

STATE TRANSPORTATION PUBLIC HEARING MINUTES

9:00 a.m., Friday, March 16, 2018

Town of Sahuarita

Council Chambers

375 W. Sahuarita Center Way

Sahuarita, AZ 85629

Pledge

The Pledge of Allegiance was led by Board Member Hammond.

Roll call by Board Secretary Linda Priano

In attendance: William Cuthbertson, Jack Sellers, Mike Hammond, Jesse Thompson and Sam Elters. Steve Stratton called in and Deanna Beaver was not present. There were approximately 35 people in the audience.

Opening Remarks

Chairman Cuthbertson gave a special thanks to the Pima Association of Governments (PAG) and Southern Arizona Leadership Council (SALC) for hosting the reception and dinner Thursday evening. He also thanked the Mayor and Town of Sahuarita for hosting the board meeting. Chairman Cuthbertson introduced the newest Board Member, Gary Knight, representing District 6. Board Member Sellers stated that he felt the discussion at the dinner was beneficial and is also encouraged by the quality of people who are serving on this board. Board Member Hammond and Board Member Thompson also thanked PAG and SALC for the reception and dinner.

Title VI of the Civil Rights Act

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

Call to the Audience for the 2019-2023 ADOT Tentative Five Year Transportation Facilities Construction Program:

The following members of the public addressed the Board:

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1. Tom Murphy, Mayor, Town of Sahuarita
2. Kee Allen Begay, Jr., Navajo Nation Council
3. Chris Bridges, Central Yavapai Metropolitan Planning Organization
4. Mike Smejkal, Tucson Airport Authority & Arizona Airports Association
5. Mike Humphrey, Tucson Resident
6. John Hansen, Kingman Mohave Manufacturing Association
7. Travis Lingenfelter, Kingman City Councilman

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REPORTER'S TRANSCRIPT OF EXCERPT OF ELECTRONIC
PROCEEDINGS, ADOT - STATE TRANSPORTATION BOARD PUBLIC HEARING,
was reported from electronic media by TERESA A. VANMETER,
Registered Merit Reporter and a Certified Reporter in and for
the State of Arizona.

PARTICIPANTS:

Board Members:

- Bill Cuthbertson, Chair
- Jack Sellers, Vice Chair
- Sam Elters, Board Member
- Gary Knight, Board Member
- Michael Hammond, Board Member
- Steve Stratton, Board Member (by telephone)

CALL TO THE AUDIENCE

2019-2023 ADOT TENTATIVE FIVE-YEAR TRANSPORTATION FACILITIES
CONSTRUCTION PROGRAM

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Mike Humphrey.....	7
John Hansen.....	9
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1 (Beginning of excerpt.)

2

3 CHAIRMAN CUTHBERTSON: Okay. We'll now move on
4 to the call to the audience for the public hearing meeting.
5 This gives the citizens an opportunity to discuss items of
6 interest for the Board regarding the tentative five-year
7 program. So to speak, you should fill out a yellow Request For
8 Public Input form and return it to Secretary Priano to address
9 the Board.

10 If you have comments on general transportation
11 items or items on the board meeting agenda, you'll have the
12 opportunity to address the Board at the start of that meeting,
13 and you'll have a white form that you'll fill out, so...

14 In the interest of time, and in fairness to those
15 wishing to speak, a three minute time limit will be imposed on
16 each speaker. You'll receive an audio signal when the end of
17 your five minutes is -- your three minutes is approaching, and
18 that will be your cue to wrap up your comments.

19 So we'll begin -- and actually, I'll invite Mayor
20 Tom Murphy to come up and do some opening remarks. Those --
21 Tom, those remarks won't count against your three minutes for
22 the public hearing comments.

23 So Mr. Mayor.

24 TOM MURPHY: Thank you, and thanks for being
25 here. I will still try to talk fast.

1 Good morning, and welcome everybody to the Town
2 of Sahuarita. I especially want to thank the State
3 Transportation Board member Mike Hammond for representing our
4 region, and I'd also like to thank the Board and ADOT's South
5 Central District engineer, Rod Lane, and his team for current
6 and upcoming construction projects in the district, especially
7 the improvements on I-19 from Canoa rest area to Duval Mine Road
8 and Pima Mine Road Bridge.

9 We appreciate all the efforts as we move forward
10 working with the Federal Highway Administration on the Sonoran
11 Corridor and all of the efforts that we've been able to work
12 together on. As you all may know, the only east -- west-east
13 connector right now is Sahuarita Road. So we think that will be
14 a good advancement on there.

15 And I'll move to my public hearing remarks. As a
16 member of the Regional Transportation Authority Board, I
17 appreciate the collaborative efforts of ADOT on State Route 210
18 project, which will ultimately serve as a cross town alternative
19 route that will provide critical relief to I-10.

20 The voter-approved RTA plan will provide design
21 and right-of-way funding for this corridor, and RTA funds have
22 also contributed to the construction or planned construction of
23 traffic interchanges along I-10, at Twin Peaks, Ina Road,
24 Ruthrauff Road, and RTA regional funds would have contributed
25 over \$100 million to these projects on the ADOT system over the

1 20-year life span of the RTA plan.

2 I appreciate, again, all of your efforts working
3 with the RTA as a state and considering our region, and we'll
4 continue the collaboration as the years go on. Thank you very
5 much.

6 CHAIRMAN CUTHBERTSON: Thank you, Mr. Mayor.

7 Next, Mr. Kee Allen Begay, from the Navajo Nation
8 Tribal Council.

9 KEE ALLEN BEGAY, JUNIOR: Good morning, everyone.

10 UNIDENTIFIED SPEAKER: Good morning.

11 KEE ALLEN BEGAY, JUNIOR: My name is Kee Allen
12 Begay, Junior. I'm the tribal council for the Navajo Nation.

13 I've been attending the board meeting for several
14 years now. I think it's just a matter for me to continue to
15 voice my request for support of Highway 191 on the northeast
16 part of the Navajo Nation and all those state right-of-ways on
17 the Navajo Nation. As a tribal council, such as board members,
18 we continue and seek support for all the road improvement for
19 our communities and those that travel through these state
20 right-of-ways.

21 During the summer, we do have high traffic due to
22 several national parks that we have within the Navajo Nation.
23 The Four Corners, the Canyon de Chelly, Window Rock, Grand
24 Canyon and Monument Valley and -- so many views that we know
25 that really becomes a bottleneck in some certain areas,

1 especially through the community between Chinle and Many Farms.

2 So with the new board member on board, welcome.
3 Again, and also to the mayor of the community here, I appreciate
4 their hospitality, and I just hope and wish to continue to seek
5 for your support. And I did send a letter to the Board, board
6 members. I requested for written update of all the requests of
7 the progress that we've been asking or requesting for on 191
8 between Many Farms and Chinle and the other area.

9 So with that, I again thank you very much, and
10 you all have a wonderful day.

11 CHAIRMAN CUTHBERTSON: Thank you.

12 Chris Bridges from CYMPO.

13 CHRIS BRIDGES: Good morning, Mr. Chair, members
14 of the Board. I'm very happy to be here. I'm here to thank you
15 for the inclusion of State Route 69 in the draft tentative plan.
16 And on behalf of our board and our entire area, we very much
17 appreciate your partnership, and we look forward to continuing
18 that in the future.

19 I did have a conversation with ADOT design staff,
20 and it appears that our design is going to get ramping up here
21 soon. So it looks like we're right in line for a fiscal year
22 '21 delivery, so thank you very much.

23 CHAIRMAN CUTHBERTSON: Mike Smejkal -- Smejkal,
24 Vice President, Planning and Engineering, TAA. Sorry if I
25 mispronounced your name, Mike.

1 MIKE SMEJKAL: It's all right. Everyone does.

2 Good morning, Mr. Chairman, members of the Board.
3 My name is Mike Smejkal with the Tucson Airport Authority, Vice
4 President of Planning and Engineering, and I also serve on
5 Arizona Airports Association Board of Directors. So I wanted to
6 speak on both behalfts.

7 And first off, just again, thank you for the
8 program this year, you know, on the roadway side. Certainly the
9 airport's very excited about the Sonoran Corridor and the
10 continued progress that is making.

11 And then on the aviation side, the airport fund
12 -- development group's work in certainly reinstating or -- the
13 planned reinstatement of the state program and the APMS program,
14 it's been a tough couple years with the aviation sweep, but we
15 certainly appreciate Greg and his staff's work and commitment to
16 get that fund solvent again and moving forward.

17 So both -- again, it's been a -- those programs
18 have been very important to Tucson International Airport, Ryan
19 Airfield, but also the state as a whole, and many of the
20 airports rely very heavily on those funds. So we're glad to see
21 that they are -- appear to be back on schedule and back in the
22 program. So thank you again for your support.

23 CHAIRMAN CUTHBERTSON: Thank you.

24 Mr. Mike Humphrey.

25 MIKE HUMPHREY: Thank you for allowing me the

1 opportunity to speak. My name is Mike Humphrey. I live at 3760
2 North Camino Sinuoso in Tucson.

3 I am writing and speaking today in support of the
4 installation of cable median barriers with between Milepost 201
5 and 230 on I-10 as part of the highway renovation currently
6 underway. The Picacho section of I-10, Milepost 201 to 230, has
7 experienced a significant number of cross-median events.

8 According to data provided by the Arizona
9 Department of Public Safety, from 2001 to 2011, there were 56
10 cross-median events which involved a vehicle departing its lane
11 of travel and entering opposing lanes of travel. Eighteen
12 involved collisions with oncoming traffic. Six of those
13 collisions involved fatalities. The installation of cable
14 median barriers would significantly reduce these numbers. The
15 positive impact of cable median barriers has been well
16 documented.

17 According to the Federal Highway Administration,
18 today many states, including Arizona, Colorado, North Carolina,
19 Ohio, Oklahoma, Oregon, South Carolina, Utah and Washington
20 state are installing cable median barriers in medians originally
21 built without barriers. New data suggests that cable median
22 barriers are an effective mechanism for preventing fatal and
23 disabling crashes. In Washington, for example, annual
24 cross-median fatality crashes declined from 3 to .33 fatalities
25 per 100 million miles of vehicle travel, while annual disabling

1 accidents went from 3.6 to 1.76. The overall benefits of cable
2 median carriers were calculated to be \$420,000 per mile
3 annually.

4 These conclusions are echoed by Malcolm Ray in
5 his review of cable median use throughout the United States. He
6 states in his 2007 report to the Washington state DOT: Most
7 states have experienced significant cross-median fatal crash
8 reductions and high levels of effectiveness when using cable
9 median barriers. Typical cross-median crashes -- reductions
10 have been on the order of 95 percent.

11 Drivers and passengers on Arizona's interstate
12 highways should be afforded the additional safety protection
13 provided by cable median barriers. Cable median barrier
14 efficacy and cost effectiveness is beyond dispute. I strongly
15 encourage ADOT to take immediate action to include these
16 barriers in the Picacho/I-10 renovation.

17 Thank you very much.

18 CHAIRMAN CUTHBERTSON: Thank you.

19 John Hansen, a Kingman businessman, Kingman and
20 Mohave Manufacturers Association.

21 JOHN HANSEN: Good morning. I'd like to welcome
22 Mr. Knight from Mohave County, a welcome face here. I'd also
23 like to thank the Board for the work that you've done. I was
24 able to join you in Yuma, and I want to talk about the same
25 thing, because I think it's really important.

1 Up in Kingman, we're the northern gateway on the
2 west side of Arizona, where the 93 comes into the I-40. It's a
3 huge issue right now, because to get onto the I-40, you have to
4 come into the west side of Kingman and go through a traffic
5 light, which doesn't sound like a big deal. When you've got
6 hundreds of cars per hour trying to go through a traffic light,
7 what that results in is a backup all the way out into Golden
8 Valley. That's called a closed gate.

9 So our northwestern gateway into our state has a
10 closed gate on several days of the week where we have high
11 traffic between Las Vegas and Kingman. So I really want to
12 encourage and thank the Board, the Department of Transportation
13 for the work that's been done so far. We do have it on the
14 plan. I would like to see us put a higher priority on it.

15 Kingman is working hard to try and develop a
16 means for funding and a way to borrow the money to be able to
17 help us get that done and move that up on the priority list, but
18 right now, I believe that we are not looking at actually doing
19 that work until 2023. So that's a huge problem for not only our
20 state, but particularly for our area in Kingman and our economic
21 development. So I encourage the Board to continue your great
22 work, and thank you very much for the chance to speak.

23 CHAIRMAN CUTHBERTSON: Thank you.

24 Travis Lingenfelter. Sorry, Travis. I couldn't
25 quite read your name, but -- Lingenfelter, from Kingman, Kingman

1 City Council member.

2 TRAVIS LINGENFELTER: Yes. Good morning. Thank
3 you. Oh, okay. (Inaudible) problems. Sorry about that.

4 Thank you for the opportunity to speak to you all
5 this morning. I come to you from Kingman, Arizona, as one of
6 the council members, and really to sort of coattail onto what
7 John Hansen, who just spoke. He's the president of our regional
8 manufacturing association up in Kingman and in Mohave County.

9 We've been working for almost a year now on a
10 project we're calling the I-11 East Kingman Connection Project,
11 and what I'm here to speak to the Board and ask the Board to
12 consider this morning, City of Kingman is actually looking at
13 constructing two new interchanges in the area of Kingman along
14 the alignment of the new future Interstate 11. One of them is
15 called the Rancho Santa Fe Project. One's called the Kingman
16 Crossing. We're bundling those together.

17 And really, we're asking the State to partner
18 with us to come up with -- or just to include maybe 27 percent
19 state funding, or around \$20 million in a five-year plan. The
20 City of Kingman is coming up with over 77 percent of the
21 funding. We're anticipating that the project is going to be in
22 the neighborhood of \$85 million.

23 So with this project, when we look at safety and
24 mobility in the area, right now there's a stretch of Andy
25 Devine, Route 66, so this project will divert in excess --

1 excess east Kingman traffic from Andy Devine Avenue in excess of
2 100,000 trips per day at build-out. It will provide direct
3 route for our commercial truck traffic to the Kingman industrial
4 park, eliminating existing truck traffic at 20 street
5 intersections and over 50 access driveways along Route 66 and
6 Andy Devine Avenue.

7 The 4.7-mile segment of Route 66, Andy Devine
8 Avenue, that currently connects the Interstate 40 to our
9 industrial park currently experiences triple the state average
10 rate of fatalities per 100 million vehicle miles. So we're
11 looking at increased -- dramatically increased public safety.

12 The Kingman Crossing interchange would also
13 provide safer and more direct access for our school children,
14 our students at a school called Desert Willow Elementary School
15 and a middle school, White Cliffs Middle School. They currently
16 cross the interstate.

17 We've been working very hard with a company out
18 of Phoenix called Applied Economics, Sarah Murley. She's done a
19 lot of work with various state agencies, cities, towns, also
20 with the ACA. And by her projections -- just get to that slide
21 really quick -- and so we're looking at, from her projections, a
22 30-year build-out of this total project area, which is roughly
23 6,300 acres. Within that 30-year build-out, the annual economic
24 -- the total economic impact would be 5.9 billion. It could
25 support 36,000 new direct jobs in the region, 6,700 indirect

1 jobs, and 7,300 induced jobs throughout Mohave County. Through
2 -- over that 90 -- 30-year period, we're looking at an
3 additional 9.6 billion construction impact over the development
4 period, 259 million in one-time construction sales tax to the
5 state over that 30-year period.

6 CHAIRMAN CUTHBERTSON: Mr. Lingenfelter.

7 TRAVIS LINGENFELTER: Yes.

8 CHAIRMAN CUTHBERTSON: That's it, please.

9 TRAVIS LINGENFELTER: Time?

10 CHAIRMAN CUTHBERTSON: Yes.

11 TRAVIS LINGENFELTER: Okay. Well, thank you for
12 your time. Hopefully -- I've been told that we're going to be
13 hopefully getting in front of you next month and the month
14 after, so thank you for your time.

15 CHAIRMAN CUTHBERTSON: Okay. Thank you.

16 Having no more yellow cards before me, the call
17 to the audience is concluded, and we'll begin the public hearing
18 portion of our meetings.

19 So this is the first of three consecutive
20 hearings on the 2019 to 2023 Tentative Five-year Transportation
21 Facilities Construction Program recommendation, and so today
22 we're meeting in the PAG region. We'll meet in Flagstaff in
23 April, and in May in Phoenix.

24 So just as board members, when we've had an
25 opportunity to review this plan and actually we approved it for

1 presenting it to public hearing. So while we always are welcome
2 to make questions and comments, it's important that we present
3 this package consistently in the three different -- to the three
4 different regions. So I'll remind you that, you know, it's not
5 really the time for recommending changes to the plan at this
6 point. We'll have plenty of ample time to do that in our May
7 study session and -- so that we can all come together for the
8 June to finalize the plan.

9 So any questions from board members on that?

10 Okay. Okay. Greg Byres, Division Director of
11 Multimodal Planning Division will present us with staff's
12 recommendation for the fiscal year 2019 to 2023 ADOT Tentative
13 Five-Year Transportation Facilities Construction Program
14 recommendations. Greg.

15 MR. BYRES: Thank you, Mr. Chairman, board
16 members.

17 This presentation will go through Items A through
18 E, as posted in the agenda. So I'm just going to go through a
19 quick background, the overview of assets, the -- a real short
20 presentation on our P2P process, as well as the tentative
21 five-year highway delivery program, the MAG tentative program,
22 PAG tentative program, the airport program, and then, of course,
23 our next presentations that we have through our public hearing
24 process. So -- here we go.

25 Just as the overview of the asset conditions that

1 we currently have on our system. The system itself in its
2 current condition is -- roughly has a value of \$21.5 billion.
3 That's just the current value. Without commitment to
4 preservation, the system would cost \$200 billion to replace,
5 so...

6 As far as the conditions go, this is just a quick
7 condition of the -- our bridges across the state. We've got 57
8 percent of them in good condition, 42 percent of them in fair
9 condition, and it's actually a little less than 1 percent in
10 poor condition.

11 Looking at our pavements across the state, these
12 are the interstate highway systems. We've got 67 percent of
13 those in good condition, less than 1 percent in poor condition,
14 and 32 percent in fair condition.

15 The non-interstate system, again, it's pretty
16 much the same: 52 percent in good condition, 46 percent in fair
17 condition, and 2 percent in poor condition.

18 So as I go through this presentation, one of the
19 big things that we go through is the different investment
20 categories. So I just kind of wanted to give the definition of
21 what these are. So if you look at this, preservation is the
22 investment to keep pavement smooth and maintain bridges.
23 Modernization is non-capacity investment that improved safety
24 and operations, basically by adding shoulders and smart
25 technology. And expansion is investment that adds capacity to

1 the highway system either through new roads, added lanes, or new
2 interchanges. So those -- those three investment categories are
3 going to get mentioned several times during the rest of this
4 presentation. So I just want to make sure that everybody's
5 clear on what that -- what the definitions are.

6 So here we go with the -- this is the existing --
7 or the tentative plan that we have. One of the big things to
8 notate on this, the long range transportation plan that was
9 approved by this board has a target of \$320 million per year set
10 for preservation. So this is the first program that we're
11 actually utilizing those recommendations. So -- but we have a
12 current -- our current program that we have to make its way
13 through. So this kind of lays out -- shows that we have still
14 have expansion that's occurring. We still have modernization
15 projects that are going through, along with the preservation.
16 But as you can see as we go through this, the arrows indicate
17 that the discrepancy we have between that \$320 million per year
18 set aside for preservation and what's programmed, as we have to
19 complete all of these modernization and expansion projects that
20 were already programmed, so...

21 As far as how projects get into our program, we
22 -- one of the big things we start off with is our P2P process.
23 Just kind of going through this real quick, we have projects
24 that come in or recommendations for projects that come in. They
25 come in through our profile corridor studies. They come in from

1 the districts. They come in from multiple areas. We take all
2 of those projects in. If you look at -- on the -- basically on
3 the vision side, we take those and categorize each of those
4 projects into the different investment categories, whether it's
5 modernization, expansion, preservation, or the highway modes.

6 Once we do that, we take and actually rank each
7 one of those projects in each of those different investment
8 categories, take and run that all the way through, and then we
9 prioritize each of those projects as they come through those
10 different rankings and through those different investment
11 categories. So that's kind of what the P2P process does. This
12 is a very simplistic means of it. I'll kind of get into a
13 little bit more.

14 As we go through the scoring, in putting together
15 each one of these projects, we have four major categories in
16 which we score. We use a technical score, a policy score, a
17 safety score, and the district scores as we go through each one
18 of these projects, taking it through the process. Each of these
19 is evenly weighted at 25 percent. One of the things that we're
20 -- I'll get into it later, but we're making -- looking at doing
21 some revisions to this, but this is how this current program was
22 put together.

23 As -- once we get all that done, again, like I
24 said, we categorize each of those into the different investment
25 categories. We take and compare them in and set the percentages

1 for each one of these utilizing the long range transportation
2 plan recommendations, and then we take and actually roll those
3 into the tentative program, so...

4 This is a comparison of our previous program, the
5 2018 through 2022 program versus the 2019-2023 program. If you
6 look at it, there's very little change. We had 36 percent in
7 preservation, 52 percent expansion, and 12 percent modernization
8 in the '18-'22 program. The only thing that has really changed
9 is our preservation and expansion, which is 1 percent different
10 going into the 2019-2023 program. The main reason for that is
11 because, again, we already have our programs going. We have all
12 the projects that are in the current program. We're rolling
13 those through, maintaining consistency as we go.

14 So looking at this tentative program, if you look
15 at it in the Greater Arizona area, we're looking at 63 percent
16 preservation, 17 percent expansion, and 20 percent
17 modernization.

18 So if we're specifically on the FY '19 side,
19 we've got \$89 million in expansion projects. Just a couple of
20 those projects. We have the 189 project in which it was
21 announced that a TIGER grant is coming on for that project from
22 Federal Highway. That's set up -- right now it was in the
23 program for 69 million. That's going to be potentially changing
24 with the TIGER grant coming through. But also in that program,
25 we also have US-93, which is that \$5 million for the West

1 Kingman TI. That design is set for FY '24. And Interstate 17
2 projects with 17 million going into the Anthem to Sunset Drive
3 design, and also the \$10 million from Anthem to New River, which
4 is the MAG portion for the I-17 project.

5 So going on to FY '20, in this case we've got
6 \$61.2 million that we're looking at in expansion projects.
7 Again, this is all tentative, but we have \$10.2 million in the
8 program for design and construction of the 4th Street Bridge in
9 Flagstaff. That's a 50/50 partnership between ADOT and the City
10 of Flagstaff. We also have 10 million in the program for 93,
11 again, for the West Kingman TI, and 41 million for the US-93 gap
12 project, so...

13 In FY '21 and FY '22, again, we still have a
14 considerable amount of expansion. 82 million in FY '21, 65
15 million in FY '22, and those projects -- just some of those
16 projects include 69, 21 million set aside for Prescott Lakes
17 Parkway. On 93, we have the Cane Springs design project with
18 construction going in FY '23. On 260, we have 5 million set
19 aside for the Lion Springs design, and again, the I-17 projects
20 going from Anthem to Sunset Point with, again, \$40 million
21 that's in there for the widening portion from Anthem to -- from
22 -- north of Anthem that is part of the MAG contribution to that.

23 So just kind of a -- this gives you an overall of
24 what we're doing on 17. Currently in the tentative program,
25 we've got \$178.3 million. That runs all the way from Anthem,

1 through to Sunset Point. That little table on the bottom shows
2 an ultimate development of I-17 if it went from Anthem all the
3 way to -- that runs all the way to Cordes Junction, and that's
4 \$447 million, which is considerable compared to what we have
5 programmed right now.

6 There is a -- just to bring that back, there is a
7 INFRA grant that we currently -- or an INFRA grant application
8 that's currently in for the I-17 project for \$160 million. And
9 I believe the announcement on the INFRA grants is supposed to be
10 coming out -- or the selections are supposed to be coming out
11 within the next couple of months.

12 MR. HALIKOWSKI: Mr. Chair.

13 CHAIRMAN CUTHBERTSON: Yes.

14 MR. HALIKOWSKI: I just wanted to ask you a
15 question pertaining to the grant. Greg, if we were to get that
16 INFRA grant, is there a state fund match there?

17 MR. BYRES: Yes, there is.

18 MR. HALIKOWSKI: Can you tell us what that
19 percent or amount is?

20 MR. BYRES: I believe that's a 20 -- I can't
21 believe -- remember if it's 20 or 25 percent match.

22 MR. HALIKOWSKI: I just wanted to point out to
23 the Board that the grants aren't free.

24 CHAIRMAN CUTHBERTSON: Right.

25 MR. HALIKOWSKI: There's still a state fund match

1 that has to come out of the program somewhere. Thank you.

2 MR. BYRES: Yes.

3 So on this one, on the FY '23, we have \$85
4 million. And again, we've got projects on 93 and 260 as well
5 coming through on that.

6 In our outer years, which is 2024 through 2028,
7 again, we have expansion projects, but as you'll see, these are
8 dwindling down to 20 -- we actually hit our goal for
9 preservation in 2026 that we're carrying through from that point
10 forward, but we still have expansion that's carried out
11 throughout, including 93, I-19, and I-10 projects.

12 In the MAG region, MAG is going through and
13 working on several of their projects. Again, we have an entire
14 listing. We have I-10 projects, I-17 projects, SR-24, SR-30,
15 US-60, SR-85, Loop 101, Loop 202, and State Route 303 that are
16 all in MAG's program. MAG's planning is done by MAG, not by
17 ADOT. We take and roll their planning into our program.

18 In the PAG region, they have several projects as
19 well, on I-10, I-19, SR-77, SR-86 and 210. We've been meeting
20 with PAG. They've actually come through and have some tentative
21 changes. These are represented in red at this point, and as the
22 final comes through, when we're done with all of our hearings
23 and everything, these changes will be represented to the Board
24 so that you can see what the difference was in the original
25 program, tentative program that we brought in and any changes

1 that we're looking at through the comments from all of our
2 hearings as well as from MAG and PAG, so forth.

3 On the Airport Capital Improvement Program, the
4 current program that we have only utilizes our FSL program,
5 which was funded at \$3.5 million. Again, that's well short of
6 what we've done in past years, but due to the sweep, this is the
7 maximum that we could do. Those moneys have all been
8 distributed for fiscal year '18.

9 For the current -- or this tentative program,
10 again, the FSL is coming through. It's being expanded to a
11 little over \$5 million. We're bringing back our Airport
12 Management Preservation, our APMS program, at \$5 million, and of
13 course, Grand Canyon gets funded, as well as the airport
14 development group gets funded as well out of the -- our aviation
15 funds.

16 As far as next steps go, again, we have this
17 hearing. We also have public hearings planned for Flagstaff and
18 in Phoenix. We will have a study session with the Board June
19 5th in Phoenix with the final program to the Board scheduled for
20 June 15th in Globe. The program must be delivered to the
21 governor June 30th, and the fiscal year, again, begins July 1st,
22 2018.

23 That concludes my presentation of the tentative
24 program. Thank you very much.

25 CHAIRMAN CUTHBERTSON: Questions from board

1 members?

2 I had one question. I might have missed it. You
3 might have said. So the INFRA grant that you discussed, when
4 will we hear back on whether we're successful in getting that?

5 MR. BYRES: They're supposed announce it within
6 the next couple -- it should be within the next couple of
7 months.

8 CHAIRMAN CUTHBERTSON: And -- sorry. Okay. So
9 the next couple of months. Is there a window that we have to
10 use that grant that has to be applied?

11 MR. BYRES: I'm not -- there is.

12 CHAIRMAN CUTHBERTSON: Okay.

13 MR. BYRES: There is a window --

14 MR. ROEHRICH: Mr. Chair, they usually come with
15 a window. Some of them have been two years. Some of them have
16 been three years.

17 CHAIRMAN CUTHBERTSON: Okay. Okay.

18 MR. ROEHRICH: But the money has to be obligated
19 and the project started within that time.

20 CHAIRMAN CUTHBERTSON: Okay. Okay.

21 MR. BYRES: There's --

22 CHAIRMAN CUTHBERTSON: But it wouldn't
23 necessarily be within the next year or two, but it might be in a
24 three year frame?

25 MR. ROEHRICH: Well, within the next year or two.

1 CHAIRMAN CUTHBERTSON: Okay.

2 MR. ROEHRICH: A couple years, probably. Yes,
3 sir.

4 CHAIRMAN CUTHBERTSON: Okay. Okay. Just -- that
5 will be interesting.

6 MR. BYRES: There is actually -- if I'm
7 remembering, but there is actually a requirement in the INFRA
8 grants that they're -- from the date of obligation, construction
9 has to start within 18 months.

10 CHAIRMAN CUTHBERTSON: Okay.

11 MR. BYRES: From the obligation date, not from
12 the award date.

13 CHAIRMAN CUTHBERTSON: Okay. All right. Good
14 information. Okay.

15 MR. HALIKOWSKI: So Mr. Chairman, I'd like to
16 (inaudible) that point. Greg, could you say what the amount of
17 the grant is that we're requesting?

18 MR. BYRES: \$160 million.

19 MR. HALIKOWSKI: And just to managing
20 expectations, do we anticipate getting that amount? I don't
21 know if that amount's ever been awarded. It (inaudible).

22 MR. BYRES: It could be anything from nothing to
23 \$160 million.

24 MR. HALIKOWSKI: Thank you.

25 CHAIRMAN CUTHBERTSON: Okay. Any other

1 questions? Oh, Board Member Thompson.

2 MR. THOMPSON: Chairman.

3 CHAIRMAN CUTHBERTSON: Yeah.

4 MR. THOMPSON: Greg, when you do your project
5 cost estimate, is this -- the grants that you talk about, is
6 that included in that estimate, or do you wait for the grant to
7 be awarded before you apply it to these projects, the estimates?

8 MR. BYRES: We do not anticipate receiving any
9 grants. We -- if the grants are awarded at that point in time,
10 we take and modify projects if we need to to include those
11 grants or take that money that's coming in from those grants and
12 start rearranging the money. But that -- the grant money is
13 never taken into account in programming until it's physically
14 been awarded to us.

15 MR. THOMPSON: Thank you, Chair.

16 CHAIRMAN CUTHBERTSON: Okay.

17 MR. ROEHRICH: Mr. Chair, if I could just break
18 in for a second.

19 CHAIRMAN CUTHBERTSON: Yes.

20 MR. ROEHRICH: We heard the beep on the phone. I
21 wanted to check. Is -- Mr. Stratton, are you still on the
22 phone?

23 Excellent. He's not there. So we picked the
24 project from his district (inaudible).

25 CHAIRMAN CUTHBERTSON: Okay.

1 MR. ROEHRICH: No. Don't put that in the
2 meeting.

3 UNIDENTIFIED SPEAKER: Too late.

4 CHAIRMAN CUTHBERTSON: Okay. All right. Any
5 other questions?

6 Okay. Mr. Byres, thank you.

7 Having completed the items on the agenda for the
8 public hearing, do I have a motion to adjourn the public hearing
9 for the 2019-2023 Tentative Five-Year Transportation Facilities
10 Construction Program?

11 MR. SELLERS: So moved.

12 MR. THOMPSON: Second.

13 CHAIRMAN CUTHBERTSON: Okay. A motion by Board
14 Member Sellers, second by Board Member Thompson.

15 All in favor?

16 BOARD MEMBERS: Aye.

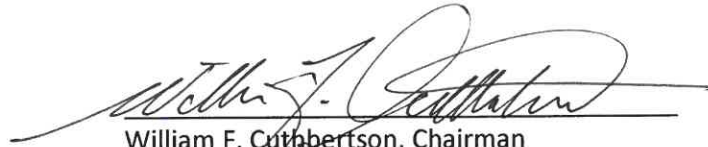
17 CHAIRMAN CUTHBERTSON: Okay. The motion passes.

18 (Public hearing adjourned.)
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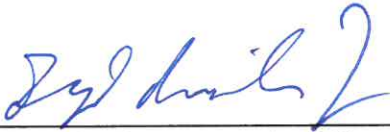
Adjournment

A motion to adjourn the March 16, 2018 State Transportation Board Public Hearing was made by Board Member Sellers and seconded by Board Member Thompson. In a voice vote, the motion carried.

Meeting adjourned at 9:43 a.m. MST.

A handwritten signature in black ink, appearing to read "William F. Cuthbertson", written over a horizontal line.

William F. Cuthbertson, Chairman
State Transportation Board

A handwritten signature in blue ink, appearing to read "Floyd Roehrich, Jr.", written over a horizontal line.

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