So the next steps moving forward. We come back
24 to the Board February 16 for approval of the tentative program.
25 We'll have our public comment period March 1st through May 24th

1 this year, and the public hearing on the tentative program is
2 scheduled for May 17th, followed up by the Board study session
3 in June. Then we seek final approval by the Board at the June
4 board meeting, and our state fiscal year starts July 1.

5 Next slide, please.

6 And that concludes the presentation. Is there
7 any questions? Any follow-up?

8 MR. KNIGHT: Chair.

9 CHAIRMAN SEARLE: Questions?

10 MR. KNIGHT: Yes, Mr. Chair. Not a question. I
11 just want to -- I just want to echo Board Member Thompson's
12 remarks and compliment staff and Paul. This presentation was
13 extremely easy to follow, and I liked the way you laid it out by
14 districts and the fact that in the package that I got from FedEx
15 was District 6 pulled out and separated from the -- in a
16 separate package from the total plan, which made everything much
17 easier for me to access. And I really appreciate how you -- how
18 you laid this out, and I appreciate the presentation. Thank
19 you. Thank you, Mr. Chair.

20 CHAIRMAN SEARLE: Any other questions? Comments?

21 MR. MECK: Mr. Chair, Jackie Meck.

22 CHAIRMAN SEARLE: Go ahead, Jackie.

23 MR. MECK: -- the same remark, Mr. Knight. This
24 is very, very impressive, and it's live and good, and I really
25 appreciate all the work that went into this. Thank you.

1 MS. HOWARD: Chair, this is Jenny. I have one
2 more remark. I echo the previous remarks, but also, you know, I
3 use the data on every monthly report, but this one I will
4 earmark and keep on the forefront, because it is so valuable,
5 the information that is here, and there is a tremendous amount,
6 both from a budgetary standpoint and a statistical standpoint,
7 and so I, too, really appreciate the hard works that's put in.

8 CHAIRMAN SEARLE: Well, Paul told me yesterday
9 that they had it worked up better, so Paul, good job.

10 MR. PATANE: Thank you, and kudos to the
11 programing team and others. It's really a collaborative effort
12 to put the program together and all -- this program touches all
13 groups and divisions within our agency. So it's a lot of fun to
14 get everybody together (inaudible).

15 CHAIRMAN SEARLE: All right. If that's all the
16 questions and comments, let's go ahead and move to Item 3. This
17 is with Steve Elliott and Rod Lane. Litter management
18 activities.

19 MR. ROEHRICH: So Mr. Chairman, before Steve and
20 Rod start their presentation, this was asked by Board Member
21 Maxwell in a previous meeting to go ahead and -- and if we would
22 discuss some of the activities that the department does
23 regarding informing the public, addressing litter, (inaudible)
24 trash, and how we would look at activities and options that we
25 have to address that.

And so as you said, you have Steve Elliott here from our Communication Team and Rod Lane, the district engineer of the Southcentral District. They are going to go ahead and kind of walk through the program and the systems and -- that we have in place. And again, any questions you have, please share with them.

Steve, why don't you go ahead?

MR. ELLIOTT: Rod's first up.

MR. LANE: Good morning, Mr. Chair. Can everybody hear me?

MR. ROEHRICH: Yes, Rod. Go ahead, please.

MR. LANE: Very good. Thank you. Yeah.

Mr. Steve Elliott and I will -- are glad to sit here and have this presentation to you on what ADOT's doing for litter management across the state.

So last year, in fiscal year '23, we had a pilot program that started in two specific areas within the state, one up in the north area on 87 near Payson and one down in I-19 in Green Valley. Out of that, we picked up approximately 3,536 bags or 21 tons of litter between July in '22 and June in '23. For fiscal year '24, we've been budgeted by the Legislature approximately \$3 million to focus on hot spots --

MR. ROEHRICH: Why don't you use the -- hey, Rob, you have to tell us to advance the slide --

MR. LANE: I'm sorry. I'm sorry. We've --

1 MR. ROEHRICH: Did you see --

2 (Speaking simultaneously.)

3 MR. ROEHRICH: Is this slide good or you need
4 another slide?

5 MR. LANE: I have -- I have finished that one.
6 That was the -- that was the --

7 MR. ROEHRICH: There you go.

8 MR. LANE: -- pilot program. We're onto -- onto
9 fiscal year '24.

10 MR. ROEHRICH: Just tell us to advance the slide
11 and that will take care of it.

12 MR. LANE: Will do. My apologies. Thank you.

13 So for fiscal year '24, we funded approximately
14 \$3 million for spot litter throughout the state.

15 And if we can move on to the next slide, please.

16 So this is a new -- a new business model, and in
17 the northern regions, the response has been not quite as robust
18 as we'd hoped. We're navigating through that with the business
19 community to see if we can increase the opportunities to move
20 that -- move that forward.

21 In the southern area of the state, the three
22 southern districts, we have been able to get vendors to move
23 forward. We've got the contracts in place in those three
24 southern districts. They were awarded on January 19th. We're
25 scheduling the work now and expect to have it -- have it started

1 in February.

2 And then within the MAG region, it's a different
3 funding source. There's a total of \$13.1 million. We're going
4 to have to move on to next slide, please. Within the MAG
5 region, there's a different funding source. A total of
6 \$13.1 million is programmed through RARF funding for three
7 areas, litter, landscape and sweeping. Out of that, for fiscal
8 year '24, there's a specific amount of 4.8 million budgeted
9 specifically for litter pickup, and that's going to be done
10 through litter contracts. In fiscal year '23 we picked up
11 approximately 619 tons through litter contracts, and then 82
12 tons were picked up through the Adopt a Highway Program.

13 So with that, I'm going to turn it over to
14 Mr. Elliott to speak on the Adopt a Highway Program and the
15 communications.

16 CHAIRMAN SEARLE: And Rod, before -- right quick.

17 MR. LANE: Yes.

18 CHAIRMAN SEARLE: Are you not using the inmates
19 that you used to use for this project?

20 MR. LANE: So that resource was used for many
21 years. It's a resource that's been less available to us over
22 the past few years. So that's been one of the primary struggles
23 that we've had.

24 CHAIRMAN SEARLE: Is there a reason why it's not
25 available at this time?

1 MR. LANE: I think it's various reasons that it's
2 not available. One of them is the -- is the -- what occurred
3 based on COVID and the shifting of the inmates around over the
4 past few years and such relative to that, and we haven't been
5 able to get that back up to the same capacity that we had
6 before. So depending on what part of the state you're in, that
7 resource could be at 50 percent what it was or it's, you know,
8 higher or lower.

9 CHAIRMAN SEARLE: All right. Thank you.

10 MR. MAXWELL: Mr. Chair, this is Board Member
11 Maxwell.

12 CHAIRMAN SEARLE: Go ahead, Ted.

13 MR. MAXWELL: Yes. Thank you, Mr. Chair.

14 So Rod, I got a question for you on the pilot
15 program. You know, you talk about MAG's program, and it's --
16 talks litter, landscaping and sweeping, and in reality, I think
17 that the bigger issue, because a lot of times it's not litter.
18 It's, you know, parts of cars from being -- from previous
19 accidents. It's from other larger items left out there as well.
20 So 13.1 million MAG uses on -- with -- through their RARF
21 program. Does the 3.1 million statewide for litter include any
22 landscape or sweeping?

23 MR. LANE: Board Member Maxwell, no, as far as I
24 know it does not include anything. It's just for litter pickup.

25 MR. MAXWELL: Okay. Thank you very much. Thank

1 you, Mr. Chair.

2 MR. LANE: Next slide.

3 MR. ELLIOTT: Next slide, please.

4 So in terms of communicating about litter, the
5 Public Information Office, which I lead, has sort of a dual
6 mission when it comes to Adopt a Highway, Adopt a Highway
7 Volunteer Program. One of our main missions is promoting the
8 good work of the thousands of people around Arizona who find it
9 in their hearts to go out and pick up along our highways and
10 embrace the fact that highways are the positive first
11 impression -- it should be the positive first impression of our
12 state.

13 Also, we coordinate with districts and with
14 volunteer groups at a macro level that Adopt a Highway Programs
15 are run within the districts, infrastructure delivery and
16 operations, but we communicate at a macro level to promote and
17 also just facilitate a strong Adopt a Highway Program.

18 Our dedicated volunteers commit to cleaning their
19 miles at least once a year, and preferably around three times a
20 year. And just this weekend, for example, I had the privilege
21 of being down along State Route 286 where more than a hundred
22 people went out and cleaned all 45 miles of State Route 286.
23 They collected -- I can't remember how many bags, but they
24 filled -- the pile was very big, and it's just very enriching to
25 be around these folks and celebrate their efforts, and we

1 promote that. We promote that with news releases, blogs and
2 other vehicles.

3 Next slide, please.

4 So we really spend a lot of time promoting Adopt
5 a Highway, and there's a strategy there. One of the strategies
6 is we want more people to volunteer for Adopt a Highway, of
7 course, but we also want to get across sort of the altruism, the
8 fact that our highways are worth keeping clean and that's -- we
9 want people when they are holding that Big Gulp cup to hopefully
10 think about these nice people who dedicate miles to relatives
11 who have died and their clubs and other worthy causes. It's
12 really inspiring what these people do. So we spend a lot of
13 time promoting that with that dual purpose in mind.

14 Next slide, please.

15 We don't do a lot of communicating about the
16 sponsor program, Adopt a Highway Program, but I wanted to
17 mention it, because it is -- it operates primarily on urban
18 freeways where it's really not safe for the volunteers to get in
19 there. You don't want them cleaning around the Deck Park Tunnel
20 and so on. So civic-minded groups, organizations, companies,
21 can adopt miles and basically pay private contractors that are
22 approved by ADOT to go in and conduct these cleanups, and those
23 cleanups are done twice monthly. So that explains the sponsor
24 signs you'll see on -- primarily on freeways in Phoenix and
25 Tucson, but also in some other areas around the state.

1 Next slide, please.

2 So then there's the challenge. How do you
3 communicate in a way that influences behavior when it comes to
4 litter? And the answer to that is not easily. What we do is we
5 try to highlight the positives, and they have minted Ph.D.s on
6 trying to influence human behavior when it comes to litter, and
7 they haven't cracked the code. But we find -- we find our best
8 success in terms of just media engagement and public engagement
9 with a message when we're highlighting Adopt a Highway, when
10 we're highlighting the social benefits of clean highways.

11 And we don't do a lot of negatives and shaming.
12 There's actually literature on this, that generally, if you're
13 going to toss a Polar Pop cup out of your car, you've got a
14 black belt in not caring about the rest of humanity. So we
15 generally don't do a lot of shaming, because it doesn't -- in
16 some ways it might feed that oppositional defiant disorder, so
17 we'll stick with highlighting the positives.

18 However, one area we found fairly productive is
19 the messaging of "it can affect you." If you can't reach people
20 when it comes to sort of the social benefits of not littering,
21 one of our most successful campaigns has been heading into
22 monsoon season, we invite reporters down into our pump stations
23 and show all the junk that gets down in there, and it can clog
24 the works and lead to, you know, standing water on our freeways
25 and unsafe conditions. The media really, really engage with

1 that, and we think the public engages with that, too.

2 Another campaign that focuses on how litter can
3 affect you is "secure your load," and we partner with MAG on
4 that but also do it independently. I will say in terms of
5 engaging with that message, the most engagement is with the idea
6 of a sofa in the -- on the freeway, not so much a cup blowing
7 out of your unsecured load that you're taking to the dump, but
8 we think, you know, that is something else that could show
9 people, you know, the value of, you know, taking care of the --
10 of making sure stuff doesn't, you know, blow out of your car.
11 So we think there's the positive benefit in that.

12 Let me see if I --

13 CHAIRMAN SEARLE: Steven.

14 MR. ELLIOTT: -- have forgotten anything, because
15 I forgot to look at my notes.

16 CHAIRMAN SEARLE: Steve.

17 MR. ELLIOTT: I told all my jokes. Yes.

18 CHAIRMAN SEARLE: Steve, if I can, on that
19 negative side, on the enforcement of unsecured loads, has DPS or
20 anybody tried to -- I know it's against the law to litter, and
21 that's something we've seen -- I've seen some on our rural
22 roads, is sometimes it's these unsecured loads going to the
23 dump. We've got bags of trash that are just laying on the sides
24 of the road sometimes. Has there been any effort to try to
25 identify where these have come from and enforce the unsecured

1 load deal?

2 MR. ELLIOTT: Mr. Chairman and Board Member whose
3 name I didn't catch --

4 MR. ROEHRICH: It was the chairman who asked.

5 MR. ELLIOTT: Oh, Mr. Chairman. I would say
6 that's a little bit out of our lane in public information. I do
7 know that that there is great media interest in enforcement of
8 those laws. Secure your load does have a component of keeping
9 your load that you're taking to the dump covered.

10 Just a personal note, I adopted a mile on State
11 Route 87 and went out and cleaned up it up for the first time
12 and realized it was on the glide path to a landfill, and we --
13 there was a lot of litter there, including bags that blew off
14 trucks. So I know that issue intimately, but I'm not familiar,
15 and I could get more information for you on that if you need.

16 CHAIRMAN SEARLE: I was just curious. It's an
17 issue. It's a problem.

18 MR. ELLIOTT: I agree. Thank you.

19 Next slide, please.

20 And then public information also has the
21 constituent -- the community information officer who mans our
22 contact ADOT line, and that's during business hours, we have a
23 very capable gentleman named Rusty -- you may have called him
24 occasionally -- who takes complaints and concerns and even
25 compliments from the public, and sometimes those deal with

1 litter.

2 What happens then is Rusty will take those
3 reports, he will communicate them to the districts, and the
4 districts will acknowledge usually that they're going to go out
5 and take a look. And he also watches for trends. Hey, we've
6 got a lot of litter complaints on -- in -- recently, in Gold
7 Canyon, for example. And he'll work with the district and say,
8 hey, this is kind of (indiscernible) this week. Can you check
9 it out? And they'll say, aye aye, Roger, and head out there.
10 So that's a path for the public to tell us about unsightly
11 litter and for us to get that information to our maintenance
12 groups.

13 And that's the end of my slides. I think I
14 forgot to put questions at the end, but we're happy to take your
15 questions.

16 CHAIRMAN SEARLE: Any questions for Rod or Steve
17 at this time?

18 MR. THOMPSON: Richard. Richard.

19 CHAIRMAN SEARLE: Go ahead. Jesse.

20 MR. THOMPSON: Steve, how many other agencies are
21 you addressing this issue with? The reason I say that, come
22 April, the only county I'm very familiar with is Navajo County,
23 and Navajo County steps out and distributes the things, the
24 tools that are needed, you know, to pick up the trash, as well
25 as the Navajo Nation is pretty much telling our story over the

1 radio. So I'm wondering how many other agencies are working
2 with you?

3 MR. ELLIOTT: I don't have that information. I
4 think that's a level of outreach that is probably done by
5 another part of communications, but I could find out and get
6 that for you, Mr. Chairman and Board Member Thompson.

7 MR. THOMPSON: Sure. Sure. Thank you.

8 MR. ELLIOTT: Thank you.

9 CHAIRMAN SEARLE: Any other questions?

10 MS. HOWARD: I do -- I have a question and a
11 comment, Chair. This is Jenny.

12 CHAIRMAN SEARLE: Go ahead, Jenny.

13 MS. HOWARD: So I did a study and a presentation
14 not long ago on littering, and I found that it's a
15 multi-generational curse where children are taught by their
16 parents that it's okay, and a lot of the input that I received
17 at that time was how can we educate our youth throughout their
18 schooling so that they can not only (inaudible) understand that
19 it's not okay, but to break those generational curses.

20 MR. ELLIOTT: I appreciate that.

21 MS. HOWARD: I do --

22 MR. ELLIOTT: Sorry.

23 MS. HOWARD: Is there funding or do we have
24 programs or do we have any plans to outreach at the schools?

25 MR. ELLIOTT: I don't know, and I can check on

1 that. I do know that we have a program named -- that we call
2 ADOT Kids, and Adopt a Highway's very involved in that. We've
3 put -- on our -- through our social media channels, we develop
4 activities for children that are involved -- that are geared
5 toward keeping highways clean. During the pandemic, we
6 started ADOT Kids, and we had a challenge to, you know, draw
7 the Adopt a Highway logo and keep Arizona -- keep Arizona
8 grand. So that's one thing we're doing.

9 It's -- I would love to see your presentation,
10 and I will email you after that -- this, because I'd love to
11 see it, and I think it's an area that we should be doing more
12 of.

13 MS. HOWARD: Perfect. Thank you so much.

14 MR. ELLIOTT: Thank you.

15 MR. MAXWELL: Mr. Chair, this is Ted.

16 CHAIRMAN SEARLE: Go ahead Ted.

17 MR. MAXWELL: So I've got one question. So MAG
18 obviously has a much -- uses a lot larger, you know, pot of
19 money and that -- then they focus on not only the littering,
20 but also the landscaping, sweeping, and I think that's one of
21 the things in Pima County, and we've definitely got a problem,
22 and it's -- obviously starts with the citizens and goes from
23 there, but they all -- the question I get asked a lot is so
24 why -- how does Maricopa County's roadways and highways look
25 good? How did they go about setting up using the RARF funds and

1 through MAG? Was it part of their regional transportation
2 efforts or what is it that developed that program for them?

3 MR. ROEHRICH: So Mr. Chairman, Board Member
4 Maxwell, when they went to the voters and they put together
5 the package that outlined what were the -- not only the
6 projects, but were going to be eligible programs for the
7 funds, they had in there this use of landscape, litter,
8 graffiti and control and the sweeping. So that was part of
9 their plan when they went to the voters. Once the voters
10 approve it, they had the money in the program that they would
11 provide.

12 MR. MAXWELL: All right. That sounds good.
13 Appreciate it. And I know where I can get that discussion to
14 happen.

15 CHAIRMAN SEARLE: All right. And if there's
16 nothing else, we did have Mr. Maxwell's request for a future
17 agenda item, and I don't see anything else on the agenda. I'm
18 going to go ahead and adjourn the meeting.

19 (Meeting adjourned at 10:50 a.m.)
20
21
22
23
24
25

1 STATE OF ARIZONA }
2 COUNTY OF MARICOPA } ss.
3

4 BE IT KNOWN that the foregoing proceedings were reported
5 by me, TERESA A. WATSON, Registered Merit Reporter, Certified
6 Reporter, Certificate No. 50876, State of Arizona, from an
7 electronic recording and were reduced to written form under my
8 direction; that the foregoing 65 pages constitute a true and
9 accurate transcript of said electronic recording, all done to
10 the best of my skill and ability.

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

14 DATED at Phoenix, Arizona, this 2nd day of June 2024.
15
16

17 /s/ Teresa A. Watson

18 TERESA A. WATSON, RMR
19 Certified Reporter
20 Certificate No. 50876
21
22
23
24
25

Adjournment

Chairman Richard Searle adjourned the State Transportation Board Meeting on February 1, 2024.

Meeting adjourned at 10:50a.m. PST.

Not Available for Signature

Richard Searle, Chairman
State Transportation Board

Not Available for Signature

Jennifer Toth, Director
Arizona Department of Transportation