

**STATE TRANSPORTATION BOARD STUDY SESSION**  
**9:00 a.m., Friday, June 4, 2019**  
**Arizona Department of Transportation Auditorium**  
**206 S. 17<sup>th</sup> Avenue**  
**Phoenix, AZ 85007**

**Call to Order**

Chairman Sellers called the State Transportation Board Meeting to order at 9:10 a.m.

**Roll Call by Board Secretary was done during the board meeting, prior to the study session**

A quorum of the State Transportation Board was present. **In attendance:** Chairman Sellers, Vice Chairman Hammond, Board Member Stratton, Board Member Thompson, Board Member Elters and Board Member Knight. There were approximately 35 members of the public in the audience.

**Title VI of the Civil Rights Act was done during the board meeting, prior to the study session**

ADOT Executive Officer, Floyd Roehrich, Jr. reminded all attendees to please fill out the optional survey cards to assist our Civil Rights Department.

**Call to the Audience for the Board Meeting**

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

1. Ana Oliveras, Pima County, Transportation Director
2. Steve Sanders, Gila County, Public Works Director

ARIZONA STATE TRANSPORTATION BOARD  
STATE TRANSPORTATION BOARD  
STUDY SESSION

REPORTER'S TRANSCRIPT OF PROCEEDINGS

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

Study Session

June 4, 2019  
9:10 a.m.

PREPARED FOR:  
ADOT - STATE TRANSPORTATION BOARD

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CALL TO THE AUDIENCE

SPEAKER:	PAGE:
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AGENDA ITEMS

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1 (Beginning of excerpt.)

2 CHAIRMAN SELLERS: Okay. Now I'd like to call to  
3 order the study session for the State Transportation Board, and  
4 we will go to call to the audience.

5 Ana Olivares, Pima County.

6 MS. OLIVARES: Good morning, Mr. Chair and  
7 members of the Board. My name is Ana Olivares, and I am the  
8 transportation director for Pima County. I thank you for the  
9 opportunity to speak today, and as I have done at the previous  
10 meetings, I'm here to speak on the 2020 to 2024 Tentative Five-  
11 Year Program.

12 By speaking at each program agenda item, Pima  
13 County hopes to demonstrate how important expanding  
14 transportation infrastructure is to our policy initiative to  
15 grow our local and regional economy. The economic growth in  
16 Maricopa County brought on by infrastructure investment in prior  
17 years is evidence to this growth.

18 We request your support for similar  
19 infrastructure investment and economic growth in the Pima County  
20 region and ask ADOT to make the following modifications to the  
21 five-year program prior to its approval. We ask that we program  
22 both the design and the funding for the Kino Parkway and Country  
23 Club interchanges on I-10.

24 Pima County is currently building the phase one  
25 of a venue, a sports and regional economic venue, and its

1 completion is ready for the end of this calendar year. By  
2 building the Kino interchange and Country Club interchange,  
3 along with the Forgeus underpass under I-10 is really key for  
4 this economic development to prosper.

5 We request that ADOT program additional funding  
6 to continue with a tier two study of the Sonoran Corridor in  
7 fiscal year '21 of this current five-year program. The Sonoran  
8 Corridor is the most important economic development for this  
9 priority for this region. Completion of the tier one EIS is  
10 scheduled for spring 2020, and identifying funding for an  
11 immediate continuation of the tier two study is critical to  
12 continue the momentum we have built and the relationships we  
13 have built with our stakeholders during the tier one study.

14 The last project I want to mention today is the  
15 I-10 Sunset interchange project along I-10. Pima County is  
16 continuing the design of the Sunset Innovation Campus on the  
17 southwest quadrant of this interchange, and the connection from  
18 I-10 to River Road is critical for the success. We are working  
19 with the Southcentral District to include the Sunset TI  
20 improvements as part of the I-10 Ina to Ruthrauff widening  
21 project. The PAG region sees a value of completing the  
22 permanent Sunset TI interchange with a UPR railroad grade  
23 separation, and we're committed to ensuring its completion.

24 So we want to thank ADOT for their support of  
25 this TI. I thank you for your time today.

1                   CHAIRMAN SELLERS: Thank you.

2                   Next up we have Steve Sanders from Gila County.

3                   MR. SANDERS: Thank you. Good morning,  
4 Mr. Chairman and board members, ADOT. Steve Sanders. I'm the  
5 public works director for Gila County.

6                   Just here to mention the Lion Springs section of  
7 SR-260 and how important it is to the -- to the county, that you  
8 hopefully can find a way to put this project back in the five-  
9 year plan and fund it. As you know and have heard from previous  
10 people speaking, it creates a huge -- there's a huge bottleneck.  
11 Accidents are increasing in the area. Emergency responders  
12 can't get to accident victims as it happens. So anything you  
13 can do to fund this, we appreciate it.

14                  Mr. Chairman, you mentioned a partnership. Gila  
15 County has a great partnership with ADOT. There as project  
16 between Globe and Miami right now with the Southcentral District  
17 or Southeast District, I believe, that's ongoing that we look  
18 forward to working out well -- we work well with their  
19 maintenance staff out of the Safford office on projects. And  
20 hopefully we have a good partnership with Lion Springs and can  
21 partner on that as it moves forward.

22                  Thank you for your time.

23                  CHAIRMAN SELLERS: Thank you.

24                  Madam Secretary, are there any other cards?

25                  MS. PRIANO: There are not.

1                   CHAIRMAN CUTHBERTSON: Okay. We will move on to  
2 Item No. 1, the 2020-2024 Tentative Five-Year Transportation  
3 Facilities Construction Program review.

4                   Kristine Ward.

5                   MS. WARD: Good morning.

6                   CHAIRMAN SELLERS: Tell us where we're going to  
7 get the money.

8                   MS. WARD: Yes. Well, I gave you the -- you  
9 know, when we had -- when we started the process out, I guess I  
10 should start off, Kristine Ward, CFO at ADOT.

11                   When we presented this tentative program to you  
12 some time ago, not -- we've had a few changes since then. Most  
13 recently, and what I want to run through with you today is what  
14 came through on the executive budget -- or through the  
15 legislative budget and how that is -- the overall impact of that  
16 and how we need to consider that. So first let me -- if you  
17 don't mind, let me start by giving you a brief update.

18                   I'm going to start with the I-17 expansion  
19 project. So what the budget provided was \$40 million in 2020,  
20 \$45 million in '21 -- 2021, and then 45 million in 2022. So we  
21 could round that project out. If you'll recall, right now I  
22 think we have about \$193 million in the program for I-17. What  
23 this would do is this would take us up to about \$320-plus  
24 million for I-17.

25                   Greg and Dallas can go into the specifics of the

1 lanes and so forth that that provides. But the -- I guess the  
2 thing that -- from your perspective that I think I need to  
3 explain to you is with regards to where that money is coming  
4 from. So they appropriated those dollars to us from the State  
5 Highway Fund. And I need to give you a little bit of background  
6 here. So when they implemented the Public Safety Fee to pay for  
7 highway patrol, the result is that the costs that were borne for  
8 highway patrol from HURF then became available. Those dollars  
9 were no longer swept from HURF.

10           Theoretically, that would mean that we would have  
11 -- yes, I see your grin -- theoretically, that would mean we  
12 would have more dollars for the five-year program. However, in  
13 that same timing, in that same gesture, they then transferred  
14 those dollars that would have otherwise been available for the  
15 five-year program.

16           So as we came into this -- the development of  
17 this tentative program, we were left with, oh, goodness. Well,  
18 how shall we build this next five-year program based on what  
19 financial assumptions and given the fact that they had already  
20 swept it the very first time it had been implemented. What  
21 ended up happening is that the executives started having some  
22 discussions and had concerns and really wanted, given the P2P  
23 process and the priority of 17, they proposed just what they had  
24 executed here, which is -- and the executive built it in their  
25 budget, and we've been presenting it to you. Greg's been

1 presenting it to you. They proposed this 40 million, 45  
2 million, 45 million appropriation, and that's what has taken  
3 place.

4 So as such, the tentative program that I  
5 presented to you in January had built in just the structure that  
6 you are seeing that passed the Legislature presently. So the  
7 good news is we got to -- we got to keep the money that would  
8 have flown into -- flowed into the State Highway Fund.

9 So are there any questions about that? It was a  
10 little bit of a complicated maneuver.

11 CHAIRMAN SELLERS: Well, and I don't know if this  
12 is the appropriate place or not, but in the news media, I keep  
13 hearing that we haven't decided exactly how we're going to do  
14 the I-17 project yet. I don't know if Greg or Dallas could  
15 address that.

16 MS. WARD: I appreciate you looking over there,  
17 because I don't have the answer to that. So...

18 MR. HAMMIT: Mr. Chairman, when you say we  
19 haven't decided, how we're going to contract it or what we're  
20 going to do?

21 CHAIRMAN SELLERS: What we're going to do. You  
22 know, they talk about having the reversible lanes, but then they  
23 say that hasn't been decided yet.

24 MR. HAMMIT: Yeah. Mr. Chairman, the plan is  
25 from Anthem, where the three lanes in each direction ends, to

1 take a third lane in each direction up to Black Canyon City, and  
2 then we would go to our -- we're calling them a flex lane.  
3 People get scared with reversible. There will be a demand lane,  
4 but they will be two new lanes built parallel to the existing  
5 southbound that can be used, let's say, on Friday for  
6 northbound. So you'd have four lanes going north. On Sunday,  
7 you would have four lanes going south. That is the current plan  
8 and the design concept we're working towards.

9 CHAIRMAN SELLERS: Well, and that's what I  
10 understood. I just didn't know whether the news media was  
11 creating any confusion in the way they're presenting it.

12 MR. ROEHRICH: And to clarify that, that's from  
13 Black Canyon City to Sunset Point. That's those limits.

14 MR. HAMMIT: Right. And from Black Canyon City  
15 back to Anthem, it's an additional lane in each direction.

16 CHAIRMAN SELLERS: Thank you.

17 Okay. Any other comments or questions?

18 MS. WARD: All right. Moving on. I'll go to the  
19 other items that came through with the budget. So -- let's see.  
20 I lost my page here.

21 So there was also an appropriation of 6.5 million  
22 from the State General Fund in 2020 to be distributed to the  
23 City of Mesa to construct a SR-24 bridge over Ellsworth. That  
24 -- that appropriation is dependent on the Transportation Board  
25 adopting it in the five-year program after it goes through the

1 MAG process. If the Board were to choose to not put that  
2 program -- put that project in the budget, then those dollars  
3 would revert to the General Fund. In other words, we wouldn't  
4 get to keep them.

5 We also were -- they also provided \$10 million  
6 for the State Aviation Fund. One million of that is  
7 specifically dedicated to, I believe, Prescott, a particular  
8 project there. But the discussion surrounding this is if you'll  
9 recall, the Aviation Fund had endured a number of sweeps through  
10 the years, and I believe there were voices that came forward and  
11 said -- requested that some of that be amended. Those -- from  
12 the past.

13 There's also \$20 million that has been  
14 appropriated for traffic interchanges in I-40, Kingman area. I  
15 believe two interchanges. The appropriation there, again,  
16 \$20 million, is to be distributed to Kingman to construct those  
17 two interchanges. However, the appropriation cannot be  
18 distributed until Kingman has submitted a report to the Joint  
19 Legislative Budget Committee, the Governor's Office of Strategic  
20 Planning and the Department of Administration showing that the  
21 City has raised sufficient funding -- funds to do the entire --  
22 complete the entire project. So they have limited what the  
23 contribution will be to \$20 million. If the City --  
24 Mr. Chair --

25 CHAIRMAN SELLERS: Well, do we know what came in

1 to contribute? Is it a match or is it ten times that  
2 20 million?

3 MS. WARD: I believe it is quite significant.  
4 Dallas. The amount that's coming to mind is an additional --  
5 the total project being about 65, being discussed.

6 MR. HALIKOWSKI: Why don't you just get a seat up  
7 here?

8 MR. HAMMIT: I need the steps.

9 Mr. Chair, Mr. Hammond, the project is -- their  
10 total project is bigger than two interchanges. It is local  
11 roads to the airport in one case, and two, their hospital area.  
12 So I think that total is in that ballpark of the 65 million.  
13 Right now we're seeing an interchange on -- in the rural area  
14 costing in the neighborhood of 15 million apiece.

15 MR. HAMMOND: I guess my question is maybe more  
16 nuance. Do we have reason to believe that that 20 million will  
17 close the gap?

18 MR. HAMMIT: I can't really speak to what the  
19 locals have. I know they've done some -- been able to work with  
20 developers and have some developer contribution, but I couldn't  
21 tell you exactly what that is.

22 MR. HAMMOND: Okay. Thank you.

23 CHAIRMAN SELLERS: And they presented a lot of  
24 that to us when we were there in January.

25 MR. HAMMIT: Mr. Chairman, that's correct.

1 MR. HALIKOWSKI: Mr. Chairman, if I could, a  
2 point of clarification for Kristine. It's not necessarily money  
3 according to the appropriation that's coming from the City  
4 itself. They could raise money through various funds, including  
5 other state funds, transportation funds, federal funds.

6 MS. WARD: Mr. --

7 MR. HALIKOWSKI: So it's not completely a city  
8 (inaudible) has to be brought in.

9 MS. WARD: Mr. Chair, Director Halikowski,  
10 correct.

11 You can hang out if you want.

12 MR. THOMPSON: So the money that's been  
13 appropriated was done so without getting any commitment from  
14 Kingman itself? Is that what this is? How is the funding  
15 justified?

16 MS. WARD: Mr. Chair, Mr. Thompson, yes, it does  
17 require that the City raise the sufficient moneys in order to  
18 complete the project. They have only appropriated \$20 million  
19 of a total project that has not -- whose estimate has not yet  
20 been completely finalized. And Kingman must come forward with  
21 those dollars, whether it be through private or other avenues,  
22 but it is only -- only \$20 million has been appropriated for the  
23 purpose. And if they do not come up with the balance of those  
24 dollars, that \$20 million reverts back to the General Fund.

25 MR. THOMPSON: Thank you.

1 MR. KNIGHT: Mr. Chair.

2 CHAIRMAN SELLERS: Board Member Knight.

3 MR. KNIGHT: From conversations with their  
4 counsel, the mayor and city administrator, since that is my  
5 district, they've indicated that they do have considerable  
6 matching funds from the private sector as well as -- as well as  
7 the City. My hope is that they have enough, but let's say if  
8 they have enough for one of the interchanges -- I know they're  
9 both important. Rancho Santa Fe to the airport and the  
10 industrial center is a really big one for them. Would -- could  
11 they do one and not the other, or do they have to do both?

12 MS. WARD: Mr. Chairman, Board Member Knight, the  
13 way the language is specified, it's two interchanges. It  
14 specifies two interchanges. So if they wanted to adjust their  
15 approach, they would have to go back to the Legislature.

16 MR. HALIKOWSKI: So Mr. Chairman, Kristine, we've  
17 had a little bit of this discussion before. The language  
18 specifies interchanges, plural, but doesn't say that both of the  
19 interchanges have to be constructed for the money to be  
20 released. In other words, I think to your point, we could build  
21 one interchange, but do some design work on the others and still  
22 have (inaudible).

23 MS. WARD: Mr. Chairman, Director Halikowski, I  
24 believe how that would get ironed out is after that report is  
25 submitted to JLBC, OSPB and DOA. So whether that would -- that

1 mechanism would work would really be subject to the Executive  
2 and the Legislature.

3 MR. HALIKOWSKI: Thank you.

4 CHAIRMAN SELLERS: Okay. Moving right along.

5 MS. WARD: All right. Next there was --  
6 Mr. Knight -- an appropriation of 28 million from the State  
7 General Fund to expand U.S. Route 95 between Yuma and the Yuma  
8 Proving Grounds,

9 MR. KNIGHT: Mr. Chair.

10 CHAIRMAN SELLERS: Yeah. Board Member Knight.

11 MR. KNIGHT: So I guess my -- I know 28 million  
12 is not sufficient to do the whole route from 90 to Aberdeen, but  
13 exactly what can we expect to get -- and I know we are going to  
14 get a lot of leverage, I hope, to get some federal dollars now,  
15 but in lieu of that, how much of the project, the total project  
16 will the 28 million do?

17 MR. HAMMIT: Mr. Chairman, Member Knight, we  
18 believe the 28 million could take us from 90 up to the  
19 improvements down at Fortuna Wash that were done a few years  
20 ago. And as you mentioned, and we've talked about it a couple  
21 times in the last week, we don't generally have \$28 million in  
22 non-federal funds that we could leverage. So we are moving  
23 forward to propose a BUILD grant, because we -- and that max is  
24 25 million. So we would have 100 percent match. We're putting  
25 more than that, and I believe that would take us up to the

1 river, up to the Gila River with the improvements. I would have  
2 to get more detail, but if memory serves me, we could take it  
3 from 90 up to the Gila River with around \$50 million if we could  
4 get that grant.

5 MR. KNIGHT: I know the base (inaudible) got a  
6 committee working on it. They're trying to -- trying to get  
7 some defense access road funds made available, and that comes  
8 from DOD, but of course, that's kind of a slow process, but it's  
9 been started, and it's in the works and over -- their first  
10 question is how much local match do we have, and now that we  
11 have some, we hopefully can leverage that source as well.

12 MR. HAMMIT: That would be our anticipation,  
13 Mr. Chairman, Mr. Knight.

14 MR. KNIGHT: Thank you.

15 CHAIRMAN SELLERS: Thank you.

16 Oh, one -- I'm sorry. One additional question.

17 So when -- how soon will we be able to get  
18 started on the initial from 90 of wherever we can go  
19 (inaudible) start?

20 MR. HAMMIT: Mr. Chairman, Mr. Knight, the first  
21 thing we have to do is program some money for design. The --  
22 and we will do that, get a solicitation out immediately. So  
23 shortly after the beginning of the fiscal year, we will have the  
24 -- our few written, and so we can get it out and get design  
25 started.

1           The one thing in this appropriation, it does not  
2 have a timeline, but we also know that if it's given, it could  
3 be taken away. So we want to move as fast as possible so we  
4 don't lose that opportunity in the future.

5           MR. KNIGHT: Great, because that was my concern.  
6 If it sits too long, you could take it back.

7           MR. HAMMIT: No. We're going to move design  
8 immediately.

9           MR. KNIGHT: Thank you. Thank you, Mr. Chair.

10          CHAIRMAN SELLERS: Thank you.

11          MS. WARD: And Mr. Chairman, Mr. Knight, to that  
12 point, we make very particular efforts to make sure that the  
13 very first dollars that are expended are General Fund dollars to  
14 get those dollars secure.

15          MR. ELTERS: Mr. Chairman, Kristine, that was a  
16 good segue into my question. Related to the \$6.5 million for  
17 SR-24. MAG, in collaboration with ADOT, just got through the  
18 rebalancing process that updated all the costs for the project  
19 within the issue. And I believe the new numbers that have been  
20 proposed and approved in some communities cover the updated cost  
21 of SR-25 -- 24, including the one key structure at Ellsworth.  
22 So these \$6.5 million could go back into the program and be  
23 re-appropriated and accepted for this particular purpose so they  
24 do not go back to the General Fund. And that match or that  
25 offset would go into another project. Am I understanding that

1 correctly?

2 MS. WARD: Mr. Chairman, Mr. Elters, I don't  
3 believe so. I believe what you're talking about is a  
4 supplanting situation in which they appropriate dollars, and  
5 then it frees up other dollars to go back into the program. And  
6 I believe what this appropriation does -- and Dallas, my dance  
7 partner, can switch in here in a second if need be -- is that  
8 this would increase the scope of SR-24 for an additional bridge,  
9 if I remember correctly. So no, it will not free dollars up in  
10 the program. It is adding dollars to the program to deal with  
11 additional -- the additional scope of the project.

12 MR. HALIKOWSKI: Well, Mr. Chairman, Mr. Elters,  
13 to that point, I don't believe that the 6 million covers the  
14 entire cost. Won't there be local match necessary?

15 MS. WARD: Mr. Chairman, Director Halikowski,  
16 that's correct.

17 MR. ELTERS: (Inaudible.)

18 MR. HALIKOWSKI: (Inaudible.)

19 MR. HAMMIT: (Inaudible.)

20 MS. WARD: Yeah.

21 MR. HALIKOWSKI: But the (inaudible).

22 MS. WARD: That is correct. And if you'd like --  
23 I apologize. I don't have that local number off the top of my  
24 head, but I can certainly get that and bring it back to you.

25 MR. ELTERS: Okay. Thank you.

1                   CHAIRMAN SELLERS: Thank you.

2                   MS. WARD: All right. We're back on the standard  
3 program here. Let's see what I've got left as my dance partner  
4 walks away.

5                   Okay. There is an additional appropriation of  
6 \$18 million from the State General Fund that will be distributed  
7 to cities and towns, and it's an equal distribution. That  
8 again -- that doesn't impact our program.

9                   So the last item, there was an appropriation, and  
10 I -- I saved this last item, because it's kind of got two  
11 components to it. There was an appropriation to ADOT for the  
12 I-10 widening study between Phoenix and Casa Grande. Now, this  
13 10 million was intended to allow us to complete the DCR as well  
14 as the EIS.

15                   And my dance partner will come back if you want  
16 detailed questions about either of those two documents.  
17 However, I -- and so that was -- that was an additional  
18 appropriation -- and look. Here he comes.

19                   In addition to that, there was another -- there  
20 has been another change to the program since -- or -- change in  
21 funding since I presented the program to you in January, and  
22 that is with regards to the President's infrastructure bill. We  
23 ended up getting a surprise \$50 million allocated to Arizona.  
24 Now, let me break that down, because unfortunately, that doesn't  
25 mean we have \$50 million, even though it sounds good.

1           It provided us the additional 50 million. A good  
2 portion of that is suballocated to the locals, which leaves \$30  
3 million available for our statewide program. Once you go into  
4 the RAC allocation, that leaves \$15 million available for  
5 Greater Arizona, and the remaining of the \$30 million is  
6 distributed between MAG and PAG for -- and available to them to  
7 program.

8           What we have done with that 50 -- \$15 million in  
9 the program that Greg's presenting to you -- will be presenting  
10 to you is that we have put that in 2021 and aligned it with the  
11 priority project at the I-10 project that was the second project  
12 behind I-17 in the P2P process.

13           So that additional \$15 million, that's where it  
14 resides, and that is what has occurred, and that's why  
15 (inaudible) those two items. So we got an additional \$10  
16 million for the EIS and the DCR, and now, with the President's  
17 infrastructure, what we have done is taken that additional  
18 \$15 million available and put it in the bridge subprogram. I  
19 believe it was -- the consideration was for the bridge that  
20 geese through the Gila River Indian Community.

21           MR. HAMMIT: Let me make one modification. The  
22 environmental -- Mr. Chairman, the environmental document is an  
23 environmental assessment instead of an environmental impact.

24           MS. WARD: I'm sorry.

25           MR. HAMMIT: It's a lesser document. It can

1 happen a lot quicker.

2 MS. WARD: Look at you all looking at me. I  
3 don't really have anything further to say.

4 CHAIRMAN SELLERS: Thank you.

5 MR. STRATTON: Mr. Chair.

6 CHAIRMAN SELLERS: Board Member Stratton.

7 MR. STRATTON: Kristine, can we go back to the  
8 Aviation Fund, please?

9 MS. WARD: Yes, sir.

10 MR. STRATTON: And you mentioned that this money  
11 was to replace what had been -- part of what had been swept  
12 prior. At that time we had to tell multiple people that they no  
13 longer had projects, that we couldn't fund them. Is there any  
14 effort being made to reach out to those people that were  
15 affected when we got rid of the projects to let them know that  
16 there's money available now if they still have their money  
17 (inaudible)?

18 MS. WARD: I have a new dance partner. All  
19 right. But I'll let you -- you take this one. It's a good  
20 thing I'm (inaudible).

21 CHAIRMAN SELLERS: Well, and perhaps, Mr. Byres,  
22 you would like to take over now.

23 MS. WARD: Yeah. Why don't you? Thank you.  
24 Thank you very much.

25 MR. BYRES: I can do that.

1           In answer to your question, Mr. Stratton, there's  
2 -- at the time that the last sweep had occurred, we were in the  
3 process of actually awarding several projects. All those  
4 projects that were canceled at that point in time have actually  
5 been brought into the program already. So those projects are  
6 now either currently ongoing or are currently programmed. So  
7 that's being taken care of.

8           The \$10 million, I'll go into it in detail in a  
9 little bit, but the \$10 million appropriation that came through  
10 the Legislature went directly into the Aviation Fund, which now  
11 allows us to start through our selection process for new  
12 projects that will be coming out.

13           MR. STRATTON: Besides the projects -- okay. And  
14 I'm really happy we brought those projects back in, took care of  
15 them. I know there were other entities that were doing planning  
16 to apply for grants and did not apply because they knew the  
17 money had been swept. And being that we don't have a member  
18 from Cochise, I'm going speak up to one of those in particular  
19 being Tombstone, that had hired a consultant to do some  
20 planning, and it -- has any of it been -- I'm sure they had met  
21 with our staff at the time with intent to apply, but then did  
22 not apply because there was no funds available. Again, has  
23 there been any effort to outreach to those people?

24           MR. BYRES: Mr. Chairman, Mr. Stratton, we have  
25 gone through with every airport, 67 airports across the state,

1 and encouraged them to put forth any projects they have. We  
2 have a vibrant fund right now that is stable, and there's  
3 funding available. So yes, there has been an outreach to get  
4 every airport in the state to --

5 MR. STRATTON: Very good. One of my fears is it  
6 sits and gets swept (inaudible).

7 MR. HALIKOWSKI: To that point -- I'll take care  
8 of (inaudible). We now have and had for the past well over a  
9 year, FMS is working closely with Greg's folks and MPD to  
10 institute financial controls to ensure that the grants that are  
11 coming in and our balances are working concurrently, and that  
12 was a problem in the past. So we put financial controls in, to  
13 answer your question, to ensure that we don't get into this  
14 position of having (inaudible).

15 MR. STRATTON: Thank you.

16 MR. THOMPSON: Chairman, of the six to eight  
17 airports we've mentioned, how many of them are tribal airports,  
18 and have they been contacted about additional funding that might  
19 be available?

20 MR. BYRES: Mr. Chairman, Board Member Thompson,  
21 I don't have the exact number off the top of my head as to how  
22 many of those airports are tribal airports. But yes, there has  
23 been outreach to every single airport, including all of the  
24 tribal airports to bring forth -- that's done on an annual  
25 basis. It's part of our normal process to reach out to every

1 single one of those airports, and we do it in conjunction with  
2 FAA so that not only is it state funds that can become  
3 available. It's also FAA funds.

4 MR. THOMPSON: I did notice that you were  
5 reaching out to them and you had had communication with them,  
6 and perhaps be a part of the process then.

7 MR. BYRES: Mr. Chairman, Board Member Thompson,  
8 yes. That's exactly what we're doing. Our outreach is -- like  
9 I said, occurs on an annual basis, and it's called our Capital  
10 Improvement Program, our ACIP program, and that's exactly what  
11 we're doing is we're reaching out to every one of those  
12 airports. They have -- if they don't have a current program for  
13 improvements, we -- that's one of the things that they can get  
14 funding for, so that we can keep this rolling, keep each one of  
15 the airports solvent as we go through as far as any kind of  
16 capital improvements go.

17 MR. THOMPSON: Thank you, Chairman.

18 MR. BYRES: Mr. Chairman, I'll go ahead with my  
19 presentation if you're ready.

20 CHAIRMAN SELLERS: Yes.

21 MR. BYRES: So just to start with, each of you  
22 should have received a -- there's a summary, which is on the big  
23 sheet, and you should have also received a revised tentative  
24 program that looks like this. And what you see in that is if  
25 you -- if you go through, you'll start seeing in the program

1 itself several highlighted areas. Each of those highlighted  
2 items is -- corresponds to the summary of changes that we have  
3 that we've put forth for you. So you have -- you can basically  
4 crosswalk what we had before in the tentative that was put forth  
5 originally, that you had approved for comment, and what we  
6 currently have today, which corresponds to either the funding  
7 that has come through, which Kristine just went through, or the  
8 comments that we've received to date. And so that's just to  
9 make sure that you guys have all that information. And so with  
10 that...

11                   So we've got some general changes to Greater  
12 Arizona, project adjustments, and it's those handouts that we  
13 just went through with the summary of changes. Summary of  
14 comments from the public, we'll go through, as well as proposed  
15 expansion projects and the delivery program, development  
16 program, MAG's tentative program, PAG's tentative program, the  
17 airport program, and then next steps.

18                   So this slide -- I'll try and go through it so  
19 it's not very confusing. Right off the bat, at the top there's  
20 a total of 107 changes. Those 107 changes are the summary that  
21 you guys -- that are in here. So what we have with that is 33  
22 of those 107 changes are a reduction in budget, and there was  
23 one project that was advanced out from the 2020 program into  
24 2019. That was the El Toro Road overpass project. It was moved  
25 forward to 2019 out of 2020. So that freed up 7 million that's

1 in the tentative program. So with that, we have a total deduct  
2 change with all of our changes of \$78 million.

3 We have an increase of -- on 69 of those 107  
4 projects, as well as the projects which Kristine just went  
5 through, being I-10, I-17 and US-95, which have the  
6 appropriations that's just came through the Legislature. So  
7 with a total of all of that being \$183 million.

8 So we have a total change of \$105 million in the  
9 program that we had to -- that we pulled out of our subprograms  
10 to put into either line item -- items or the changes due to --  
11 since we gave the original tentative program out, we have  
12 constantly been going through and updating our costs. We've  
13 been updating our scopes of all of the projects so that they're  
14 absolutely up-to-date when the approval from this board comes  
15 through for all of our projects so that we make sure that we  
16 have the absolute latest numbers available, as well as the  
17 scopes for each one of the projects, as well as the appropriate  
18 schedule in moving projects from year to year, so that we're  
19 doing it at the appropriate time, making sure that we have  
20 appropriate time for design and so forth. So that it's all --  
21 it all -- not only does it work, but it makes sense. So it's  
22 all logical. So that --

23 MR. ELTERS: Mr. Chairman.

24 CHAIRMAN SELLERS: Board Member Elters.

25 MR. ELTERS: Mr. Byres, under the added three new

1 projects, you show I-10 getting \$10 million, and then I-17 and  
2 95. Kristine just pointed out that the \$50 million -- I know  
3 she broke it down to \$15 million that was placed or set aside  
4 for I-10. Is that -- that's not reflected here. Should that be  
5 reflected in these numbers? Because these numbers are the 2020  
6 to 2024, correct?

7 MR. BYRES: Mr. Chairman, Board Member Elters,  
8 you are correct. The 10 million that we have in here, that I  
9 have listed is strictly the appropriation that was specific for  
10 I-10. So that we just have the -- those three projects that we  
11 have listed here are the -- are only the appropriated amount  
12 that was designated for each of those projects. So the  
13 additional funding that you're talking about was -- is either  
14 going through -- as I go through the program, if you want to  
15 take a look in this -- those additional items are all called out  
16 in line items within the program itself.

17 MR. ELTERS: So it's listed elsewhere or  
18 highlighted elsewhere?

19 MR. BYRES: Correct.

20 MR. ELTERS: Thank you.

21 MR. BYRES: So as we go forward here, we've got  
22 the highlights from the public comment. There was three news  
23 releases that were issued statewide, as well as our ADOT  
24 website. We've also had social media promotions on Facebook and  
25 Twitter, media interviews. There's been 87 SurveyMonkey

1 comments, 49 email comments -- that's as of May 17th -- as well  
2 as 61 public speakers at all of the different board meetings  
3 that we've had to date. So...

4           As far as all the comments go, one, I'd like to  
5 give thanks to all of the people that have spoken at the  
6 previous board meetings or public presentations. Most of the  
7 projects -- we kind of summarized these down -- the most common  
8 projects were as I-10 between Phoenix and Casa Grande, I-17  
9 between Anthem and Sunset Point, I-40 Kingman Crossing, and  
10 Rancho Santa Fe interchanges, US-95 Yuma to Yuma Proving  
11 Grounds, SR-191 through the Navajo Nation, mostly between Many  
12 Farms and Chinle, SR-77, Oracle Road, which is from Calle  
13 Concordia to Tangerine, SR-260 Lion Springs section, the SR-64  
14 from Williams through Tusayan to the Grand Canyon. And then  
15 there's other -- there's also been other projects, which is the  
16 protection of the Grand Canyon Airport environment, I-10  
17 interchanges in the PAG region, I-17 sound walls, as well as  
18 SR-260 from Heber-Overgaard to Show Low.

19           So the recommendations regarding project related  
20 public comments, this kind of goes through the I-10 comments  
21 that we had, what the recommendations are in the tentative  
22 program. In 2020, we have 10 million for study, 2021,  
23 10 million for design, as well as 4 million for design within  
24 the MAG program, and in 2023, we have 50 million for  
25 construction. This was part of the outline that I was talking

1 about earlier.

2 MR. HALIKOWSKI: So Greg, just to clear up  
3 confusion, because I was just a little confused, the money that  
4 Kristine was talking about is reflected in the design here?

5 MR. BYRES: Correct.

6 MR. HALIKOWSKI: So (inaudible). I didn't quite  
7 understand (inaudible).

8 MS. WARD: No, no, no.

9 MR. HALIKOWSKI: No?

10 MS. WARD: I'm sorry, sir. If I may.

11 MR. HALIKOWSKI: Can we get a clear clarity  
12 (inaudible)?

13 MR. HAMMIT: Where that 15 million exactly --

14 MR. HALIKOWSKI: Yeah.

15 MR. HAMMIT: -- how that 15 million --

16 MS. WARD: Very good. So if you'll recall, I  
17 said that 50 million came into the state, and some of it came  
18 right off the top, which left \$30 million to be distributed to  
19 MAG, PAG, Greater Arizona through the RAC formula. I believe  
20 what we've got is a slide error. If you took that -- can we go  
21 back?

22 Okay. I think if you added 100 -- what you  
23 should see -- that 168 million should be higher by \$30 million,  
24 and that net change should be higher by \$30 million, and those  
25 dollars went into a subprogram. The bridge subprogram is where

1 they should be arriving in FY '21, and then in the MAG and PAG  
2 program, you'd see their portions. But the 15, that's -- that  
3 is what has happened, I believe.

4 So Mr. Elters, your question was spot on. Great  
5 question. I apologize for the --

6 MR. ELTERS: So thank you for breaking it down to  
7 where we can understand it better. So that -- that was the  
8 staff's recommendation to place it in the bridge rehab  
9 subprogram.

10 MS. WARD: As a --

11 MR. ELTERS: Is that an item that would normally  
12 go through the Board for consideration if it needs to go into  
13 the bridge rehab program, or how does that get decided?

14 MS. WARD: Mr. Chairman, Mr. Elters, it is a part  
15 of the prioritization process. We chose to recommend putting it  
16 there because of the P2P process because of the \$10 million that  
17 was prioritized for I-10, for the I-10 studies. And so that is  
18 where we placed it knowing that the bridge was also a very --  
19 part of that high priority project. But yes, that is -- this  
20 program is the Board's purview.

21 MR. ELTERS: Mr. Chairman, Kristine and Greg, I'm  
22 certainly not disagreeing or debating the importance of I-10 or  
23 the bridge. I guess my -- really my point or question is, is it  
24 going into a system preservation fund which is a subprogram, or  
25 is it going into the highway fund that gets allocated like every

1 other dollar where we're discussing and considering for the  
2 projects that are needed funds around the state? That's what  
3 I'm going with.

4 MS. WARD: So it is -- Mr. Chairman, Mr. Elters,  
5 it is being reflected in the program as part of a subprogram,  
6 the bridge subprogram. However, the intention was knowing that  
7 the EAS and the DCR were upcoming, that the dollars were placed  
8 in 2021 to then deal with the subsequent discussions with the  
9 Board about construction.

10 Did I misstate anything here? Okay. They're  
11 giggling, so I must have messed something up.

12 MR. ROEHRICH: Well, Mr. Chair and Mr. Elters, I  
13 think if you remember under subprograms, a lot of those are  
14 illustrative projects that we develop as staff, determines the  
15 determination of whether it's a bridge, pavement or whatever.

16 Those then go through a process through PPAC that  
17 every month that we bring to the Board, like some new projects  
18 that we did this time that came from subprogram funds. Projects  
19 get developed out of that, whether it's part of the ongoing  
20 evaluation system, and also, if we determined there's really an  
21 area that could degrade so fast that it needs immediate  
22 attention, or it's part of the evaluation by the bridge program  
23 and the pavement people who bring their project list forward.

24 But all those projects come back to the Board.  
25 We don't go out and do those projects without having been

1 through the Board, either directly programmed, like the first  
2 couple years of the program, or out in the subprogram through  
3 PPAC that then come forward as projects that have a specific  
4 scope and designation.

5 MR. ELTERS: And Mr. Chairman, Mr. Roehrich,  
6 again, thank you for reminding us of that. And I understand as  
7 you said.

8 I guess looking at the program and recognizing  
9 that the two highest priority corridors and projects are I-17  
10 and I-10, and there are other corridors that are equally as  
11 important in our minds that are not being funded at all. I-17  
12 seemed to have now, with the executive recommendation, received  
13 the funding that it needs to move forward. I-10, as we know  
14 today, is -- does not have adequate funding, but it's moving  
15 forward with some study money and some design, some seed money  
16 for design.

17 At a minimum, in my mind, if that is indeed set  
18 aside from I-10, it would show I-10 to have the 50 million from  
19 MAG that has been committed, plus 15 million that we can at  
20 least look ahead and say perhaps we have \$65 million or \$70  
21 million toward I-10. And when the study is complete and  
22 determine or discerns the cost of those improvements, then we'll  
23 know how the gap or the shortage is. Or that could go toward  
24 something that is equally needed around the state that was not  
25 funded at all. That's really the point that I'm raising, and I

1 think it's probably going to be appropriate for the Board to  
2 just weigh in and offer some insight in that (inaudible).

3 Thank you for listening.

4 CHAIRMAN SELLERS: Board Member Stratton.

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

6 With these moneys that came from the federal  
7 government, the 15 million specifically that's with the TOC, are  
8 there any stipulations that that goes to freeways, or can it be  
9 utilized anywhere on our system?

10 MS. WARD: Mr. Chairman, and Mr. Stratton, no, I  
11 don't believe so. I think it's open to the program.

12 MR. STRATTON: Thank you.

13 CHAIRMAN SELLERS: Thank you.

14 MR. BYRES: Okay. We'll continue on.

15 These are the highlights of the public comment  
16 period. We had three news -- oops. Let me go forward here  
17 where we were at.

18 This covers the I-10, between Phoenix and Casa  
19 Grande. This gives you kind of the detail of what we're looking  
20 at on the I-10 through the GRIC project itself, as far as all  
21 the details that we went through, as well as the scoring from  
22 P2P. This is just basically the backup data that we had in  
23 trying to bring forward the I-10 project for the ranking and for  
24 where the funds are going, so...

25 This is a recommendation regarding the project

1 related public comments. On I-17, you'll see that in 2020 we  
2 have money for design as well as right-of-way and construction.  
3 In 2021 we have construction, as well as 2022 we have  
4 construction.

5 CHAIRMAN SELLERS: Can I back up just for a  
6 second, Greg?

7 MR. BYRES: You bet.

8 CHAIRMAN SELLERS: As we go through this process  
9 and study with the Gila River Indian Community, are we also  
10 talking to them about potential projects on State Route 347?

11 MR. BYRES: Mr. Chairman, the 347, yes, we are.  
12 That's actually being -- that's a cooperative effort between  
13 MAG, ADOT and the GRIC.

14 CHAIRMAN SELLERS: Thank you.

15 MR. BYRES: As we go forward with this,  
16 recommendations regarding project-related public comments, this  
17 is for the I-40, the US-95, and 191 for the Kingman Crossing.  
18 There's that \$20 million legislative appropriation for  
19 interchanges, and with the caveat that Kingman must have the  
20 moneys by June of -- June 30th of '24.

21 On the US-95, Yuma to the Yuma Proving Grounds,  
22 one of the big things is we do have to have the expenditure  
23 encumbrance within the first year, which is exactly what we're  
24 planning on doing in this current program.

25 And SR-191, through the Navajo Nation, there is

1 one project that we have currently which is an HSIP project,  
2 which is 2.4 million that goes between Chinle and Many Farms,  
3 and we are also applying for a BUILD grant for that same section  
4 in the amount of a little over \$11 million.

5           Recommendations, additional recommendations here.  
6 SR-77, Oracle Road to Calle Concordia -- or I say should say  
7 Calle Concordia to Tangerine. There's \$11 million in 2022 in  
8 the tentative program. The SR-260 Lion Springs section, at this  
9 point in time we do not have a recommendation to put into the  
10 tentative program. On SR-64 Williams to Grand Canyon, again, we  
11 do not have a recommendation in the tentative program.

12           For the -- this kind of goes through all of our  
13 expansion projects. So in 2020, we're looking at the Fourth  
14 Street Bridge on I-40, as well as the West Kingman TI, US-93.  
15 We also have the Prescott Lakes Parkway on 69, as well as the  
16 gap project on 93. We also have I-17, which is the Anthem to  
17 Sunset Point, design as well as construction within the I-17  
18 Anthem to Sunset Point with -- including the Executive  
19 recommendation or the additional funds that was just spoken  
20 about by Kristine.

21           In 2021, we have the SR-69 Prescott Lakes Parkway  
22 construction. We have I-17, which is that 62 million for  
23 construction. We also have I-10, the DCR, and complete scoping  
24 as well as the environmental assessment. And we have the SR --  
25 or US-95 project, Yuma to Yuma Proving Grounds.

1                   In 2022, we have, again, the I-17 project, 65  
2 million set aside for construction, which includes the 45  
3 million that's coming out of the legislative appropriation.

4                   And again, this gives you the whole stretch of  
5 I-17 with the dollar amounts that we have across each of the  
6 different fiscal years and the sections that we're applying that  
7 funding to, with the total being \$323.3 million, including the  
8 appropriation that came through the Legislature.

9                   In 2023, we have the first segment of I-10,  
10 \$50 million set aside for that. And in 2024, we have the US-93  
11 West Kingman TI construction at 56 million.

12                   MR. HAMMOND: Chair.

13                   CHAIRMAN SELLERS: Board Member Hammond.

14                   MR. HAMMOND: I think you answered this question,  
15 but which end of I-10 are you starting? Is it from Wild Horse  
16 Pass south or --

17                   MR. ROEHRICH: That would be your end,  
18 Mr. Hammond.

19                   MR. HAMMOND: Okay. I won't go there.

20                   MR. ROEHRICH: What time would you like us to  
21 start on it?

22                   MR. HAMMOND: Which one's the rear and which  
23 one's the...

24                   MR. ROEHRICH: Which way's the horse (inaudible)?

25                   MR. HAMMOND: Yeah, yeah, yeah.

1 MR. BYRES: Mr. Chairman, Board Member -- Board  
2 Member Hammond --

3 CHAIRMAN SELLERS: You know, I kind of regret I'm  
4 not going to be on the Board when Mr. Hammond is chair.

5 UNIDENTIFIED SPEAKER: Mr. Chair, Board Member  
6 Hammond --

7 MR. BYRES: Part of the study that we have  
8 ongoing with I-10 that we're kicking off is going to determine  
9 how the projects are segmented, our start point and so forth.  
10 So at this point in time, we don't know where construction is  
11 going to start.

12 As we get into our development program, which is  
13 2025 through 2029, again, we're -- we have bumped our  
14 preservation amount up to 350 million to account for the lack of  
15 preservation funding that we've had in the previous years due to  
16 some of our expansion projects.

17 As far as our MAG program goes, at this point in  
18 time the final adjustments will be made in September after the  
19 air quality conformity is complete and we're updating the MAG  
20 program. The updates include the absolute latest estimates,  
21 cost estimates, as well as schedules, and, of course, everything  
22 is reviewed through our financial management services for  
23 conformity.

24 This gives you an idea of the projects that we  
25 have within the MAG region. It's basically the same thing that

1 we've been showing, but it does have all the projects as well as  
2 the costs that we currently have in the program until the  
3 adjustment, final adjustments occur through MAG itself.

4 In the PAG region, this is a tentative program.  
5 Again, we have projects on I-10, I-19, SR-77 and SR-210, I-10.  
6 This is, again, through MAG's programming -- or PAG's  
7 programming. Excuse me.

8 On the airport program, we have 5 million  
9 currently devoted for the FSL program. We also have 10 million  
10 devoted to the SL program, which is the state and local,  
11 5.5 million for the APMS, as well as 50,000 for the Grand Canyon  
12 Park Airport, and 1.1 million for airport development group  
13 projects.

14 This does not include the 10 million that was  
15 just appropriated. That 10 million went directly into the fund,  
16 which will allow us to start going through our ACIP process and  
17 pulling projects up, and as those occur, those will -- it will  
18 take us some time to get to that point, and so over the next --  
19 course of the next year, this board will probably start seeing  
20 several projects coming through PPAC that are going to be funded  
21 with that additional money. So you'll start seeing those come  
22 through our ACIP program.

23 Next steps we have is the study session June 4th,  
24 today, as well as we will present the final program on June 21st  
25 at Pinetop. The program must be delivered to the Governor on

1 June 30th, and the fiscal year begins on July 1st.

2 CHAIRMAN SELLERS: Any other questions for Greg?  
3 Board Member Stratton.

4 MR. STRATTON: I have one question and multiple  
5 requests. The first question is in Tucson I asked how much  
6 money, what the percentage being spent on the freeway was, and  
7 you came back at 40 percent out of Rural Arizona. I'd like an  
8 updated number on that now that all this new money is going on  
9 freeways --

10 MR. BYRES: We can certainly do it.

11 MR. STRATTON: -- prior to the board meeting.

12 And also, I have some requests. Number one is if  
13 this board were to decide to design Lion Springs, I would like  
14 the options back from the Board -- or back from the staff at the  
15 board meeting what those options may be, what it would -- where  
16 the money would come from.

17 The second one would be if this board decided to  
18 construct Lion Springs, design and construct, what are the  
19 options for that money without impacting any expansion project  
20 this board has previously approved?

21 And the third one is -- and I've talked to you  
22 guys a little bit about this before. We have an overpass in  
23 Globe that is to a school that is no longer a school. Now it's  
24 going to be a private property, a pedestrian overpass. I recall  
25 that someone from the Navajo reservation, I believe it was, was

1 saying that they had a problem with their children crossing the  
2 highway were unsafe. I'd like to have staff look at the  
3 feasibility of repurposing that overpass in Globe and moving it  
4 to that particular location. And I apologize. It's been  
5 several months. I don't remember the exact location. Maybe  
6 Board Member Thompson can help me with that. But that overpass  
7 was redone a few years ago after it had been hit. It was  
8 replaced. And I believe they put that up in one single  
9 (inaudible), so it could be moved in one single (inaudible), I  
10 believe. I'd like staff to look at that and report back  
11 (inaudible).

12 MR. BYRES: Can do.

13 MR. STRATTON: Thank you.

14 CHAIRMAN SELLERS: Any other questions or  
15 comments?

16 Board Member Thompson.

17 MR. THOMPSON: Chairman, I think -- I really  
18 appreciate the fact that you've mentioned a lot of projects in  
19 District One are happening. I certainly appreciate that.

20 Where I come from, there's not too many projects  
21 happening. There's not that many roads either. So the concern  
22 is that the need for road improvements for the safety of our  
23 children, our first responders, and for (inaudible), for our  
24 community is no less important in rural areas than in these  
25 urban populated areas. (Inaudible.) So the less populated

1 areas need the financial support for transportation improvements  
2 to achieve what the urban areas enjoy.

3           According to the Federal Highway Administration,  
4 40 percent of the roads in rural areas are not adequate for  
5 current traveling. So that is -- you know, that's quite a  
6 difference, and that's where my concern is, and I've been  
7 expressing that since I became a member. It's a comment. I  
8 want to say that. So I think the more we discuss about the  
9 rural communities, their issues, we can still come to some  
10 recommendation of how we can put the funding together to address  
11 the needs of the rural, remote areas.

12           MR. ROEHRICH: Mr. Chair, board members, I think  
13 I just want to make some general comments as well. We're not at  
14 a point as where we have spent the past, you know, six months or  
15 more working on developing this tentative program and have taken  
16 it through our planning process, our programming process, the  
17 public hearing process. This, again, is staff's recommendation.  
18 This is the pot of money that we have available. This is now  
19 the time that we've been through this, is for the board members  
20 to talk about what you would like to see this money go for given  
21 how we have explained our emphasis on preservation,  
22 modernization, what limited availability there is for expansion  
23 and things like that.

24           But I don't -- Mr. Stratton, you said give us  
25 options. I'm not sure how to address options. Do you have

1 thoughts on what you'd like to see done in the program? Because  
2 with this finite amount of money and fiscal constraint, what do  
3 you want us to move out? What do you want us to put in? What  
4 do you want us to consider? Because it's going to be -- here's  
5 the thing that we're going to struggle with, and I'm going to be  
6 very frank. We gave you our best option is what we're  
7 proposing, because we have gone through whatever our planning  
8 process is, our evaluation process, looked at what we wanted.

9           What now is in your mind as far as options to go  
10 forward, realizing that because of fiscal constraint, we move  
11 something out, we move something in, we refocus from one area to  
12 another area, it means that we need to have a specific purpose  
13 and reason to do that, but that's what this board is going to  
14 lead us through, guide us through. And if the majority of the  
15 Board agrees with that at the end of the day, then that becomes  
16 the program.

17           So when you say, well, get us options or  
18 Mr. Thompson said put more money into rural, we'd love to do  
19 that if we had more money, but we only have this money. How  
20 would you like to guide us and help us choose those options and  
21 where then this money goes, to what list of projects or what  
22 type of improvements? That -- that's where we're at now, is  
23 this is our recommendation. What does the Board want us to  
24 consider?

25           CHAIRMAN SELLERS: Well, and I think I should

1 comment as well, that, you know, I share the concern about the  
2 need for making improvements in our rural areas, but MAG and PAG  
3 do bring local money to the table that pays for a lot of the  
4 projects that I mentioned earlier in MAG region. So it doesn't  
5 diminish the need for what we'd like to see accomplished in the  
6 rural area, that is -- that is a factor.

7 MR. HALIKOWSKI: So Mr. Chairman, I guess I'd ask  
8 Mr. Stratton for some thoughts. I mean, there are a lot of  
9 different things we fund in the five-year program (inaudible)  
10 specifically you would want us to look at and consider to offer  
11 back as options.

12 MR. STRATTON: It would be hard for me to say  
13 specifically where -- not knowing all of the places that you  
14 have, and that's why I'm asking for options, but those options  
15 might be (inaudible).

16 As far as telling what the majority of this board  
17 may want to do, I don't believe the agenda is set up that we can  
18 give you a nod or say what the majority of the Board wants until  
19 it's correctly agendized.

20 MR. HALIKOWSKI: I understand that. I guess I'm  
21 trying to figure out in your mind are there things we're funding  
22 that maybe we should be considering not to fund in the future?

23 MR. STRATTON: Again, I'm going -- not knowing  
24 all of the things you funded, it would be difficult to say one  
25 particular item.

1 MR. ROEHRICH: Everything in the -- in the  
2 program has been funded. It's identified there.

3 MR. HALIKOWSKI: So the other thing, I guess,  
4 too, Mr. Chairman, that I want to bring back emphasis is the  
5 question on, you know, the Gila River bridge. Is that something  
6 you want us to look as an option of funding or not funding that  
7 \$10 million? I mean, that's our recommendation, that that's the  
8 highest and best use of the money, but again, the Board brought  
9 it up, and I'm not sure where you want us to go with that, or  
10 should that be considered as an option for Lion Springs?

11 MR. ELTERS: Mr. Chairman, Director, staff, I'm  
12 -- I'm going to try to offer some thoughts, and I have a lot of  
13 them on my mind. And I would start with the higher level that  
14 -- this is really an interesting dilemma. What Mr. Roehrich  
15 said is very true and very real, and that is the pot is what it  
16 is. Staff has taken the best shot at it based on data  
17 collected, program in place, the long range plan that the Board  
18 voted on just a year ago and so on.

19 I think it boils down to is there a point where  
20 we can reach a balance, and to do so, you'd have to look at the  
21 big picture from what -- what we do with the three categories,  
22 the expansion, modernization and preservation. We have  
23 established a goal of 2025 of reaching \$350 million a year for  
24 system preservation. Now, that is a substantial number, and it  
25 will be great to see that in contrast with where have we been in

1 the last, say, five years, '19 through '24? How have we  
2 increased those dollars annually, and where do we project it to  
3 be in 2024, and where -- and then we jump to 350, and we stay at  
4 350.

5 I think it would be helpful to the Board and  
6 certainly to myself to understand that 350 mark. How did it  
7 come to be and what the -- perhaps the impacts are. We all want  
8 to preserve this wonderful asset that we have. But at what  
9 extent -- you know, to what extent do we have to get there? And  
10 is 350 really the mark? Is it -- is there any flexibility  
11 there, and what would the impact of that be? Because obviously,  
12 as long as the pie is what it is, we -- I don't think we really  
13 want to rob Peter to pay Paul, and there are a lot of formulas  
14 and constraints into the (inaudible).

15 MR. HALIKOWSKI: 350 is our best recommendation,  
16 and I guess what we're trying to clarify is we put the  
17 recommendation before you, but now you're talking about  
18 impacting subprograms, and it would be helpful if the Board were  
19 to give us some idea that you're leading into what subprogram  
20 you want us to impact if we give you options.

21 We've talked about how we got to the 350 number.  
22 We can explain that again. But my point being is that whether  
23 it's SR-77 or other facilities, each of you have brought up to  
24 us we believe that 350 is the necessary number for pavement  
25 preservation. If the Board decides that it wants to reduce that

1 number, I wouldn't call it flexibility. I mean, it's just a  
2 choice you're making to reduce that program and put the money  
3 into someplace else. But that's up to the Board. We can  
4 present to you our best recommendation. So I don't know what  
5 subprograms you want us to go after.

6 MR. HAMMOND: Mr. Chairman.

7 CHAIRMAN SELLERS: Board Member Hammond.

8 MR. HAMMOND: I think the way I'm kind of --  
9 these questions of allocation have been coming up throughout the  
10 full six months that we've been discussing this next five-year  
11 plan. I think the question that I'm hearing is, is it  
12 appropriate to modify that at the June meeting, and as a board,  
13 I guess we have a right to do whatever we -- we have rights as  
14 board members.

15 I want to back up and say that I did --  
16 especially when the Lion Springs project came out of the budget,  
17 when I came up and met with Greg and staff over the tentative  
18 five-year plan, I asked Greg specific questions about the P2P  
19 process and the prioritization and how they go about objectively  
20 making choices. And a lot of objectivity goes into those  
21 choices, and frankly, there is some subjectivity, which is  
22 probably where we're at as board members, because the objective  
23 analysis is what it is. But at the end of the day, you're  
24 taking a lot of input and weighting it, and you can change  
25 weightings, and you can, frankly, affect results by how you

1 weight and that sort of thing.

2 But I was impressed with ADOT's attempt to be  
3 objective on what are the priorities of the State. So as a  
4 board member, and over the years before some of the board  
5 members were even on this board, I've been very reluctant to  
6 override staff for that reason.

7 I want to make a comment, though, because it's  
8 been -- come up in a couple of the last sessions on, you know,  
9 hey, it was in the five-year plan. It should stay in the five-  
10 year plan. I remember when Steve Christy -- in fact, it may  
11 have even been when (inaudible) was a board member, when I-10  
12 was totally planned to be widened to three lanes all the way to  
13 Phoenix. It was in the plan. It was funded. And then the  
14 Great Recession hit, and that plan was drastically modified in  
15 order to make available funding for some of the non- -- for  
16 rural projects. There would have been no money for anything  
17 other than I-10 after that recession hit. So we -- so they took  
18 -- we took out the section at Picacho, we took out the section  
19 at Coolidge, I guess, and we didn't do the modifications for the  
20 Indian reservation so that the rest of the state could receive  
21 funding.

22 You know, we have always had to flex the  
23 priorities and the money available, and the real issue, frankly,  
24 is every year we get less money, and until that's addressed,  
25 there's going to be winners and losers on the projects that

1 should be construction -- constructed for safety reasons.

2           So I don't know from -- as a board member how I  
3 would look at, you know, trying to change that funding  
4 recommendation at the next meeting, but I just want to point out  
5 that it -- I think staff, as Director Halikowski has said, has  
6 done a very objective -- none of the staff members have any skin  
7 in the game as we do as community board members, other than the  
8 best interest of the State, and they've put forth a plan that in  
9 their opinion reflects that interest. So that's all I want to  
10 say.

11           MR. HALIKOWSKI: Mr. Chairman, if I could, I  
12 would disagree that we don't have skin in the game. Our  
13 families drive the same roads as everyone else's, and everyone  
14 at ADOT here is committed to getting everybody's loved ones home  
15 safely at night. And so when we're looking at the program and  
16 trying to balance need, safety is our number one priority.

17           So from my perspective, unless you have specific  
18 requests, Mr. Stratton, I really don't know what to come back to  
19 you with as options. And if board members between now and the  
20 meeting want to give us ideas for amendments to the recommended  
21 five-year program, we'll be glad to help you draft those up.  
22 But at this point I don't know how to answer your question when  
23 you say bring me back options, because, no disrespect, but it's  
24 like sending somebody down to the river to bring you a rock.  
25 What size? What color? You know, what shape? It's very

1 difficult. As you say, you don't know all the things we're  
2 funding for me to come back and try to read your mind about what  
3 would be acceptable or not. So i would need some specifics from  
4 the Board (inaudible).

5 MR. STRATTON: Point well taken. I do want to  
6 make a comment prior to answering that, though.

7 As Board Member Hammond said, the staff, you all  
8 have done a really good job on this, and it's a very tough job,  
9 and I do respect you and your opinions for this (inaudible).

10 Director, I intentionally left it broad in order  
11 to give staff a little latitude in finding options that may or  
12 may not impact other projects. Personally, I think it would  
13 be -- one of the options would be construction of Lion Springs  
14 would be to take money out of pavement pres. over the years to  
15 accomplish that. Obviously the money that came, the 15 million  
16 that came down (inaudible), that's obviously an option  
17 (inaudible) design and partial construction, or maybe just  
18 design and then put the rest in I-10 or something. And that's  
19 why I'm hesitant to be real specific about that. It may be  
20 other things we find that were funded in the past it may not  
21 need to be funded now and -- I don't know exactly, so...

22 MR. ROEHRICH: So Mr. Chair, Mr. Stratton, here's  
23 what -- why it's a little difficult for staff. Because we don't  
24 feel that our recommendations in there are things that we're not  
25 -- that we're funding that are not a priority. It is a

1 priority. And now it feels like that we're being asked to go  
2 back and say, here is our number one priority to the Board, but  
3 you, staff, now you go back and (inaudible) options, change your  
4 priority. And for us, it's, well, how do we change our thinking  
5 on how we put this together? Because we feel it is our number  
6 one priority, what we had given you in this tentative program.  
7 And that's where we would really like from you, Board, to give  
8 us options on where you'd like us to change what you think is an  
9 appropriate shift in priority and adjustments, whether it's  
10 broadly based or specifically based.

11           Because here's what it's going to come down to:  
12 If you want to put a project in, you move something out. And  
13 now we're at a point of saying, we've already told you this  
14 project is our number one priority. Well, give me options to  
15 move it out, put something else in. All our options are going  
16 to be leave this, because that's our number one priority. But  
17 you're balancing what you think is necessary, how you feel from  
18 your constituency, from people you talk to. So I'm finding it  
19 difficult to say, well, I've given you our best shot. We'll go  
20 back and a different shot.

21           Well, what is it that you want me to do  
22 differently now in my thinking around this? Yes, you want a  
23 specific project or improvement, in which in our mind has not,  
24 at this point in time, risen to the top where we're funding it.  
25 What do you want us to take out as a priority? And that's where

1 I think the director's saying how -- broadly telling us to go  
2 back and do something, I think at this point, isn't helping us,  
3 because we need to get down to the very specifics. The  
4 specifics are what do you want out in order to put what you want  
5 in? So...

6 MR. STRATTON: And I think one of the options I  
7 just gave you to look at, I don't thinking it would be  
8 appropriate for me to say this is the only way to do that,  
9 because there's multiple ways to accomplish the ultimate.  
10 (Inaudible.)

11 MR. THOMPSON: Mr. Chairman.

12 CHAIRMAN SELLERS: Board Member Thompson.

13 MS. PRIANO: Can you talk into the mic?

14 MR. HALIKOWSKI: You need to turn your mic on and  
15 speak into it, please.

16 MR. THOMPSON: This has all been healthy  
17 discussion. I think we're all having respect for how we say and  
18 (inaudible) administration. I think outside the budget that's  
19 presented to us, are there any ways outside it? HELP grant?  
20 What is that? Maybe through some legislative process? How is  
21 it that we can begin to fund these other projects that we're  
22 talking about?

23 MR. HALIKOWSKI: Mr. Chairman, Mr. Thompson, the  
24 program we have to present to you has to be fiscally  
25 constrained. So I can't really work in possibilities of future

1 legislation and possibilities of federal grants. I had to give  
2 you the money that I know that I had coming. So it's not based  
3 on speculation.

4           The other thing is that when we talk about  
5 options, do I take 25 million out of pavement pres.? Do I take  
6 45 million? Do I take 75? I mean, we could come up with  
7 various permutations, but we need some more specific direction.  
8 I mean, if you want us to go after pavement preservation and  
9 explain to folks why their roadways in rural Arizona are  
10 deteriorating, we can do that, but I need a little more  
11 specifics than, you know, come at me with giving me some money.  
12 Is there something you want to accomplish? Do you want Lion  
13 Springs fully funded in the program for construction? And I  
14 think the answer to that is yes, but from our perspective, we  
15 look at it, this is number 38 on the priority list. How do I  
16 move something out ahead of that that I think is a better  
17 project to begin?

18           So again, going back to it, if there are  
19 amendments you want us to make between now and the next board  
20 meeting, we'll be glad to help you draft up those specifics.  
21 But other than that, what Floyd has said, we've given you our  
22 best recommendation, and I'm not going to change that  
23 recommendation. The Board will have to do that through  
24 amendments (inaudible).

25           CHAIRMAN SELLERS: Member Elters.

1 MR. ELTERS: Mr. Chairman, I would say these are  
2 similar debates that have been going on for a long, long time,  
3 because we've been in this same position for a long, long time.

4 Looking at this, so we started in February with a  
5 study session. Staff took their best shot at putting a program  
6 together. Let me take this opportunity to echo what I heard  
7 from Board Member Hammond and both John and Floyd, and that is  
8 staff did -- put their best effort forward, and they're to be  
9 commended and applaud for. This is not a critiquing of the  
10 effort itself. But we've been at it since February, and we had  
11 three public meetings. The public came out, expressed their  
12 concerns and needs and perspective, and that produced a list of  
13 projects. That is about seven or eight of them, including I-10  
14 and I-17 and others.

15 I-17, we can all be proud of the fact that it is  
16 now covered with help from the executive recommendation. I-10  
17 is starting to get covered. Some projects on this list, we  
18 received an appropriation one way or the other, including US-95.  
19 You know, it looks like SR-91 is getting some funding for  
20 shoulder widening, which will help with safety, and there's a  
21 grant allocation to bring other safety improvements.

22 So it looks like there is a -- there is a broad  
23 collaborative effort to respond to the public as a result of  
24 these public meetings and fund these projects. When you look at  
25 this list, SR-87 getting some pavement pres. job, and looks like

1 SR-64 is getting some -- it leaves that SR-260 Lion Springs.  
2 Given the amount of testimony that we heard related to that,  
3 from emergency responders and others, it presents at least in my  
4 mind as a need that has not been addressed, that it's not --  
5 it's not anybody's fault.

6           So when I asked the question earlier related to  
7 where have we been at in the last five years with pavement  
8 preservation, and how does that compare to the 350, in my mind,  
9 I am not looking at just that one source or one year. But if  
10 indeed we spread the pain to try to address this need, is it  
11 possible that we've been sitting at 310 or 320 or 330 at  
12 pavement preservation a year, and we can go up to 335, 340 or  
13 345, and out of the 350 set, for example, 5 or 10 million a year  
14 over so many years to try to meet that need. Those are the  
15 types at least of thoughts that I am contemplating or wondering  
16 if they would even work and what would the impact be.

17           I mean, I'm being as specific as I can to give  
18 you a direct insight into my way of thinking without directing  
19 or taking anything. But to figure out if there is a way that we  
20 can, you know, meet this need and deliver this project, not  
21 necessarily in one year or two years, but maybe longer. You  
22 know, how -- if -- again, this point has -- it is what it is,  
23 and we're just trying to make the best of it.

24           MR. ROEHRICH: So Mr. Chair, Mr. Elters, I guess  
25 I got a couple thoughts as well. As far as the pavement

1 preservation goes, if you look at the last five years, we've  
2 probably been spending somewhere around about maybe average 260  
3 million a year on pavement preservation. We've never gotten  
4 over 300 million. Maybe the highest we've gotten was around  
5 280, I might be thinking, one year.

6 But if you remember from the presentation -- I  
7 wish we had the slide here -- but if you remember the pavement  
8 and bridge conditioning, how that yellow band keeps growing,  
9 it's been growing for more than ten years, even as we've put  
10 more money into it, because our buying power has been reduced so  
11 much, and we're actually get less projects done, our pavement in  
12 the fair condition keeps growing. So we are not catching up,  
13 and we've never hit, I think, more than \$280 million at this  
14 point. 300 to 320 was our goal to try to build up over the next  
15 so many number of years.

16 So we're fighting bridge and pavement  
17 preservation that continues to deteriorate, even when we  
18 incrementally make steps forward with it. But we have not hit  
19 the highest levels that we can yet, that 320-plus million. Our  
20 goal was to get to that, and that was really to stop the  
21 sliding. It was not going to regenerate back and grow back our  
22 good condition successfully.

23 MR. HALIKOWSKI: And the sliding, which I have to  
24 defend when I go to talk to the Executive Budget Office, is that  
25 the Governor's and the Legislature's budget has now \$52 million

1 in it to keep good pavement in good condition, which they funded  
2 over the last two sessions. So clearly, pavement preservation  
3 is a priority, and it becomes a priority when I get a million  
4 dollars worth of windshield claims because our pavement's  
5 unraveling in certain areas.

6 So to say that expansion is a priority over  
7 pavement preservation is very difficult for us to do, because  
8 pavement preservation to me is directly related to safety. And  
9 when you start having pavement deterioration, you begin having  
10 unsafe conditions. Whereas from an expansion perspective, we  
11 are building exactly the system that the taxpayers (inaudible).

12 So you're asking me to make a choice and give you  
13 various levels, the way I see it, of haircuts on pavement  
14 preservation, which is difficult to do when our policymakers and  
15 elected officials are giving us money to keep good pavement in  
16 good condition.

17 So we're really, again, robbing Peter to pay Paul  
18 and chasing our tail in a way. And for someone to come in and  
19 say, well, we don't have, you know, the courage to expand a  
20 project or whatever, that's very shortsighted in what we have to  
21 deal with as a department to answer needs all over the state, up  
22 to and including why is there trash on the highway?

23 And again, we can't fund everything to the level  
24 that everybody wants. We can only fund it to the level the  
25 taxpayers are willing to provide us.

1           So I go back to the same question is if you want  
2 to begin to remove money from pavement preservation, then let's  
3 work up an amendment for you to bring to the next board meeting  
4 to suggest that, and then we can figure out where you want to  
5 draw that from, because right now, I don't know.

6           MR. ELTERS: Mr. Chairman.

7           CHAIRMAN SELLERS: Go ahead.

8           MR. HAMMIT: Mr. Chairman, Director, Mr. Elters,  
9 anything we do for a project, we need to take it out of one  
10 year. We have fiscal constraint. So I can't carry over money  
11 on multiple years. So if we did, say, Lion Springs and the  
12 construction element's 45 million, we need to bring that out of  
13 whatever pot in the one year, because we can't save money over  
14 the future, because our whole program or most of it is federal,  
15 and there's spending deadlines. So that's just something for  
16 consideration I wanted to make sure everyone knew.

17          MR. STRATTON: Mr. Chairman, Dallas, as you're  
18 saying that, if you have a project -- this is a point of  
19 clarification for me -- say a design was going to take two  
20 years. Would it be funded out of two years or funded out of the  
21 first year?

22          MR. HAMMIT: Mr. Chairman, Mr. Stratton, what we  
23 do is when we obligate those funds, we have all those funds in  
24 the current year. Even though it could take me two years to  
25 spend it, we have it in the current year that -- we have all the

1 funds when we start the project. Does that make sense?

2 Kristine can say it better than I can.

3 MR. STRATTON: I guess what I'm asking is, for  
4 instance, in the Lion Springs, again, the design is 4.5,  
5 \$5 million, estimate. Is it possible to take 2 million out of  
6 -- is it legal, is the question, to take a portion of that money  
7 in one year and a portion in the next year?

8 MS. WARD: Mr. Chairman, Mr. Stratton, I think  
9 that I need to illuminate you on something. It is this board's  
10 policy -- it's in the policy that we cash flow the program. We  
11 have done that. What you're talking about is cash flow.

12 In -- on design, you know, design, you typically  
13 get through designing a project. You can burn through that in a  
14 year. You can spend those dollars in a year. So you don't cash  
15 flow those dollars, because they'll all be spent in that year.  
16 On multi-year projects, we are cash flowing those behind the  
17 scenes. You don't necessarily see it, but we're cash flowing it  
18 to make sure that you have the maximum dollars available in any  
19 given year.

20 So take, for instance, you got a \$40 million  
21 project. What's happening behind the scenes is I'm taking that  
22 \$40 million project, and I'm spreading that cash flow over a  
23 number of years, even though you see it in that one year, and  
24 it's that flowing that allows those multiple projects to be in  
25 those years. So to your point, that's happening already. We're

1 already spreading those costs over multiple years, and it is the  
2 policy that this board, and that's how I construct it.

3 MR. ELTERS: Mr. Chairman.

4 CHAIRMAN SELLERS: Board Member Elters.

5 MR. ELTERS: Thank you. Thank you, Kristine.

6 I guess two points, really. One is related to  
7 the pavement preservation and not suggesting (inaudible). I'm  
8 just talking about the level of increase -- we're increasing,  
9 and we want to increase, and we want to preserve the system.  
10 I'm just talking about a contrast between where we've been in  
11 the last five years, including this year, and how we continue to  
12 fund system preservation in general and build it up. It's the  
13 level of buildup that I'm just zeroing in on.

14 Again, it's -- if we go from whatever number it  
15 is, if it's 290 or 300 and we go to 330, that's an increase of  
16 \$30 million. That's 10 percent that we can all debate what that  
17 means of how much it would get us as far as the fair conditions  
18 versus the poor conditions and so on. So that's one point.

19 The other is we are doing now for I-17 and I-10  
20 what we're -- what we've done all along for years and what we  
21 will likely continue to do in the future, and that is you fund a  
22 project over multiple years, and when you go to construction you  
23 have to have those dollars in place, whether you use -- whatever  
24 mechanism you use, including bonding.

25 So I -- I guess my -- I'm really just trying to

1 -- I don't have a specific preference. I'm speaking in general  
2 because I feel passionate about it and feel compelled to share  
3 those thoughts. And it's -- you know, it -- I don't know that  
4 it has to be done in year X or year Y or year Z. Just it's --  
5 just as we're doing with I-17, we've been looking at I-17 for a  
6 while, and now that this funding has come about, and it's going  
7 to get delivered in the future. It's not starting next year, at  
8 least not construction. So -- and I-10 is no different. I-10,  
9 we're doing the study. We're going to design it in some year,  
10 and then hopefully find the money in the future. It's that  
11 approach that I'm just zeroing in on and considering.

12 And thank you, Mr. Chairman, and (inaudible).

13 MR. HAMMIT: One thing I want to make sure  
14 everyone -- Mr. Chairman, understands. That 360, that it is  
15 bridge and pavement, I want to make sure we're -- the biggest  
16 part is pavement preservation, but it also includes our bridge.

17 The thing that we can do, we can get that number,  
18 but I think it would be also very important to see how many  
19 miles we touch. As I stand in front of you on a monthly basis  
20 and explain the cost increase, we've seen over the last two  
21 years a 25 percent cost increase. So that means our -- Floyd  
22 alluded to that in his comments earlier. Even when we go up to  
23 360, we have a two-year buying power, the 280. So we're not  
24 increasing the miles we're preserving. It just costs us quite a  
25 bit more if we continue that.

1 Thank you, Mr. Chair.

2 CHAIRMAN SELLERS: Board Member Stratton.

3 MR. STRATTON: To address your point of being  
4 more specific, we received a lot of new information today. I  
5 would like to have a chance to digest, and then I'll either meet  
6 with you or have a conference call with you later this week or  
7 the first of next week in order to give you more thoughts and  
8 maybe more specific (inaudible), if that works for you.

9 MR. HALIKOWSKI: Okay. Thank you.

10 CHAIRMAN SELLERS: Okay. And then I'll just make  
11 one personal comment about something that the Director said  
12 earlier about we are giving the taxpayers what they're willing  
13 to pay for. I wish that were true. I'm not sure that we give  
14 the taxpayers the opportunity to decide what they're willing to  
15 pay for right now.

16 Okay. I think that closes out Item Number 1.

17 Moving to Item Number 2, discussion on the call  
18 to the audience procedure. This is for information and  
19 discussion only.

20 MR. ROEHRICH: Yes, sir. Thank you, Mr. Chair  
21 and board members.

22 So as has been presented before, we've been asked  
23 as staff to look at different options regarding call to the  
24 audience and how we conduct call to the audience. I know one  
25 comment that has been made, we have the call to the audience at

1 the beginning. People will come in and say and then leave, and  
2 then they don't see the rest of the discussion that goes on with  
3 the funding issues we have, all the other additional issues that  
4 we have that need to be addressed. And what could be some  
5 options of how we conduct call to the audience, where we conduct  
6 call to the audience.

7 And let me just selfishly say when I met with the  
8 Board's attorney, I found out that the Board does not have to  
9 even roll call to the audience. So piss on them. Let's just  
10 say no call on the audience. Oh, wait a minute. Let's not do  
11 that. Let's not do that.

12 MR. HALIKOWSKI: Floyd, your counseling  
13 appointment with me is at one o'clock.

14 MR. ROEHRICH: Okay. So this board is much more  
15 (inaudible) --

16 MS. KUNZMAN: Just for the record, that wasn't my  
17 idea.

18 MR. ROEHRICH: But what it doesn't say, actually,  
19 we have some -- kind of (inaudible) how they want to conduct  
20 call to the audience and how they want to gather information  
21 from the public in consideration of the transportation issues  
22 that are out there.

23 So Linda has actually went out and did a lot of  
24 research in how other public agencies were doing it, state  
25 agencies, other Arizona state agencies, local government

1 agencies, cities and other people on how they've done it, and  
2 there's actually a pretty large approach to call to the  
3 audience. And so Linda prepared kind of as a starting point,  
4 here are some options that we've seen from other locations and  
5 other areas on call to the audience. I think you may want to  
6 just run through those real quickly.

7                   And then I (inaudible) to the Board, once we kind  
8 of set in on something, if we want to make an adjustment, I  
9 think it's important that we do kind of document that through  
10 maybe a policy or process that's a little bit better defined.  
11 Right now we've got the paragraph basically defining it in the  
12 Board agenda, but I think we can probably formalize this a  
13 little bit more.

14                   So did you want to run through some of the  
15 options that you found?

16                   MS. PRIANO: Sure.

17                   MR. ROEHRICH: And then from there we can talk to  
18 the Board and see if there's a pleasure on how you want to  
19 adjust it.

20                   MS. PRIANO: All right. So right -- we already  
21 know our process for Arizona to go through it all. When I was  
22 doing my research, I noticed that some of them do the call to  
23 the audience at the end of the meeting only. Others did call to  
24 the audience at the beginning of the meeting such as the way we  
25 do ours currently. And then some do call to the audience at the

1 beginning of the meeting and at the end of the meeting, setting  
2 a time limit for 15 minutes. Once that 15 minutes is up, they  
3 do keep the public comment documentation for every -- for all  
4 the board members to see, but once that time limit is up, they  
5 do not allow the other people to speak. So that's something to  
6 think about.

7           And then the other thing that they do is they'll  
8 speak -- if they have -- if they want to speak on a specific  
9 agenda item, they'll call -- be called up during that -- before  
10 that agenda item is heard.

11           If the public intend to submit written materials  
12 or resolutions or whatnot, they provide the copies for the board  
13 members. They bring them to the meeting. So it's difficult for  
14 us a lot of times, because we do travel to different areas.  
15 People do come up to me and ask can you make copies for me.  
16 It's not my -- you know, it's not my public building for me to  
17 -- you know, I have to go and find somebody to make copies.

18           One that I thought was interesting is if you --  
19 when you do the call to the audience, a couple of the meetings  
20 they do a final call for submission. So once the meeting  
21 starts, people cannot start filling out the forms and walking  
22 them up to me for me to then walk them up to the Chair.

23           So there's a few different options that you guys  
24 can discuss and see what works best for you. But yeah, that was  
25 interesting. The public comment forms were not accepted after

1 the meeting was called to order. And that's it.

2 CHAIRMAN SELLERS: Board Member Hammond.

3 MR. HAMMOND: I'll speak first and then I'll get  
4 overridden by board members as we go through here. It's better  
5 to speak last probably.

6 But I find our call to the audience system okay.  
7 I don't have a big problem with it. I like it at the beginning,  
8 because if you're going to, you know, get through kind of the  
9 unknown randomness of speakers, why not do it up front rather  
10 put it towards the end.

11 I think the model that the RTA, PAG uses is --  
12 works well, where they limit it to 30 minutes or 45 minutes, and  
13 where I see the problem with the public process is repetition.  
14 If they knew there was a time constraint, maybe they come up and  
15 in a group and say we all share this opinion or something like  
16 that. If they had a time limit, they might be a little more  
17 efficient in their comments, but I tend to like it at the  
18 beginning, so...

19 MR. ROEHRICH: And Mr. Chair, Mr. Hammond, I  
20 think that's what we saw kind of looking at the agencies that  
21 put, like, a 15-minute time limit on it. They would give each  
22 speaker somewhere between two and three minutes, and then cap it  
23 at 15. I think it was for that reason as well, to take those --  
24 you know, you've got six, eight, ten people who want to come and  
25 comment about the same thing. Lump those together in one area

1 so that you can continue to get these other topics as well  
2 brought forward. Whether, again, that's something the Board  
3 would want us to do, we'd have to set then a process about how  
4 we would deal with that.

5 CHAIRMAN SELLERS: Board Member Thompson.

6 MR. THOMPSON: The way the process is, I don't  
7 have any problem with it. The way I see others do is that to  
8 have a call to the public with a limited time, and also for  
9 people that come in late, they can be called -- called back at  
10 the end of the meeting.

11 CHAIRMAN SELLERS: I guess my only comment about  
12 the time limit is if you put a 15-minute time limit on the call  
13 to the audience, would you need to have that so that you put  
14 time limits on specific items on the agenda so that you don't  
15 end up with one agenda item monopolizing the whole 15 minutes,  
16 or how would you handle that?

17 MR. ROEHRICH: Mr. Chair, I think that's -- I  
18 mean, I think that's a good question that we'd have to figure  
19 out, what would then be the process that the Board would want to  
20 do, or basically say, again, we'll take them in order that you  
21 give us them to us. When the 15 minutes are done, the 15  
22 minutes are done, and like Linda said, anybody else who's filled  
23 out a request, we keep it as part of the public record, but they  
24 don't have the opportunity to speak on it publicly.

25 CHAIRMAN SELLERS: I know I've been involved in

1 meetings where people have been told you had 10 minutes for a  
2 particular agenda item, so decide who you want to speak on it.

3 MR. ROEHRICH: And again, that could be something  
4 if the Board would choose that as a process.

5 MR. HAMMOND: Mr. Chairman, just a quick follow-  
6 up. I'm sorry. I don't know that -- you might be trying to fix  
7 a problem that doesn't exist. In four and a half years, I think  
8 we've been to two or three occasions where I thought that call  
9 to the audience really went over the top. So just for the  
10 record.

11 MR. ELTERS: Mr. Chairman.

12 CHAIRMAN SELLERS: Board Member Elters.

13 MR. ELTERS: Thank you.

14 I thought the reason for this discussion was not  
15 so much what we do now, because I like what we do now. In fact,  
16 the fact that the Board travels around the state to be  
17 accessible makes it even more plausible to not limit it -- I  
18 don't think we've -- we've hardly had any time other than the  
19 three public hearings on the five-year program where we've had  
20 perhaps a higher than usual number of speakers, and so other  
21 than that, it's usually really not many.

22 So my recollection or my understanding, the  
23 reason this item was agendized was to discuss when we have the  
24 call to the audience. And specifically, we've had a number of  
25 meetings where -- just as we did today, we take this to heart.

1 We discuss our thoughts and based on our perspective and  
2 background, and we try to do the right thing, and there's no one  
3 in the audience, or those that have spoken have said, oh, by the  
4 way, we need this project and that project, or this is safety  
5 and that's needed and have left.

6           So to your point, when you say it would be great  
7 if the taxpayer had an option to vote on what they want, it's  
8 part of the education process. I really thought going back, the  
9 reason this item is on the agenda is all about education and the  
10 audience that comes, that takes the time -- these are the people  
11 that care. They travel to wherever the Board is meeting. In  
12 some places they travel from city to city and across the state.  
13 They need to understand what we're deliberating about and what  
14 we're faced with. And I thought to that end, most of them  
15 speak, leave and are unaware of many of the issues.

16           So if there is a way to move it to the middle or  
17 toward the end. And I don't know what the impact would be.  
18 Maybe they will get bored and leave anyway, but at least it's an  
19 opportunity for them to wait to still speak and to hear -- to  
20 see what we do and how we do it and the fun that we have doing  
21 it.

22           CHAIRMAN SELLERS: Well, and I think the most  
23 important thing is that everyone feels that we want to hear from  
24 them.

25           Board Member Stratton.

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

2 I brought this up several months ago, and it came  
3 up because after our meeting in Show Low, if you remember all  
4 the people talked about the Heber highway and this and that, and  
5 then they got up and left. And they had no idea the problems we  
6 had with money, as we have been through today back and forth on  
7 things and projects. And it was my thought that if we had that  
8 at the end, at least they would hear the financial report. They  
9 would hear the debate that we go through and the problems we  
10 have on trying to fund all these projects. At least have an  
11 understanding of what we wrestle with.

12 I think above all, it's most important that we  
13 allow the public to speak. They are the taxpayer. They are the  
14 ones funding this, and it's very important that they have their  
15 day and their time to speak, no matter where it's at in the  
16 meeting. To me, that's the most important thing.

17 I do agree with the Chairman (inaudible)  
18 repetition, and no matter where we have it, it might be a good  
19 thing to somehow, when we speak to that, and if there's multiple  
20 people delivering the same message, maybe they can pick a  
21 speaker. They can all come to the podium so we can see their  
22 numbers, but at (inaudible) or something. I don't know what the  
23 answer to that is, but thank you.

24 CHAIRMAN SELLERS: You bring up an interesting  
25 thought. My thought was, well, they could always show up an

1 hour late. Fine. We would require them to sign in at the  
2 beginning and close the sign-in at the start of the meeting.  
3 They'd have to stay to the end. I don't know whether that's  
4 punishment, having to listen to us for an hour. But -- and that  
5 puts -- my issue is they get up and leave and don't appreciate  
6 the issues we're dealing with, but you know...

7 MR. HAMMOND: But regardless of that, I still  
8 don't want to do anything that discourages people from  
9 addressing us.

10 MR. STRATTON: I don't think you should --

11 CHAIRMAN SELLERS: Board Member Knight.

12 MR. KNIGHT: A different perspective. We always  
13 have our board meetings at 9:00 a.m., and they're on a weekday.  
14 So by having them at the beginning, if they're able to come --  
15 you've got to keep in mind that at lot of these people have  
16 jobs, and so they're -- they're taking time out from work to  
17 come here to speak to us. And if they have to wait an hour or  
18 two, it takes that much more time away from their work.

19 I don't think most of them get up and leave  
20 because they get bored. It's because they have other things  
21 that they have to do that day, whether it be work or whatever.  
22 But they want to be heard by us. So they come in. They know if  
23 they get here first thing, they're going to speak to us, and  
24 then if they have the time, they can sit through the whole  
25 meeting. That's their choice. They can sit through the whole

1 meeting and be educated, or if they have other things that they  
2 need to do that day, they've done what they intended to do, is  
3 come and speak their mind before us and tell us how they feel.

4           And whether they stay for the whole meeting  
5 becomes their choice, and I think that's where it belongs,  
6 because they don't -- they're not all retired. They don't all  
7 have a whole day to spend or a half a day to spend sitting in  
8 the audience listening to what we do. Even though it might be  
9 educating for them, it's their choice.

10           So I don't think -- I do have a problem with  
11 multiple people speaking on exactly the same thing, the  
12 repetition. If there's some way to have the speaker for a group  
13 so that there isn't so much repetition. That's the only --  
14 that's the only real thing I can see wrong with what we're doing  
15 now. So my point is if it's not broken, we don't need to fix  
16 it.

17           CHAIRMAN SELLERS: Board Member Thompson.

18           MR. THOMPSON: Chairman, members, as you can see  
19 that over the past several meetings, we have people that come in  
20 from the Indian reservations, and when they do come down, which  
21 is (inaudible) what we said, there have two, three other matters  
22 that they need to (inaudible).

23           CHAIRMAN SELLERS: Okay.

24           MR. ROEHRICH: So Mr. Chair, we're very happy to  
25 implement however you'd like to do it. I'm very encouraged by

1 the conversation, and yes, we support, obviously, call to the  
2 audience and public participation. This is your meeting, and we  
3 want to make it work, whatever works best for you, and Linda and  
4 I will put together a process however you choose to do it. We  
5 just gave you some options and some thoughts that we researched  
6 from other people. You could handle it a lot of different ways.

7 CHAIRMAN SELLERS: Board Member Hammond.

8 MR. HAMMOND: Try to wrap it up.

9 You know what I heard is our process isn't  
10 broken. If we can resolve some of the issues of redundancy,  
11 that's fine. I couldn't agree with you more than just having --  
12 going into communities and giving them the right to get up and  
13 talk is one of the reasons why ADOT has a good reputation for  
14 listening. Just that feature alone, I hear that in the  
15 community. So I think we need to figure out a way to get the  
16 redundancy out of there and let them go home or to their jobs  
17 (inaudible).

18 CHAIRMAN SELLERS: Okay. Anyone else have any  
19 comments that are not redundant?

20 MR. HALIKOWSKI: It's the department of  
21 redundancy department.

22 CHAIRMAN SELLERS: Okay. So it sounds like what  
23 I've heard is that we will look at mechanisms for reducing  
24 redundancy on specific agenda items, but otherwise, the -- what  
25 we doing now works.

1                   MR. ROEHRICH: Mr. Chair, that's what it sounded  
2 like. We'll look to refine within what we have and continue to  
3 monitor see if it can be improved upon as time goes on.

4                   CHAIRMAN SELLERS: Okay. Any other business for  
5 the study session?

6                   We stand adjourned.

7                   MR. ROEHRICH: Mr. Chair, you need a motion,  
8 please.

9                   UNIDENTIFIED SPEAKER: So moved.

10                  UNIDENTIFIED SPEAKER: Second.

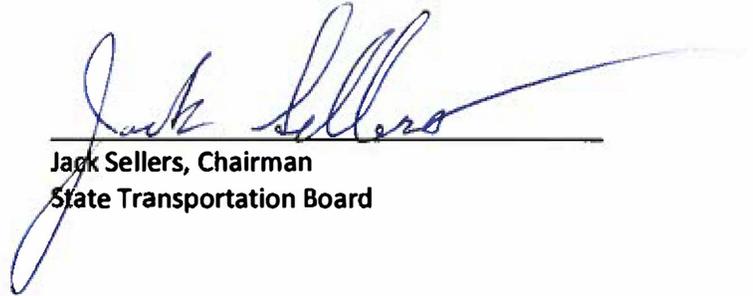
11                  MR. ROEHRICH: All right? No? Oh, okay. The  
12 board attorney says you control it, Mr. Chairman. We're done.

13                  (Study session adjourned.)  
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**Adjournment**

***A motion to adjourn the June 4, 2019 State Transportation Board Study Session was made by Board Member Thompson and seconded by Board Member Hammond. In a voice vote, the motion carried.***

**Meeting adjourned at 11:03 a.m. MST.**



Jack Sellers, Chairman  
State Transportation Board



John S. Halikowski, ADOT Director  
Arizona Department of Transportation