

STATE TRANSPORTATION BOARD PUBLIC HEARING MINUTES

9:00 a.m., Friday, March 17, 2017

City of Tucson
Council Chambers
255 W. Alameda
Tucson, AZ 85701

Pledge

The Pledge of Allegiance was led by Board member Michael Hammond.

Roll call by Board Secretary Linda Hogan

In attendance: Deanna Beaver, William Cuthbertson, Joe La Rue, Jack Sellers, Michael Hammond, Steve Stratton and Jesse Thompson.

Absent: None.

Opening Remarks

Chairwoman Beaver thanked Mayor Rothschild and the Council for their hospitality in hosting the Board meeting here in Tucson. She then thanked Ted Maxwell and the staff of the Southern Arizona Leadership Council, RTA and PAG for hosting the dinner last night, adding that the location, food and networking opportunities were well received. She also commented on the history of the location of the dinner and hoped that she will be able to come back to visit the museum. She also commented on the Wildcat victory. Then she proceeded to mention her history note for the meeting and explained that she had gone back to look up the history of the five-year plan and read an article from *The Copper Era and Morenci Leader*, dated Friday, July 7, 1916. Mrs. Beaver then asked Board Member Hammond if he had anything to add, to which Mr. Hammond responded and commented about the dinner last night adding that it was nice of the owner of Maynards to stop in on the group also commenting on the part he has played in the resurgence of downtown Tucson.

Title VI of the Civil Rights Act

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

Call to the Audience for the 2018-2022 ADOT Tentative Five-Year Transportation Facilities Construction Program:

The following members of the public addressed the Board:

1. Jonathan Rothschild, Mayor of Tucson, re: agreed that if the Chairwoman was to visit the museum she would love it. He then welcomed the Board to Tucson and their Chambers. He commented on the fact that Mr. Hammond was seated in the Mayor's chair. Thanked ADOT for the projects being and soon to be constructed in Tucson and mentioned a few. Commented about SR 189 and thanked the Board for their continued support. He then pointed out the importance of the Sonoran Corridor and added further information of where it was at. He also mentioned his involvement with PAG and thanked Rod and staff for their support as well. He added that if there were any complaints to please take them to his City Manager Mike Ortega.
2. James DeGrood, Deputy Director for PAG, re: also expressed his appreciation to the Board for coming to Tucson for their meeting. Adding to the Mayor's comments, he wanted to express his sincere appreciation to ADOT staff for working so well with them, particularly Rod Lane. He spoke about a couple of the projects (Ajo Road Interchange and Ina Road) and also expressed his thanks to Patrick Stone.
3. Robin Raine, Deputy Director of Transportation for the City of Tucson, re: reiterated everything that the Mayor said especially in regards to the support they have received from staff and their wonderful working relationship.
4. John Moffatt, Economic Development Director re: glad to see continued progress on SR 189 and most excited about the Sonoran Corridor. He wanted to concentrate on the next phase adding that they needed to start

looking at funding sources. He wrapped up with comments from former board member Steve Christy to the Board, sending his regards.

5. Chris Bridges, CYMPO Administrator re: SR 69 – mentioned that they do have a draft joint project agreement in hand that is currently going through attorney reviews and explained some of what it entailed. They were hoping to partner with the Board on the next 5-year plan and asked for their consideration of including this project.
6. David Wessel, Manager with Flagstaff MPO re: he was there to request the replacement of the four street bridges over I-40. The City of Flagstaff estimates that it would be an \$8M project and has \$3M in hand. He requested that this project find its way into the 5-year plan of construction.
7. Bruce Bracker, Santa Cruz County Supervisor re: mentioned that he has been coming to the Board regarding SR 189 so much that he feels they are family. He welcomed Mr. Thompson to the Board adding that this is a great appointment. In regards to SR 189, he had two resolutions with him, one from the City of Nogales and the other from the County Board of Supervisors that have been passed unanimously in support of it. They are now in phase two on this project. He also thanked them for including Ruby Road in the 5-year plan.
8. Tom McGovern, representing Southern Arizona Leadership Council and Tucson Metro Chamber re: thanked the Board and especially Mike Hammond for what they are doing for the state. More thanks to Rod and all of ADOT staff involved with the Ina Road project. Also thanked them for moving forward on the Sonoran Corridor and the movement on SR 189 as well. He then mentioned HB 2529 and asked the Director the purpose of it and if it had to do with I-11. Director Halikowski as well as Michelle Kunzman agreed that this could not be commented on during the public comment section but could be addressed in the Legislative Update for him.

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I N D E X

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PUBLIC HEARING ON FY 2018-2022 FIVE-YEAR TRANSPORTATION FACILITIES CONSTRUCTION PROGRAM (Bret Anderson).....3

P R O C E E D I N G S

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3 CHAIRWOMAN BEAVER: With no more comments, we now
4 will move into the public hearing portion of the presentation
5 for FY 2018-2022, the ADOT Tentative Five-Year Transportation
6 Facilities Construction Program recommendations. (Inaudible.)

7 MR. ANDERSON: Thank you. Madam Chair, members
8 of the Board, it's my pleasure to be here to present today the
9 2018 to 2022 Draft Tentative Five-Year Program. If it pleases
10 the Board, I'd like to take Items A through E all together at
11 one if that's all right.

12 CHAIRWOMAN BEAVER: That's fine with us.

13 MR. ANDERSON: Thank you.

14 And this slide (inaudible). No. There we go.

15 So what we'll do here is go through the --
16 (inaudible) a quick background of how programs come together.
17 We'll go over some -- an overview of our asset conditions. Then
18 I'll talk about the tentative five-year highway program, the
19 delivery part of it. Then we'll hit the MAG -- or the PAG, the
20 Pima Association of Governments, the tentative piece of their --
21 of the five-year program, and then the Maricopa Association of
22 Governments, the tentative piece, what they have, and then
23 finally -- and then the airport program, and then we'll talk
24 about our next steps.

25 So with the background, how this -- how our five-

1 year program comes together. It's developed collaboratively
2 with the State Transportation Board, ADOT staff, the -- all the
3 sections of ADOT and our regional partners. Today with all the
4 public comments, we want to make sure that everybody has an
5 opportunity to comment on the five-year program. We take those
6 comments and incorporate the comment piece of it into our five-
7 year program as part of the -- our public hearing process.

8 This five-year program will demonstrate how the
9 federal funds and the state dollars are planned to be obligated
10 over the next five-years. It's an approved annual process, and
11 it starts every -- July 1 of every year, and we have to have it
12 fiscally constrained.

13 So there we go. Overview of our asset conditions
14 really quick. Our asset conditions are set to be at about \$20.7
15 billion. That includes the bridges, the structures, the
16 pavement, the guardrail, everything that we own with -- that
17 goes along with the -- with a highway system. In order to -- if
18 this system were to fail, if we had to replace it today, it
19 would cost well over \$200 billion. So just wanted to point that
20 out. It's important to make sure that we're taking care of our
21 system and making sure it's in a state of good repair.

22 Today with our bridge -- we monitor our bridge
23 conditions, and this is the layout of what we've got today in
24 our bridge system. You'll notice that 55 percent of our bridges
25 are in that yellow category or in that fair category. Now, that

1 has increased over the last years by a few percentages, and so
2 we're wanting to monitor that and make sure that -- we don't
3 want that to get that too far below our standards.

4 One thing to note, too, is that the last 4
5 percent of our bridges that were in poor condition. Now, when I
6 say "poor condition," that means they are -- you know, they're
7 still safe. They're still good to drive on. They're not --
8 they're in a very safe condition, but it's just below the ADOT
9 standards. And we have dropped that down to 3 percent. So
10 that's a very positive thing that we've got going for with
11 funding that we're putting towards our bridges.

12 Quick finger.

13 And then here's our -- here's the listing of our
14 pavement conditions. Again, you'll notice again that the
15 interstate is in a pretty good state, but we want to make sure
16 that that yellow area does not grow. As long as that -- as well
17 as the red area starts to grow. We want to make sure that we
18 keep our roads in a very good state of repair. And it's like
19 doing your oil changes in your vehicle. So, you know, if you --
20 after awhile if you let -- if you don't change the oil in your
21 vehicle. Same way with the highways. If you don't fix those
22 highways, they're going to be -- you're going to be rebuilding,
23 and that costs a lot more than just doing the preservation work.

24 MR. HALIKOWSKI: Hey, Patrick -- Madam Chair, may
25 I ask him a question?

1 CHAIRWOMAN BEAVER: Yes.

2 MR. HALIKOWSKI: So I want to be careful about
3 percentages, because overall, as you said, Patrick, the
4 interstates look pretty good. I'm sorry.

5 MR. ANDERSON: Bret.

6 CHAIRWOMAN BEAVER: Bret.

7 MR. HALIKOWSKI: Sorry, Bret.

8 But my concern is, is that we've got some serious
9 areas in need of full reconstruction, and I don't want to gloss
10 over those, because those are fairly expensive projects. So can
11 you comment on those a little bit?

12 MR. ANDERSON: Certainly. I can pass them on to
13 Dallas, if he has some -- to back me up on that a little bit
14 (inaudible).

15 MR. ROEHRICH: He's right there at your back.

16 MR. LA RUE: Yes. He's got your back.

17 MR. HAMMIT: You're right. Especially on I-40,
18 we have some areas that we've seen deterioration very quickly.
19 We looked at one area that really failed this year just between
20 Ash Fork and Williams, and we looked at it two years ago and the
21 pavement looked pretty good. We looked at it this past August,
22 and it was still in good shape, and in January we had huge
23 potholes. And we've gone investigating, under -- the asphalt
24 performed very well, but there's nothing underneath it. The
25 subgrade has over the time -- the roadway's over 50 years old,

1 and a lot of trucks on I-40. That's just deteriorated.

2 So we will -- you will see a project before you
3 this year to rebuild about a four-mile section of I-40, and
4 we're going to continue. So Bret's exactly right. We do have
5 to change the oil, but someday we need a new car. And so parts
6 of I-40, we're going to have to start rebuilding, and that's
7 going to happen on I-10 eventually as well. But right now, I-40
8 is our critical area.

9 MR. HALIKOWSKI: So thank you.

10 I just wanted to point out as we talk about
11 expansion of new projects, we still have to take care of the
12 basic engine, which is going to be somewhat expensive, as we
13 have to do full reconstruction in areas.

14 Thank you (inaudible.) Thank you, Madam.

15 CHAIRWOMAN BEAVER: Thank you.

16 MR. ANDERSON: Thank you.

17 So next what I want to present to you is the
18 tentative five-year highway program. This is kind of an
19 overview of what we've got. So this is for the Greater Arizona
20 piece. This is areas outside of the MAG and PAG region. You'll
21 notice that we have -- so we have preservation, modernization
22 and expansion. 59 percent of our program is in preservation.
23 That is -- that's an increase over last year, which I believe
24 was about 57 percent. So we're trying to make sure that we move
25 things towards the preservation and do that -- and do those oil

1 changes on our system.

2 On the expansion program, you'll note that it's
3 up 21 -- up to 21 percent. Last year I believe it was about 14
4 percent. This is due to some accelerated funding from the
5 legislature as well as our FAST -- the FASTLANE Act that we've
6 got. And then our 20 percent for modernization as well.

7 Modernization, just to let you know, some of the
8 -- I think we went over some of the definitions of those, and if
9 everybody's okay with what we've got, expansion is anything
10 adding capacity to a travel lane that's longer than a mile, two
11 miles. And preservation is just taking care of the surface
12 (inaudible), and then anything else in between is safety or is a
13 modernization type project.

14 So moving on to the level of preservation --
15 (inaudible). It's not quite -- I need to go back one more
16 slide. There we go. Right there. That's perfect.

17 So we wanted to make note on this slide. So what
18 you'll see in the bar chart here is the fiscal years 2018
19 through 2022 depicting this five-year program, and in this slide
20 want to make that note that in fiscal years '20 through 2022, we
21 get to our level of preservation of \$260 million. And that
22 combination of money is totaled up, 220 million to preservation
23 and 40 million to our bridges, and that's been -- that's part of
24 the long-range goal we've -- this is the first five-year program
25 that I've been involved with that we've actually got to meet

1 that level of preservation, and I've been doing this for about
2 seven years now. So we're real excited to be able to get to
3 that point. And then the blue bars, we'll go through each one
4 of those in the next slides that we have here.

5 So in 2018, you'll notice that we're -- we'll
6 focus on the expansion projects, which is the blue bar that you
7 see up there. \$35 million to -- on US-93 Carrow to Stephens,
8 and then \$137 million on I-10 in between -- in Pinal County.
9 That's the -- some money for the Picacho Peak and the I-8 to
10 Early projects on I-10. Those projects were accelerated and
11 moved up, combined together due to the legislature and some
12 FASTLANE Act improvements and some funding that we have through
13 the federal government.

14 And the next slide is \$69 million for the design
15 for the -- design build for 189, and US-93 Cane Springs, we've
16 got \$5 million for design, and then 5 million for the I-40/U.S.
17 93 to west Kingman TI phase one design, and then \$15 million for
18 an I-17 design that we're going to be -- we'll talk about the
19 construction in a couple of slides.

20 So we'll take the next slide.

21 Okay. And then in fiscal year 2020, we have
22 again \$41 million for the -- for US-93, and then we're starting
23 the \$5 million on 93 at the Big Jim Wash, design for that, and
24 then some more right-of-way in 2020 on the west Kingman TI. And
25 then we're also starting the design for the two -- SR-260.

1 And now, like I said, in fiscal years '21 and
2 '22, we have \$128 million to do I-17, Anthem to Sunset Point.
3 Now, the development of all that is still coming together. We
4 don't know exactly what we're going to do yet, but we have some
5 dedicated funding. We do know that is a very large project, and
6 this is going to help us get to some funding and get us started
7 with something on I-17 probably in the southbound direction, but
8 we're still working through the design and getting all that tied
9 up to exactly what we want to have done.

10 And then I wanted to note out, too, is that we
11 have \$50 million on I-17 widening in the MAG FY '19. They're
12 planning \$50 million, and that program is the proposed program
13 that as we go through this public hearing, there's -- they're
14 also rebalancing and (inaudible) may come to light down the
15 road.

16 So with that, I'd like to move on to the --
17 here's just a map of where all these projects are. And you'll
18 note that a lot of these projects that we have here are along
19 that designated I-11 corridor, you know, starting down in
20 Nogales, in the Tucson -- down in Nogales area, moving all the
21 way up into the Kingman area. So we just want to point out that
22 we're doing everything that we can to make sure that we -- or
23 we're prepared for that I-11 when the funding becomes available
24 for that.

25 And the next slide we have here, this is our six-

1 to ten-year development program. So the five-year program, we
2 call it the delivery program. That means we're going to deliver
3 at least those projects in the first two years of the program --
4 in the program. And this is the kind of, if you will, a staging
5 area where we have the design that's proposed in the delivery
6 program. These construction projects, this is the plan that
7 we've got to construct these projects.

8 You'll note that we have \$35 million for Cane
9 Springs, \$45 million for 260, and then on the -- and then a
10 couple of the areas that we want to point out here, since we're
11 down here in the Tucson area, 2026, we have about 33 million --
12 \$33 and a half million for the Rio Rico and the Ruby Road TI
13 improvements. So that's going to be something that's going to
14 be nice coming to this area in the future.

15 So moving on, and just want to give a point -- or
16 that these are some, just some of the preservation projects in
17 this five-year program, not all an entirety. This is just a
18 sampling list of these preservation types of projects and the
19 dollar amounts that we're planning on putting towards these
20 projects.

21 Again, here's some modernization lists. Some of
22 the projects that we have in this five-year program are the Deck
23 Park Tunnel lighting and port of entry screen -- truck
24 screenings that we're putting in, and then there's some passing
25 and climbing lanes and then other types of modernization

1 projects, or traffic signals, the roundabouts, as we discussed a
2 little bit earlier. Some ITS things as well.

3 So to kind of just summarize the tentative
4 program, at least the Greater Arizona piece, we've got the
5 expansion projects from the five-year program. They've
6 remained, but some of them have moved up in years from the last
7 five-year program. We're combining I-10 projects and moved them
8 to fiscal year '18. We're advancing the US-93 to Carrow
9 Stephens -- Carrow to Stephens from '20 to '18. We're adding
10 some design. We're going to advance the SR-189 project, which
11 is very important, and have that ready to go and change the
12 delivery method to design/build. And then the I-17 projects --
13 design is in '19, but the construction of -- potential
14 construction of '21 and '22. And then we're increasing the
15 preservation funding from 260 million in the later years, and
16 that's increased due to the TIGER grants and a FASTLANE
17 (inaudible).

18 With that being said, we'd like to move on to the
19 Pima Association of Governments, the tentative program for '18
20 to '22. Here's a listing of projects that we have, the I-10 Ina
21 Road TI, the two, \$26 million; Houghten Road to about \$39
22 million. And this is just a listing of projects. You'll notice
23 that the PAG area has roughly about -- 82 percent of their
24 program is all towards expansion. Just to keep in mind, too, as
25 well, they have a dedicated funding source that comes and helps

1 out these projects. So this is a very important -- it's a good
2 partnership. It's a great relationship that we have with the
3 Pima Association of Governments and putting our -- coordinating
4 our projects and getting the funding put together.

5 Moving on with that. So then now I'll move to
6 the Maricopa Association of Governments.

7 Next slide. There we go. Okay. Right there.

8 So again, a great relationship with Maricopa
9 Association of Governments to try and coordinate all of our
10 projects. These are some of the major projects in their area.
11 So the SR-24 Gateway project, they're putting \$138 million into
12 '18 to '20. And then a whole host of projects. The South
13 Mountain project is in there as well, '18 to '19, the funding
14 with that. The 202, the San Tan. Again, you'll note that 91
15 percent of their program is all expansion. Again, two dedicated
16 funding sources they have with the Prop 400 and the sales tax
17 that they have for going directly to transportation projects.

18 Oh, and I want to point out one thing to you
19 that's on slide -- this is all -- this particular portion of the
20 five-year program is all contingent upon MAG regional council
21 approval once they go through that process and get it all
22 approved together. So it is a cooperation. We're working
23 together to make sure that we are all on the same page when it
24 comes to the funding and all the mechanisms that go to putting
25 these projects together.

1 All right. Then I'll go into the airport
2 program. So this is (inaudible) Title 28, Chapter 25 of the
3 aviation of the Arizona Revised Statutes. This is a -- this is
4 part of the process that we do every year with them.

5 Next slide. There we go.

6 So the airport program is -- we are in a
7 rebuilding year, if you will, and want to -- we want to hold off
8 on getting some things put together for the state funds to come
9 into this to hold up before we start moving any airport projects
10 along. We do have the minimum there to help do some matching
11 for all of our federal grants that might come in, and this is
12 part of their airport -- this is the proposed airport program
13 for fiscal year '18.

14 So then what I'd like to go through is the next
15 steps. So this is the first of three public hearings. We'll
16 have -- we'll take all the comments in today. I want to point
17 out, too, as well that the -- our website is open. It is taking
18 comments. There's SurveyMonkey. There's all ways for folks to
19 leave comments. So if you have any folks -- any of your
20 constituents that have ways to comment, send them to the web
21 page to the five-year program. There's a tentative tab out
22 there, and that all of this information is there, readily
23 available, and there's a link there for them to make comments as
24 well, and we would love to have those comments. It's been a
25 very good way in the last few years to take in these comments,

1 and all of this goes towards helping meet our compliance with
2 our public comment time.

3 So our next meeting is scheduled April 21st in
4 Flagstaff. Then we'll have one in May in Phoenix. We'll do a
5 study session that wraps up all of this together, and we'll come
6 up with our final plan, present to you in May, on May 30th, and
7 then we would like to present the final program in June at the
8 Payson meeting. Then shortly after that, we make the final
9 recommendation to the governor's office, and then fiscal year
10 '18, July 1st, we are ready to start this process. We'll start
11 to hit the ground running, and we're ready to go, and we will
12 start on the '19 to '23 program.

13 With that, I will take any questions that you
14 have if there are any.

15 CHAIRWOMAN BEAVER: Board Member Hammond.

16 MR. HAMMOND: My guess is John's going to want to
17 jump in on this question, but on SR-189, first of all, I too
18 want to thank the Board for the statewide support that that
19 stretch of road has received. I was very pleasantly surprised
20 on how the Board thinks statewide and is willing to recognize,
21 you know, projects that might seem very (inaudible) to commerce.

22 I was pleased to hear the resolutions from the
23 City of Nogales, and I thought I heard them say that they're
24 looking at some funding sources, which kind of begs the question
25 on we have a good solution that, yeah, I understand is about 70

1 percent perfect for what everybody wants in SR-189. And I think
2 Option D was what -- the preferred total option if funding could
3 be found.

4 Where are we in that conversation? I know it's a
5 struggle with all the needs of the State, but I'd like to just
6 get an update, I think the Board would, on where that full
7 belt-out discussion is at present.

8 MR. HALIKOWSKI: So I'll take that, if you don't
9 mind, Bret.

10 Right now, Madam Chair, we are in the process of
11 finalizing the design as we're taking in the comments on what's
12 happening on phase one, and so we've been trying to accommodate
13 those comments and shift minor things to ensure that we've got
14 support of the project.

15 In the meantime, discussions are still ongoing,
16 both with folks locally, not so much with ADOT right now, but
17 they're looking at how there might be local contribution in the
18 phase two buildout. And so there are a number of different
19 stakeholders in Nogales that I'm aware of, Fresh Produce
20 Association being one, and there are others talking about
21 whether or not there might be some private participation in
22 that.

23 And in our discussions, what we've said is that
24 if we're able to get private participation and make some slight
25 changes in statute on an axle fee and if there's other ways that

1 we can contribute from funds that we already have dedicated at
2 the border, what we're trying to do is put together enough of a
3 cash flow so that we could get into a public private partnership
4 on phase two. Now, that may require some more Board
5 participation in the future, but I don't have all the final
6 numbers in yet.

7 So I would say at this point we're proceeding
8 well on the way with phase one, and we are very conscious that
9 -- of the dates and times (inaudible) phase two at some point.
10 So there's a lot of work going on in the background with that.

11 Floyd, you've been the point person there. I
12 don't know if you have any comments.

13 MR. ROEHRICH: The only comment I'd say is if you
14 remember the full buildout is about another \$75 million. So
15 that's the funding level that we are looking at working through,
16 through a combination of what locally may be contributed, what
17 else may be of benefit to the State to consider as you look at
18 the full buildout of that facility.

19 And as John said, as there's a number of
20 negotiations and talks going on as people decide what options
21 they need available to them, if they're willing to contribute
22 towards that. So if we do end up coming to agreement with a
23 full buildout, we will be coming back to the Board to talk about
24 the specifics of that and where we see that each member will
25 have a contribution towards getting that type of project.

1 MR. HAMMOND: Thank you.

2 CHAIRWOMAN BEAVER: Board Member Stratton.

3 MR. STRATTON: In the Greater Arizona plan you
4 spoke about SR-260 being designed in 2020, and then construction
5 in year six. It wasn't designated, but my assumption is you're
6 talking about Lion Springs section.

7 MR. ANDERSON: That's correct. Yes. Lion
8 Springs section. Sorry. Yes, it is.

9 MR. STRATTON: Thank you.

10 CHAIRWOMAN BEAVER: Board Member Thompson.

11 MR. THOMPSON: Bret, Bret's a good name. I have
12 a grandson by that name.

13 MR. ANDERSON: Thank you, sir.

14 MR. THOMPSON: In the category of modernization,
15 did I understand you to say that -- I'm still learning
16 (inaudible). So it includes the travel lights as well as the
17 roundabout?

18 MR. ANDERSON: Madam Chair, Board Member
19 Thompson, yes, it covers all phases of safety when it comes to
20 signal -- whatever technology -- whatever technique works for
21 that area, that's what they will look at best. Of course,
22 roundabouts do -- are a little safer because they -- you know,
23 the type of work that's done there and the type of accident that
24 happens at a roundabout is less severe than what happens at a
25 standard intersection. So it looks at all kinds of options, and

1 we keep everything open so we don't tie it in to just one
2 specific type of fix.

3 MR. THOMPSON: Madame Chair, the last is just a
4 comment. Many of the communities that I represent have been
5 preparing and looking forward to apply for a TIGER grant, and
6 I'd like to see that continue, because we have been preparing to
7 get to that point to apply for that. That's a only comment.

8 MR. ANDERSON: Thank you.

9 CHAIRWOMAN BEAVER: Thank you.

10 Any other comments?

11 Thank you, Bret.

12 MR. ANDERSON: Thank you.

13 CHAIRWOMAN BEAVER: And I just wanted to just
14 make a point. Thank you for stepping up. I think Mike Kies
15 kind of snuck out into retirement without us roasting him or
16 saying, goodbye, have a nice retirement.

17 MR. ANDERSON: I think there was meaning behind
18 his madness (inaudible). So yes. No problem. Thank you very
19 much.

20 MR. HALIKOWSKI: Madam Chair, I did see him in
21 the hallway yesterday and (inaudible) chastised him for not
22 being here today. So I think he's got one more week with us
23 before he retires.

24 CHAIRWOMAN BEAVER: Okay. If we have nothing
25 additional under the public hearing, this meeting is adjourned,

1 and now we will go into the regular meeting.

2 MR. HALIKOWSKI: Madam Chair, if I could, you
3 need a motion and a second to adjourn the public hearing.

4 CHAIRWOMAN BEAVER: Oh, okay. Okay. Excuse me.

5 MR. SELLERS: So moved.

6 MR. LA RUE: Second.

7 CHAIRWOMAN BEAVER: Motion by Jack Sellers and
8 second by Joe La Rue.

9 All those in favor to adjourn the hearing?

10 BOARD MEMBERS: Aye.

11 CHAIRWOMAN BEAVER: All those opposed?

12 The motion carries.

13 (Public hearing adjourned.)

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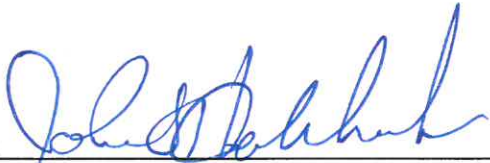
Adjournment

A motion to adjourn the March 17, 2017 Public Hearing meeting was made by Jack Sellers and seconded by Joe La Rue. In a voice vote, the motion carries.

Meeting adjourned at 9:53 a.m. MST.



Deanna Beaver, Chairwoman
State Transportation Board



John Halikowski, Director
Arizona Department of Transportation