

**MINUTES**  
**STATE TRANSPORTATION BOARD PUBLIC HEARING**  
**9:00 a.m., Friday, May 19, 2017**  
**Arizona Department of Transportation**  
**Administration Building Auditorium**  
**206 S. 17<sup>th</sup> Avenue**  
**Phoenix, AZ 85007**

**Pledge**

The Pledge of Allegiance was led by Board member Joe La Rue.

**Roll call by Floyd Roehrich**

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

**Absent:** None.

**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. Richard Lunt, Greenlee County Supervisor, re: thank you for board's service; in the 5 year plan, there is limited funds for the eastern rural counties around 10% less funding than other counties; cyclists on HWY 70; there are no projects for Greenlee County; HWY 191's high usage; Dust problems on I-10 causes re-routes to HWY 70
2. Shane Dille, Deputy City Manager/Flagstaff, re: 4<sup>th</sup> Street bridge; repairs for I-40 and I-17
3. David Wessel, Manager/FMPO, re: 4<sup>th</sup> Street bridge project is a high priority/part of a TIGER Grant
4. Steve Sanders, Gila County Public Works Director, re: Design portion of Lion Springs SR260 in the 5 YR Construction Program for 2020 and programmed for 2023, please keep it in the program; Hwy 60 and the work around Devil's Canyon is great and Superior streets is winding up
5. Andy Smith, Transportation Planning Supervisor/Florence & Pinal County, re: general remarks to the Board for Pinal County; distributed map of transportation plan for the ½ cent tax to voters to the Board members; north – south corridors and I-11; thanks to the Board and ADOT for I-10 projects. Andy Smith had two parts, widening I-10 the corridor is not finished, traffic safety issue on I-10; Resolution for SCMPO
6. Chris Bridges, CYMPO Administrator, re: funding for SR69; freight planning; October Rural Transportation Summit sponsored by NACOG
7. Marcie Ellis, Chair, Traffic Matters, re: electronic signage, transit planning, 89A in Oak Creek Canyon
8. Jerry Showalter, vice chair, Traffic Matters, re: traffic in Oak Creek Canyon; 3 million visitors yearly to Sedona; 89A into Oak Creek Canyon to Slide Rock and West Fork parking and shuttle service is needed; requesting law enforcement in Oak Creek Canyon, it is non-existent
9. James Scott, Director of Educational Services/Nadaburg Unified School District No.81, Wittman, AZ re: US 60 and Center Street intersection in Wittman; requesting traffic control for intersection submitted letter
10. Andrew Korchmaros (did not speak, turned in written comments), Tohono O'odham Nation Roads Engineer, re: wildlife bridge over SR 86/MP 134-135, bridge height concerns; cyclists on SR 86; widening SR 86 from Sells to Why.

**STATE TRANSPORTATION PUBLIC HEARING – May 19, 2017**

**I N D E X**

**PAGE**

**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: Okay. In continuation of the  
4 public hearing, we'll go on to Item A, overview of the tentative  
5 fiscal year 2018-2022. Bret Anderson. (Inaudible.)

6 MR. ANDERSON: I have fat fingers.

7 (Inaudible conversation.)

8 MR. ANDERSON: Madam Chair, thank you for the  
9 opportunity to present the last public hearing for the five-year  
10 -- for the 2018 to 2022 five-year program. What I plan to do  
11 today is go over -- maybe I'd have Lynn do this. Oh, here we  
12 go.

13 Okay. So what I plan to do today is go over some  
14 background, talk about our asset conditions. We'll hit on the  
15 delivery program. We'll also cover some of the areas in the  
16 Pima Association of Governments. We'll cover the Maricopa  
17 Association of Governments, Tentative Program, the Airport  
18 Program, and then we'll talk about some next steps, just as  
19 we've done in the last two public hearings.

20 Just a couple comments about the public hearings  
21 that we had over the -- in Tucson and in Flagstaff. We received  
22 over 35 speaker slips. At the board meetings, there were eight  
23 in Tucson and 27 in Flagstaff, which typically is our greatest  
24 attended meeting. And then, also, we'll take into the  
25 consideration the comments that we have heard today as well. We

1 have 44 SurveyMonkeys. We have a SurveyMonkey ad on our  
2 website, and we've had 44 comments out there. We've also  
3 received 14 emailed comments, with many other comments that will  
4 come in between now and the study session that happens at the  
5 end of May. So we'll continue to receive those and take in  
6 those comments and make them a part of the final package that we  
7 present to you at the June approval meeting.

8           So I want to talk about how the five-year program  
9 is put together. It's developed collaboratively with the State  
10 Transportation Board and the ADOT divisions, the information  
11 delivery operations, the TSMO group, FMS and MPD, and all of our  
12 regional partners as well. As we put this program together, we  
13 coordinate with the COGs and NPOs, and we're much appreciate of  
14 the coordination that goes on with MAG, PAG, CYMPO, all of  
15 those. Andy, as he's representing the Sun Corridor today, and  
16 all of those groups that are here representing the COGs and  
17 NPOs, and especially working with FHWA and our districts as  
18 well. We take into consideration anything that's coming in to  
19 the program, and any issues that they're dealing with out there  
20 right now, we try to address as well.

21           So we work really closely with all of these  
22 groups. We demonstrate how our federal dollars are going to be  
23 spent over the next five years. It's a process that's approved  
24 annually, and each fiscal year starts on July 1, and we have to  
25 be financially constrained by year.

1           So what I'd like to do now is cover the asset  
2 conditions that we have. Right now, our system is worth  
3 approximately \$20.7 billion. This includes our roadways,  
4 bridges, structures, guard rails, signs, many of the other  
5 things that go along with taking care of what keeps our system  
6 moving. Without a commitment to any type of preservation, we  
7 would -- it would cost well over \$200 billion replace. That is  
8 in today's dollar. So it's very important that we make sure  
9 that we're spending -- taking care of our system and taking care  
10 of things so we can keep the traveling public moving in a safe  
11 and efficient manner.

12           So talking about a little bit of our assets of  
13 what we have. These -- this is our bridge. We have about 4,800  
14 bridges in the State of Arizona, and right now, 55 percent of  
15 those bridges are in a fair condition. That's -- this is a  
16 growing concern that we have for us. We want to make sure that  
17 we get those bridges up into a good condition. You'll notice  
18 that only 3 percent of our bridges are showing in a poor  
19 condition.

20           However, when we say "poor condition," we want to  
21 make sure that it is -- let the public know that they are safe  
22 to travel on. Everything's fine. They're just below a  
23 condition that we would like -- we don't like to see. And so  
24 we're in an effort to take care of those and move those forward,  
25 but we do see a growing trend in our bridge system. Our systems

1 are starting to get a little bit older, and we need to make sure  
2 that they're taken care of.

3 Moving into our pavements --

4 MR. HALIKOWSKI: (Inaudible.) Brent, can you go  
5 back (inaudible)?

6 MR. ANDERSON: You bet.

7 MR. HALIKOWSKI: I just want to reiterate this  
8 point, which I'm not sure you captured. We're seeing a growing  
9 trend in the yellow bar. We have more and more bridges coming  
10 out of the green into that fair condition. So that is of  
11 concern, because we like to keep it in good condition.

12 The other thing is even though the poor  
13 conditions bridges don't present a danger to the public and  
14 they're only 3 percent in total, they represent a fairly  
15 expensive proposition to bring (inaudible). So I just want to  
16 make sure you understand that the poor may be small, but there's  
17 a lot of money moving into that 3 percent.

18 MR. ANDERSON: Thank you.

19 Moving on to our pavement. So you'll notice that  
20 in our pavement conditions that we have, the system -- there is  
21 a downward trend if you look at the green bar that we have  
22 there. It is going down a little bit, especially on our  
23 interstates. Those are our major areas of concern that we want  
24 to make sure -- our interstates are where the majority of our  
25 traffic is at, so we want to make sure that they are in a state

1 of good repair. And also, if you'll take a look at the  
2 non-interstates, that yellow area that we have in a fair  
3 condition, that area is starting to grow, and we want to make  
4 sure that we address those as a needed basis. It is below our  
5 target that we would like to have, but we are so -- moving  
6 forward to make sure that we get those in a state of good  
7 repair, and it's about doing those oil changes, as you -- as you  
8 have a car, if you don't change the oil, you're going to end up  
9 buying a new car, and we'd like to make sure that we don't have  
10 to put a brand-new system on every time something goes wrong.  
11 So we want to make sure we do those oil changes and keep those  
12 up to speed and keep them in good condition that will last a  
13 little bit longer.

14           So now what I'd like to do is to cover our  
15 tentative five-year highway develop -- or delivery program, go  
16 over a couple of things that we have. This is our -- this  
17 includes what our -- our recommended investment choice, which  
18 comes from our long-range plan. And what we show now is that  
19 this includes the MAG and the PAG funding, that they do have  
20 dedicated funding that goes specifically for traffic-related  
21 maintenance and dedicated highway funding for that -- and this  
22 -- the 52 percent of that program is listed as expansion.  
23 Again, it is dedicated funding that's in the MAG and the PAG  
24 regions. 36 percent is covered in preservation, and 12 percent  
25 is modernization. You'll see a little bit of a change between

1 2017 and 2021 as well.

2 MR. HALIKOWSKI: Bret, Madam Chair, just so folks  
3 understand, dedicated funding is their own half cent sales tax  
4 (inaudible) dedicated funding.

5 MR. ANDERSON: Yeah. No. That's exactly  
6 correct. It's the dedicated sales tax for the Prop 400 in the  
7 MAG region; the RTA funding in the PAG region as well. So  
8 there's dedicated funding.

9 MR. HALIKOWSKI: The reason I raised that, Madam  
10 Chair, is the folks in the audience that may think that the  
11 funding is coming out of the state portion. These are local  
12 regional funds dedicated to that region.

13 MR. ANDERSON: Thank you.

14 So what you see here is this is the Greater  
15 Arizona. So this represents the funding that ADOT has that is  
16 not dedicated funding. It is a directly allocation to -- to  
17 what we get from our federal partners and the funding that we  
18 have available at ADOT to program, and you'll notice that a big  
19 chunk of that goes to preservation, and that's really one of our  
20 main goals so to make sure we're doing those oil changes and to  
21 get -- to make that funding available to preserve the system.

22 One of the things that I'd like to point out on  
23 this one as well that -- you know, this is one of the first  
24 years that we've actually -- the expansion area was able to grow  
25 from 14 percent to 21 percent due to some funding that was



1 coming from the FASTLANE -- FASTLANE grant and also as well as  
2 the legislature identified several projects, the I-10 project,  
3 Picacho and the Early, and then also 189, I believe, got some  
4 dedicated funding, dedicated some earmarked funding, if you  
5 will, from the legislature to go directly to those projects. So  
6 we are in -- you know, the 59 percent is growing. It's -- we're  
7 -- last year we were about 58 percent. So we are growing that  
8 program a little bit to make sure that we're keeping those  
9 highways in a state of good repair.

10 The next slide that we have here, this covers  
11 2018 to 2022, and one of the great things that I like to point  
12 out about this program is I've been doing this for about six  
13 years now, and we've always tried to hit that target of \$260  
14 million. And you'll see in -- starting in 2019 and then going  
15 on, we're able to maintain \$260 million, which means we have  
16 about \$40 million that would go towards our program, and then  
17 \$220 million that goes towards our pavement program. So every  
18 year we try to hit those targets and get those -- get projects  
19 ready to go and deliver with those dollar amounts.

20 And we use -- we work with our technical groups  
21 to let them know that, hey, this is the amount of funding we  
22 have available for you. What projects would you like to move  
23 into that? So those were some things that we're looking for.  
24 And it is exciting to be able to see that the -- in 2019 through  
25 2022, we do hit that \$260 million mark. However, when I get to

1 my six- to ten-year program, you're going to see that that --  
2 our long-range plan is asking it to grow. So we'll talk about  
3 that when we get to that slide.

4 MR. LA RUE: Madam Chair.

5 CHAIRWOMAN BEAVER: Yes.

6 MR. LA RUE: So Bret, you showed us that slide  
7 before about the 260 and that gets us, you know, kind of the  
8 recommended preservation. So thinking back to your red, yellow  
9 and green bars, half of 260, that's not changing those bars? I  
10 mean, that's just keeping those bars --

11 MR. ANDERSON: Keeping it level. That's correct.

12 MR. LA RUE: And then you also mentioned we have  
13 targets where (inaudible). Do you have a ballpark estimate on  
14 what it would take with a capital investment today to get two of  
15 those targets?

16 MR. ANDERSON: Yeah. No. That's a great  
17 question. So we're working on that right now. As we finish up  
18 our long-range plan, a lot of that stuff is going to be in the  
19 details and in the final report of that long-range plan.  
20 They'll be able to identify and get us to what those targets  
21 are. We're still working on setting what those targets need to  
22 be for our agency, and we're coming up with some good  
23 information. We -- in the September, August time frame when we  
24 want to do the long-range plan presentation to you, we will be  
25 able to have that information at that time.

1 MR. LA RUE: Perfect. Thank you.

2 MR. ANDERSON: That's a great question.

3 MR. LA RUE: Thank you.

4 MR. ANDERSON: So we'll get into the exciting  
5 times, exciting projects of the five-year program is the  
6 expansion projects. These are the -- I like to term them the  
7 sexy projects, because the other stuff's just not as fun. But  
8 so we'll get some -- we're going to -- in 2018, we're going to  
9 spend about \$35 and a half million to upgrade Carrow to  
10 Stephens, and then also the 137 million in Pinal County. That  
11 is to go to do the Picacho Peak section, the I Early -- the  
12 Early to I-8, as well as a dust detection system. That totals  
13 up to about \$137 million.

14 However, today, you're going to see some changes  
15 in the PPAC later on, so some of this will change. We will talk  
16 about all these changes that are happening as we speak today at  
17 the study session and when we make the final presentation. Just  
18 wanted to let you be aware of that.

19 So in 2019, we are proposing to bring in the Cane  
20 Springs, the design for Cane Springs, some design for the 189  
21 project, and then the west Kingman/I-40 TI and also I-15 design  
22 -- or excuse me, I-17 design at \$15 million. So we're getting  
23 ready to focus on some of the things that are going on with I-17  
24 and being able to do some improvements on I-17.

25 MR. HALIKOWSKI: Bret, can you -- what's the

1 delineation of those I-17 improvements?

2 MR. ANDERSON: Sure. On the I-17 improvements,  
3 there's -- we've got several options to be able to look at what  
4 that -- there's -- we're going to add at least one lane in each  
5 -- you want to talk about the segments? There's the Anthem to  
6 New River segment that we have. There's some -- and then the  
7 whole corridor that we're looking at trying to do is the Anthem  
8 to Sunset Point, being able to fund that.

9 Now, one of the things that I would like to point  
10 out as well in that is that the dollar amounts, they're very  
11 big, big, big dollar amounts that we're looking to do.

12 MR. HALIKOWSKI: How big are they?

13 MR. ANDERSON: The total cost of the project that  
14 we have right now is close to \$450 million. Now, that would  
15 wipe out -- I mean, we could --

16 MR. HALIKOWSKI: That's big.

17 MR. ANDERSON: I've thought, as I said to my  
18 chair, I'm like, "Well, okay. That will make my job easy.  
19 We'll just put all the money on I-17, and I won't do anything,  
20 and I'll take the rest of the year off." But I don't think that  
21 will work that well, though. So the concept is is that we're  
22 going to do a study to figure out exactly what it is we need to  
23 do. You've heard reverse of lanes. You've heard many different  
24 things. We're going to identify exactly what it is we want to  
25 do, when it needs to be done and how we're going to do it, and

1 the study's coming up, and then that will be -- we'll do that,  
2 and then we'll get the design ready to go, and then the  
3 construction will come together out in those -- in 2021 and 2022  
4 for the segment that we have available to do, for the funding  
5 that we have available.

6 Did that answer your question?

7 MR. SELLERS: Madam Chair?

8 CHAIRWOMAN BEAVER: Yes. Board Member Sellers.

9 MR. SELLERS: Yeah. So when you talk about  
10 design money, what we're really talking about right now is the  
11 study money; is that correct?

12 MR. ANDERSON: So you're going to see action  
13 happen today or maybe at the next board meeting. There's about  
14 \$3 million or \$2 and a half million that they're going to come  
15 and do a -- finish up the study, and then that will identify  
16 exactly what it is we need to do with this northbound,  
17 southbound, and other things that are going on with that as  
18 well.

19 UNIDENTIFIED SPEAKER: This is part of design.

20 MR. ANDERSON: This is -- yeah. The \$15 million  
21 is to do the final design and identify exactly what it is that's  
22 going to happen.

23 MR. HALIKOWSKI: So I think, Madam Chair, Board  
24 Member Sellers, that as I recall the numbers, we have 50 million  
25 from MAG coming in for the section of 17 (inaudible) County, and

1 I believe Anthem to Black Canyon City, and I believe we've got  
2 148 million total which, will add one lane, as I recall. All  
3 right. So --

4 MR. ANDERSON: Add one lane in each direction.

5 MR. HALIKOWSKI: Yeah. But that will not take  
6 this all the way to Sunset Point.

7 MR. ANDERSON: That's correct.

8 MR. HALIKOWSKI: (Inaudible) Black Canyon City,  
9 so...

10 CHAIRWOMAN BEAVER: Thank you.

11 MR. SELLERS: But because -- I guess my question  
12 really centers around, you know, looking at the study, because  
13 the traffic problems tend to be directional on weekends. And  
14 so, you know, I guess I would like to see the results of the  
15 study before we spend a lot of money on final design.

16 MR. HALIKOWSKI: I would add, too, Madam Chair,  
17 and Board Member Sellers, I just met with the DPS director this  
18 week for the upcoming holiday weekend, and we'll be taking some  
19 extra measures again in staging not only personnel, but also  
20 (inaudible) materials that we need along routes and improving  
21 the electronic signage and control. So we'll be doing  
22 everything we can on Friday for northbound traffic (inaudible)  
23 Sunday, Monday traffic is returning, we'll have extra groups  
24 (inaudible). Our goal is to get people to slow down, stay in  
25 the lanes and not cause those crashes that back up the

1 interstate for five or six miles. So Dallas and I are also  
2 talking about some other interim measures that we could possibly  
3 employ prior to the lanes being constructed. So there's lots of  
4 discussion going on about how we can handle this weekly flow in  
5 and out (inaudible).

6 CHAIRWOMAN BEAVER: Thank you. Board Member  
7 Hammond.

8 MR. HAMMOND: I'd like to go back just briefly to  
9 the bridge program and the 3 percent that are in poor condition.  
10 I'd like to -- I think I've heard this number, but -- and it  
11 keeps coming up as kind of something that's out there and we're  
12 not quite sure how we're going to deal with it. I'd like to  
13 know those poor bridges, you know, what percentage of them are  
14 in that stretch between Las Vegas and California. And these are  
15 big numbers, and I know we've talked about funding, you know,  
16 hopefully -- you know, toll roads have come up, getting a  
17 federal TIGER grant. I mean, do we have that issue in this  
18 whole matrix of funding over the next five to ten years, and how  
19 big is that dollar problem in that area which really doesn't  
20 serve the state but are our bridges.

21 MR. HALIKOWSKI: So Madam Chair, Board Member  
22 Hammond, going back through history a little bit, I believe  
23 we've got eight bridges in that 30-mile stretch you're  
24 referencing inside 15, essentially runs 30 miles through Arizona  
25 between Las Vegas and actually California. When we started

1 looking at those bridges, some of them were built in the late  
2 '60s, early '70s, and the federal government, no disrespect  
3 intended, decided it was such a beautiful drive through the  
4 Virgin River Gorge that they would pull 30 miles of I-15 into  
5 Arizona. The Virgin River Gorge is probably one of the most  
6 environmentally sensitive places on the planet. These bridges  
7 were built as two girder bridges in the '70s, and you can  
8 imagine what happens if one girder goes out. We don't build  
9 bridges with two girders anymore. We usually build them with  
10 five for safety purposes. So we've replaced two of those eight  
11 bridges --

12 UNIDENTIFIED SPEAKER: Why do you need a state  
13 engineer? (Inaudible.)

14 MR. HALIKOWSKI: (Inaudible.) Anyway, we've  
15 replaced two of those eight. The total cost at the time was  
16 about \$300 million for all the bridges and the paving, repaving  
17 of the approaches to those bridges. We had that money set aside  
18 in the five-year program, but the economic crash hit in '09, and  
19 the Board decided to pull that money back into Greater Arizona,  
20 because I-15, as you know, you can't get to it from Arizona.  
21 You actually have to go out of state to access I-15. So we  
22 looked at -- through the Board's direction of possible public-  
23 private partnership. Our average daily traffic count is 21,000  
24 trucks on that 30-mile stretch. It's the only real route  
25 through there since -- if you didn't have the bridges, it's a



1 268 mile detour on county roads not equipped to handle it. So  
2 from a commercial and also quality of life standpoint, it's  
3 important to keep those bridges up to speed.

4 So we finished the first one, combination of  
5 state funds and TIGER grant, because I will tell you the P3  
6 concept proved to be very unpopular, not only for Arizona  
7 residents, but the governor of Utah was quite incensed that we  
8 would dare to toll anyone using I-15, and Nevada was not  
9 expressing any happiness over it either.

10 So at this point I think that we have gotten to  
11 the two worst of the eight, but we're monitoring the other six.

12 MR. HAMMOND: And they're all in poor condition,  
13 right?

14 MR. HALIKOWSKI: I don't know if they're  
15 classified as poor -- bring Dallas up -- but those problems that  
16 we've been facing with them are that some of the bridge is that  
17 we've replaced the steel is starting to show stress cracks, and  
18 when your support steel is showing stress cracks, and you're  
19 drilling holes through it to stop the cracks from migrating,  
20 that's when it's time to start looking at replacement.

21 MR. ANDERSON: And I'll yield my position. He  
22 hit it right on, you know. We'll give you an honorary  
23 engineering degree.

24 MR. HALIKOWSKI: Thank you.

25 MR. ANDERSON: He's exactly right. We've done

1 some temporary work to keep them out of poor condition, but  
2 they're right on that edge. They're fair -- classified as fair,  
3 but we continually do projects that we're doing Band-Aids to  
4 keep them in that range. We had the TIGER grant. We spent \$28  
5 million. We hit 20 million from our TIGER grant, and we got  
6 that one done, this board put money on bridge number one, which  
7 is the furthest -- closest to Nevada, furthest west. We did  
8 some improvements there. So they're not all listed as poor, but  
9 it's because we keep doing these small Band-Aids that over time  
10 they're not going to last an extended period of time. There  
11 needs to be some reconstruction on these bridges.

12 MR. HAMMOND: I asked my question in the context  
13 of these big state needs that we had on I-17 is just one  
14 example. Is this issue financially (inaudible)? What I'm  
15 hearing is we can't get that (inaudible) down the road a little  
16 bit longer, but it keeps coming up in study sessions and five-  
17 year plans on something that's out there that I haven't heard  
18 that we're really -- first of all, we don't -- even if we had  
19 the funding, we don't want to fund it. We'd rather have Nevada  
20 and California fund it. I mean, we are -- we are keeping our  
21 eye on that ball, and then we have these other needs  
22 financially. That's my question.

23 MR. HALIKOWSKI: Madam Chair, Board Member  
24 Hammond, yes, we're keeping our eye on that ball. And not only  
25 on the ball, but where it get passed to and to whom. So we're

1 working all these factors in, but quite honestly, between  
2 inflation, fuel economy and our gas tax, as you know is not  
3 going to meet the future. As you're starting to see those  
4 yellow bars increase, we're losing from good to -- going down  
5 into fair condition. When you look at Greater Arizona over the  
6 next 20 years, you're already down to about \$25 million for  
7 capital projects in a huge state, you're going to see that  
8 probably continue to shrink, because we're not generating enough  
9 revenue.

10           When we get to a study session -- I was going to  
11 talk about it today -- but we're watching very closely what's  
12 happening in the federal government, and we promise that whether  
13 it's a trillion dollars or whether it's 200 billion and what the  
14 plan might be, but right now, the latest from D.C. is there is  
15 no list of projects, and that 200 billion is going to consist  
16 largely of state and local contributions, not necessarily direct  
17 federal dollars, which would then be used to leverage private  
18 dollars. And as you know, without revenue stream, we're --  
19 leveraging dollars usually doesn't work. So in essence, we're  
20 keeping an eye on all of this and focusing on the long-range  
21 plan, which we'll present to you and show you the numbers and  
22 this is the picture that we're looking at in the future. And I  
23 don't think that current sources, the way they're structured,  
24 are going to handle that.

25           MR. STRATTON: Chair.

1 CHAIRWOMAN BEAVER: Board Member Stratton.

2 MR. STRATTON: John, to go back to your comment  
3 about Utah and Nevada not wanting to become a toll road, they  
4 don't like this, they don't like that, but they're not stepping  
5 up with any money. And as one of four members on this board  
6 that represents greater Arizona, I don't really care if they're  
7 happy or not. I mean, it would be nice if we can cooperate and  
8 get along, but they either need to come with some money or I  
9 feel like we need to do something different, because as you've  
10 said, Greater Arizona has very little money to be spread around  
11 13 counties, and it's needed.

12 MR. HALIKOWSKI: Well, Madam Chair, if I  
13 misspoke, I apologize. I didn't mean the decision hinged on  
14 whether Utah or Nevada approved. Just that there was a  
15 cacophony of resistance as we just filed an expression of  
16 interest. We didn't even say we were going to do a toll road.  
17 Under that program we filed what we call an expression of  
18 interest with the federal government to explore the possibility,  
19 and we had Mohave County Board of Supervisors and others pass  
20 the resolution against any tolling of I-15 since they didn't  
21 want their residents impacted. So you also have other  
22 stakeholder groups that, you know, do not favor tolls spreading  
23 in the West, and so you've got to take all that into account as  
24 to whether or not you want to try and push a P3 forward  
25 (inaudible).

1                   MR. STRATTON: I can understand that we need to  
2 be sensitive to those groups to understand them, but yeah, I  
3 don't want Nevada and Utah to tell us how we're going to spend  
4 our money.

5                   MR. HALIKOWSKI: They're not. But as always,  
6 people register their thoughts when you file an expression of  
7 interest, so (inaudible).

8                   MR. STRATTON: Thank you.

9                   CHAIRWOMAN BEAVER: Director Halikowski, I have a  
10 question with regard to the fact, kind of the thing that we're  
11 not saying is what kind of liability -- if, like, California  
12 where the bridge -- you know, I-10 where the bridge went out,  
13 and we've had situations like up on the Navajo reservation, you  
14 know, where we've had those things. What would happen if a  
15 bridge went out and there happened to be a vehicle on it at the  
16 time it went out? I mean, are we monitoring it that closely?  
17 And what liability will we have as a state if we're not doing  
18 anything? I tend to agree. If in order to get those where they  
19 are safe we need to toll them, then maybe that's the direction  
20 we need to be looking, because when someone's injured, then it  
21 looks like, well, you didn't care. You didn't do anything, you  
22 know.

23                   MR. HALIKOWSKI: So when it comes to questions of  
24 liability, I would say that pretty much anyone who's on the  
25 system and suffers an injury, whether you could point to the

1 system being the fault or partially at fault, and no matter  
2 what, typically there are claims against the state saying that  
3 something wasn't done properly. So if a vehicle were to be on a  
4 bridge and it collapsed, rest assured there would be claims  
5 against the state for that.

6 I want to also correct the fact, though, that  
7 these bridges are not not safe. They're just something we're  
8 watching very closely, but at some point in the future, they are  
9 going to have to be replaced. We've taken care of the two  
10 worst, and the rest of them are not unsafe, but they're being  
11 monitored very closely. When I came on board, this was  
12 presented to me as an issue that these bridges needed to be  
13 addressed, and at that time we immediately stepped up  
14 inspections of those bridges and (inaudible).

15 Do you want add anything to that?

16 CHAIRWOMAN BEAVER: I would just like to -- and I  
17 don't know which, but with regard to the monitoring of those  
18 bridges, if it came a point in time where we literally had to  
19 shut down that road and they -- you know, Utah and Nevada, they  
20 had to route around, what, the 200- -- was it 248 miles? Maybe  
21 that would step it up also where they're realizing maybe they  
22 need to also help.

23 MR. HALIKOWSKI: Well, and that's a good point,  
24 but realize that our goal would not be to shut down an  
25 interstate. It would be to see the problems coming well ahead,

1 and it's not that we don't talk with Nevada and Utah, "Are there  
2 ways that we can fix this?" But in those states, too, you know,  
3 (inaudible) the same issue with funding and where they put their  
4 money at.

5 We've been working closely with FHWA on the  
6 issue, and as I said, it's been recognized federally because we  
7 did get a TIGER grant for one of the bridges. So we're trying  
8 to make sure that we don't have to shut the system down, because  
9 Arizona, as has been pointed out, does get federal bridge money.  
10 Our gas taxes that go to D.C., and that is for repair of bridges  
11 on the system. The problem we face is that we have lots of  
12 bridges that need care and feeding, and replacement is a very  
13 expensive proposition. I believe the first one cost us 35  
14 million. And so, you know, when you have to dig that out of the  
15 program, that becomes problematic. But our responsibility as an  
16 operator of the system is to foresee those issues and keep those  
17 bridges open, because just as we have bought other interstates  
18 for Arizona's commerce, those states count on us to do our duty,  
19 too.

20 MR. HAMMOND: Madam Chair.

21 CHAIRWOMAN BEAVER: Board Member.

22 MR. HAMMOND: And I guess I would just comment  
23 that even though you don't access 15 from Arizona, I get  
24 feedback from a lot of Arizona residents who think that's really  
25 an important highway.

1 CHAIRWOMAN BEAVER: Board Member Thompson.

2 MR. THOMPSON: Since -- I think you mentioned  
3 that it is good to have large amount of dollars projects on  
4 there, good to have the stakeholder come together and be part of  
5 the construction process. I think a really demonstration was  
6 made by the Navajo Nation, the Bureau of Indian Affairs and ADOT  
7 coming together (inaudible). I just wanted to make that  
8 comment. That made things happen (inaudible) coming together.  
9 Thank you.

10 CHAIRWOMAN BEAVER: Okay. I think we've  
11 (inaudible) on that.

12 MR. ANDERSON: Good discussion. Can I -- you  
13 want me to finish up --

14 CHAIRWOMAN BEAVER: Yes. Would you like  
15 (inaudible)?

16 MR. ANDERSON: Okay. Cool. Let's go back.  
17 Let's see. I have in my notes that I -- we ended off right  
18 about here. So I want to point --

19 MR. ROEHRICH: You sure we didn't just end with,  
20 "Are there any questions? I'm done. Thank you"?

21 MR. ANDERSON: A couple more things to finish up,  
22 and then we'll make sure that everybody got the same  
23 opportunity, Tucson, Phoenix and in Flagstaff as well is here  
24 today.

25 So what we have here in 2020, we're proposing \$5



1 million for the 260, the design, which the construction is out  
2 into 2023. 10 million for some right-of-way on the U.S. 40 --  
3 on the US-40, US-93/West Kingman TI, and \$5 million for design  
4 for the Big Jim Wash, and then also the construction of US-93,  
5 the gap section at \$41 million.

6           And then we've already talked about these two.  
7 I-17 again. There's the \$50 million from the MAG region. And  
8 again, I want to just point out that that is contingent upon  
9 their approval coming up as well. They've done some cash  
10 management and rearranging their program. So want to make sure  
11 that it's -- let you know that it is contingent upon their  
12 approval.

13           Here's the map of where these projects are. One  
14 thing I'd like to point out on this, it does -- you'll see a lot  
15 of the projects right here are following the proposed I-11  
16 corridor area. So that's one of the major focus points that we  
17 have in this five-year program, and then also, as well, moving  
18 forward to be able to make sure that we're getting the maximum  
19 benefit from that designation.

20           And then moving forward, again, as I talked about  
21 in our six- to ten-year program, wanted to point out the green  
22 bar. You'll see it in 2023, it starts to go 280, 290, 300, 320.  
23 Our long-range plan is realizing that, again, to move that  
24 needle to make sure those -- instead of keeping things flat, we  
25 want to start to grow the amount of projects that are in good

1 condition, and we need to put a little bit more money to them,  
2 and this is our proposed six- to ten-year plan.

3 Which you also look up there at that top, those  
4 expansion projects, the cost of those are -- they're very  
5 minimal. But we do have an idea to -- we have design program.  
6 We want to be able to show the construction, proposed  
7 construction gears down the road as we've got that design ready  
8 to go so we can make sure that we can use federal funds on the  
9 design projects.

10 So that's our six- to ten-year program.

11 And then what I'd like to show here on this is  
12 just a sample of the preservation projects. You see some big  
13 dollar -- big ticket items on there. \$42 million, 22, 14, \$15  
14 million. These are pavement and bridge preservation-type  
15 projects. And the map represents the projects of preservation  
16 that are all over the state. The different colors mean that  
17 they're in different years. One of the things to point out on  
18 this map, you'll look at I-40 does have a lot of preservation  
19 work going on on that area, I-40 and I-8 as well.

20 And then moving forward into the modernization  
21 category, we've had several discussions about what modernization  
22 is, and these are just some examples of modernization projects.  
23 So the Deck Park Tunnel lighting, port of entry truck screening.  
24 We do some passing and climbing lanes along the 93 corridor.  
25 We're doing some traffic signals, some roundabouts, shoulder

1 widenings and then some ITS type of things that do the on ramps,  
2 the metering, the ramp metering and those things to regulate the  
3 traffic. So those are modernization types of projects.

4           And then just to -- here's a summary. Again,  
5 we've talked a lot about this already in our discussion.

6 Advancing projects, keeping the projects in the five-year  
7 program and moving things forward as possible as where we can.

8           So I'll talk about the PAG region. So here's --  
9 again, PAG does have dedicated funding. That's why you see the  
10 majority of their projects are expansion in nature, and so we  
11 want to make sure that we're spending the funds that they have  
12 available and we work together with them to identify the  
13 projects that are going to go in the PAG region and stuff that's  
14 dedicated with their RTA funding as well.

15           And then in the MAG region, again, a lot of large  
16 -- a large amount of their projects are in the expansion nature,  
17 and I do want to point out again this is contingent upon their  
18 approval, but we worked very closely with them to make sure that  
19 we're getting the right projects in the right years and the  
20 right amount.

21           And then what I'd like to do next is talk about  
22 the airport program. This is an Arizona Revised Statute. The  
23 plan that they talk about putting a program together, that they  
24 come in every year -- (inaudible) my notes. I don't have all  
25 this stuff memorized as good as the other stuff.

1                   So the airport program, it's -- you'll see that  
2 it's kind of dwindling over the last few years, and we are in a  
3 rebuilding year, if you want to look at it that way from a --  
4 maybe a sports analogy, they were really good for awhile and now  
5 it's -- they're having to rebuild things, and they're in the  
6 process of getting all that put back together. And we're  
7 working closely with our financial group, our aeronautics group  
8 to be able to come up with a great plan to take care of the  
9 existing pavements that are there and take care of the federal  
10 funding that comes in and maximize that federal dollar that  
11 comes in available.

12                   So the next steps that we've had, so we've had  
13 their public hearing in Tucson, Flagstaff, finishing up today.  
14 We're looking forward to the study session. Sounds like we're  
15 going to have a very lively study session discussion. I'm  
16 looking forward to that. And the point then, we'll be able to  
17 have a final presentation to you folks and to the Board in June,  
18 and then we'll deliver whatever happens in that -- between June  
19 16th at your approval, then we'll send that over to the  
20 governor's office with all the formal approvals, and then fiscal  
21 year '18 starts July 1, and we start the process all over again.

22                   So with that, that's all I have for the  
23 presentation. I'll be able to help answer any questions that  
24 you have or (inaudible).

25                   CHAIRWOMAN BEAVER: (Inaudible.) Okay. Is there

1 a motion to adjourn the public hearing on the 2018-2022  
2 Tentative Five-Year Transportation Facilities Construction  
3 Program?

4 MR. SELLERS: So moved.

5 CHAIRWOMAN BEAVER: Motion Board Member Sellers.  
6 Seconded by Board Member Thompson to adjourn the public hearing.  
7 This meeting's adjourned, the public hearing.

8 MR. ANDERSON: Thank you.

9 (Public hearing adjourned.)

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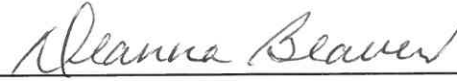
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**Adjournment**

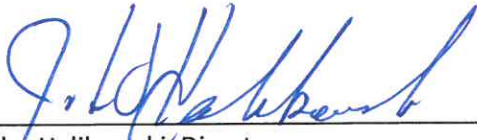
***A motion to adjourn the May 19, 2017 Public Hearing was made by Jack Sellers and seconded by Jesse Thompson. In a voice vote, the motion carries.***

**Meeting adjourned at 10:11 a.m. MST.**



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Deanna Beaver, Chairwoman  
State Transportation Board



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John Halikowski, Director  
Arizona Department of Transportation