

**STATE TRANSPORTATION PUBLIC HEARING
TELEPHONIC/VIDEO MEETING
BOARD MEETING
9:00 a.m., March 19, 2021
NO MEMBERS OF THE PUBLIC WILL BE ALLOWED TO ATTEND IN-PERSON**

Call to Order

Chairman Stratton called the State Transportation Board meeting to order at 9:03 a.m.

Pledge

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

Roll Call by Board Secretary Sherry Garcia

A quorum of the State Transportation Board was present. **In attendance:** Chairman Stratton, Vice Chairman Thompson, Board Member Hammond, Board Member Knight, Board Member Meck, and Board Member Daniels by telephone conference. Chairman Searle was not present. There were approximately 71 members of the public in the audience.

Opening Remarks

Chairman Stratton reminded members of the public, to keep their computer or phone muted during the meeting, unless called to speak during the Call to Audience.

Title VI of the Civil Rights Act

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

Call to the Audience

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

ARIZONA STATE TRANSPORTATION BOARD

STATE TRANSPORTATION BOARD

PUBLIC HEARING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

BY WEBEX VIDEOCONFERENCE

March 19, 2021
9:00 a.m.

REPORTED BY:

TERESA A. WATSON, RMR
Certified Reporter
Certificate No. 50876

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

PERFECTA REPORTING
(602) 421-3602

(Certified Copy)

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

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

PARTICIPANTS:

Board Members:

- Steven E. Stratton, Chairman
- Jesse Thompson, Vice Chairman
- Michael Hammond, Board Member
- Gary Knight, Board Member
- Jenn Daniels, Board Member
- Jackie Meck, Board Member

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

CALL TO THE AUDIENCE

SPEAKER:	PAGE:
Gerald Stevenson.....	5
Roberto Reveles (did not speak).....	XX

AGENDA ITEMS

Item 1 - FY 2022-2026 Tentative Five-Year Transportation Facilities Construction Program, Greg Byres.....	9
--	---

1 (Beginning of excerpt.)

2 CHAIRMAN STRATTON: We'll go to call to the
3 audience. A reminder for those members of the public, please
4 keep your computer or phone muted during the meeting unless
5 you're called on to speak during the meeting.

6 I did forget the Title VI Civil Rights Act.
7 Floyd Roehrich, would you read that for us, please?

8 MR. ROEHRICH: Yes, I will, Mr. Chair.

9 (Title VI Civil Rights Act read by Mr. Roehrich.)

10 CHAIRMAN STRATTON: Thank you, Floyd.

11 It appears that Jenn Daniels has joined us; is
12 that correct?

13 MS. DANIELS: Yes. I'm here. I apologize. I
14 could hear you guys, but it wasn't letting me connect to audio.
15 I'm here now. All good.

16 CHAIRMAN STRATTON: Very good. Would the record
17 reflect that she is present, please?

18 MS. GARCIA: Yes. I have her attendance
19 recorded.

20 CHAIRMAN STRATTON: Thank you.

21 UNIDENTIFIED SPEAKER: Thank you.

22 CHAIRMAN STRATTON: I'm going to remind you again
23 to keep your phone or computer muted during the meeting unless
24 you're called on to speak.

25 We're going to call to the audience, and there

1 will be a three-minute time limit on it. When your name is
2 called to provide your comments, you will indicate your presence
3 by virtually raising your hand using your phone keyboard -- pad
4 or through the Webex application. The Webex host will guide you
5 through the unmuting and muting process following the
6 instructions included with the agenda.

7 Floyd, would you call the first person from the
8 audience, please?

9 MR. ROEHRICH: Yes, sir, Mr. Chair. The first
10 person is Gerald Stevenson. Mr. Stevenson, please raise your
11 hand.

12 MS. ESTELLE: Mr. Stevenson, I see your name on
13 the participant list, so if you can't find that hand raise
14 button, it's okay. We've been chatting this morning, so I'm
15 going to go ahead and unmute your line. Gerry, when I do that,
16 you're going to hear some feedback on your line letting you know
17 that you've been unmuted. When you're finished speaking, I will
18 go ahead and mute your line. Gerry, I'm going to unmute you
19 now.

20 MR. STEVENSON: Good morning, Mr. Chairman and
21 board members. Thank you for the opportunity to speak today.
22 My name is Gerry Stevenson. I've been a resident of Gold Canyon
23 for 11 years. I'm chairman of the Gold Canyon Community Traffic
24 and Safety Committee.

25 Now, we realize your agency is constantly

1 juggling priorities, and we need your immediate help on the Gold
2 Canyon section of Highway 60. Highway 60 is our lifeline. We
3 have a few services in Gold Canyon, and we must use Highway 60
4 to get our groceries, do our banking and to get other services.
5 That means every day we have to travel to Apache Junction, Mesa,
6 Chandler, Tempe, et cetera.

7 Last (inaudible) we surveyed 7,500 local
8 residents to get their input on a variety of issues, and not
9 surprising to any of us, the number one safety issue is
10 accessing and exiting Highway 60. This isn't just a
11 neighborhood issue. We've addressed this to the Pinal County
12 Board of Supervisors and in discussion with the mayors of
13 Superior and Apache Junction. They confirm this is a regional
14 priority.

15 Now, one of the issues brought by the rapidly
16 increasing traffic counts, every day hundreds of mining trucks
17 roll along 60 to and from Globe and beyond, but it's not only
18 trucks. If you're coming from the east, as you know,
19 Mr. Stratton, the first light they hit is at Peralta Trails, and
20 that's after 40-some miles of high speed travel. They see a
21 24-hour flashing light letting them know that there's a change
22 ahead. Unfortunately, the signals at that intersection, which
23 is blind, change very rapidly. Most of us immediately slam on
24 our brakes, but unfortunately, many put on the gas. What we
25 need is a better idea at that blind intersection. We need a

1 transition light that is only triggered when the signal is about
2 to change. This will prevent accidents, reduce emissions and
3 preserve the roadway surface.

4 Now, as you travel west to Phoenix, there are
5 four more Gold Canyon lights within a very short distance:
6 Kings Ranch Road, Mountain Brook Drive, Superstition Mountain,
7 and finally at Mountain View.

8 Now, we have a few suggestions, and we're not
9 traffic engineers, so bear with us. In addition to installing
10 smart traffic lights at Peralta, could you consider, number one,
11 making Gold Canyon, a section of Highway 60, a safety corridor,
12 and aggressively enforcing the speed limit? Number two,
13 synchronize the lights to smooth the traffic flow for both
14 through traffic and local traffic. Number three, there would
15 be -- it would ease the problems tremendously if you could add
16 right-hand merge lanes onto westbound 60 at Kings Ranch Road and
17 Mountain Brook. And with all the traffic, the storage,
18 eastbound is aggravated, because we have many people that many
19 times of the day out in the highway traffic lanes. So those
20 need to be expanded.

21 Perhaps there's an opportunity to put in more
22 U-turn around lane along this heavily traveled section.
23 (Inaudible) residents on the south side of 60 have to head east,
24 then cross over 60 to begin their westward travel.

25 Unfortunately, repaving this intersection -- all

1 the intersections is necessary due to the excessive wear and
2 tear.

3 And lastly, we have severe noise pollution along
4 60. (Inaudible) signage restricting engine braking and constant
5 start/stop aggravates this pollution issue.

6 Longer term, if I can just adjust a little bit,
7 because we're kind of landlocked, we would like you to consider
8 extending Elliot and Highway 24 past Ironwood to 60. I know
9 those are long-term plans, and I know you're working diligently
10 on the North South Corridor, but those two would give us a nice
11 gateway and give us alternatives to egress from our community.

12 So in closing, the citizens of Gold Canyon hope
13 you agree that our number one priority, transportation safety,
14 will get your immediate focus and attention. Now, I'll be glad
15 to discuss that further here or I was going to send my notes to
16 Floyd, and perhaps we could talk outside this meeting. I'll
17 leave that up to you.

18 CHAIRMAN STRATTON: Thank you, Mr. Stevenson, for
19 your comments.

20 Floyd, would you call the next speaker, please?

21 MR. ROEHRICH: Mr. Chairman, we had only one
22 other request to speak, and it was from Mr. Roberto Reveles, and
23 he has since indicated to us that he could not be here to make
24 his comments, but he did want to discuss the same concerns on
25 US-60 as Mr. Stevenson did. So with that, sir, that's all we

1 have for requests to speak.

2 CHAIRMAN STRATTON: Very good. Thank you, Floyd.

3 Greg Byres will now provide an overview of the
4 tentative 2022-2026 Five-Year Transportation Facilities
5 Construction Program. This is for information and discussion
6 only.

7 Greg.

8 MR. BYRES: Thank you very much and good morning,
9 Mr. Chairman and board members.

10 Before I get going, I just want to make sure
11 everybody's aware that the tentative program can be accessed on
12 ADOT's website. If you go through our website, go to the
13 Planning tab, you can get to our tentative program. So this is
14 all available online. It became available yesterday. So as I
15 go through this, if you're interested in seeing the program
16 itself, it is accessible.

17 We also are requesting comments through that same
18 site. So if you review it or have comments, we would welcome
19 anyone to please enter those comments.

20 So with that, we'll go ahead and go through this
21 presentation. We're going to start off with a background as
22 well as overview of the asset conditions. We're going to skip
23 the P2P process for now. We'll go to the tentative five-year
24 delivery program itself, as well as MAG's program, PAG's
25 program, the airport program, and then we'll go through next

1 steps.

2 Next slide.

3 So as far as the background goes, the tentative
4 five-year program is presented to the State Transportation Board
5 for approval to -- and as far as presented for public comment.
6 That had already occurred at our last meeting. So this is the
7 first of three public hearings to be held. So we've got public
8 hearings for March, April and May.

9 On June 3rd, there's a study session that will
10 occur to discuss the comments that we have developed through the
11 three public hearings or at least the public comment period. We
12 will take and have the five-year program put together for
13 approval by the Board come June 18th, and it will become
14 effective as of July 1st of 2021, which starts the fiscal year
15 of 2022. Each year in the program has to be fiscally
16 constrained as we go through and develop the program.

17 Next slide, please. Next slide.

18 So as we go through this, the assets of the
19 roadways and bridges themselves are currently valued at
20 \$23.5 billion. If we were to start from scratch, it would
21 basically cost us about \$300 billion to replace. So this is a
22 major asset that takes and covers the entire state and includes
23 all of our bridges, the highways themselves, the roadways,
24 pavement, all of our transportation infrastructure for -- that
25 crosses through the state.

1 Next slide.

2 So one of the things that we're going to look at
3 to start with is our bridges. So we go through and actually do
4 inspections and rate our bridges. So we rate them into good,
5 fair and poor condition. Good bridges are -- the structural
6 components are good shape. Fair bridges have some erosion,
7 whether it is through the piers or scour or some slight
8 deterioration of concrete. Poor condition has some more
9 advanced deterioration, as well as serious scour issues, but one
10 thing to keep in mind is a poor condition bridge is not an
11 unsafe bridge. If we have an unsafe bridge, it is closed. So I
12 want to make sure that that distinction is made.

13 Next slide, please.

14 So this gives you an idea of where we are at with
15 our bridge conditions. If you look at the graphic on the left-
16 hand side, you'll see it runs from 2010 to 2019, which is the
17 latest bridge condition analysis that we have. One of the
18 things that you'll see is that we started off in 2010 with 78
19 percent of our bridges in good condition. Today we're at about
20 59 percent. So we've been in a decline through the years, at
21 least the last ten years. So there is a -- we're going in the
22 wrong direction. So we're trying to utilize every single dollar
23 that we have and being able to keep those bridges in good
24 condition.

25 One thing to look at is that we only have

1 1 percent of our bridges in poor condition, and that has stayed
2 fairly steady through the entire ten years. If anything, it's
3 gotten better, and that's a credit to our bridge group in making
4 sure that the -- we do not allow bridges to deteriorate to the
5 point of poor condition.

6 Next slide.

7 For our pavements, we do the same thing. We take
8 and rate those for condition wise in good, fair and poor
9 condition. Good condition bridges are smooth roads, fairly new,
10 no ruts or cracking. Fair condition are -- have moderate
11 amounts of cracking, generally have a little bit of roughness
12 but not too bad, some shallow ruts in the wheel paths. Poor
13 condition have numerous cracks, rough road surface, potholes,
14 and degradation of the road surface itself.

15 Next slide.

16 So we've taken our pavements and we've broken
17 them up into three different classifications. So we're going to
18 start with our interstates. Again, we're taking and looking at
19 where the conditions have been from 2010 through 2019, which is
20 our latest condition analysis. And you'll see, again, that, you
21 know, in 2010 we started off at 72 percent good condition.
22 We're currently at 48 percent good condition. So we're going
23 again in the wrong direction. So again, we're -- our pavement
24 teams as well as our new pavement management system is working
25 towards making sure that we are spending every single dollar we

1 can in the most efficient means possible to keep the roads in an
2 even deal as we possibly can at this point with the funding that
3 we have, but that -- the trending curve in our good condition is
4 going in the wrong direction.

5 Next slide.

6 So as we get to our non-interstate national
7 highway system roadways, again, you can see that same trend
8 going in the negative direction. We started off in 2010 with 68
9 percent of the roadways in good condition. We're currently at
10 32 percent in good condition.

11 Next slide.

12 This is our non-national highway system
13 pavements, and again, you can see that the -- this is getting a
14 little bit worse and worse as we get into the lower volume
15 roadways. In 2010 we started off at 44 percent in good
16 condition. We're currently at 19 percent -- or 18.8 percent in
17 good condition.

18 Next slide.

19 So as we go through the rest of the presentation
20 here, you'll see that we're breaking up items into three
21 different categories, our investments into three different
22 categories. We've got preservation, modernization and
23 expansion. These come out of our Long Range Transportation
24 Plan, which we utilize to help put together the five-year
25 program as we take and look at projects as well as the different

1 investments going forward. So preservation is basically the
2 investment to keep pavement smooth as well as maintaining
3 bridges. Modernization is non-capacity investments that improve
4 safety and operations, and expansion projects are just that.
5 They're expanding the capacity of our highways.

6 Next slide.

7 So one of the things that we've done to take and
8 see where we're at with our system and the funding that we have
9 available is we took and did a scenario analysis to find out,
10 okay, what would it take to just maintain our current
11 conditions? So at the percentages that you just saw, for bridge
12 and pavement, what is it going to take to at least just maintain
13 where we're at?

14 So we did this analysis based on our 2019
15 pavement numbers as well as our 2018 bridge numbers, and this
16 was the result of what we came up with. So as you can see, what
17 we're looking at here is in 2019, we're looking at -- or in 2020
18 we were looking at having to expand somewhere in the
19 neighborhood of about \$220 million going all the way through
20 2025, which was \$200 million. You'll notice that there's an
21 increase in the amount of money that has to be spent. What that
22 was doing is taking and at least reversing the curve that we
23 have or the trend for conditions going down and then maintaining
24 those conditions as we go through. So that's what causes that
25 change in the funding levels that we have over the years.

1 If we were to actually take and bring all of the
2 roadways up to good condition, we're talking about the need of
3 somewhere in the neighborhood of \$4.2 billion, and that's based
4 on cost of construction in 2020.

5 Next slide.

6 So this is the --

7 MR. KNIGHT: Mr. Chair.

8 MR. BYRES: -- five-year program that we're
9 looking at. This runs us from 2022 through 2026. What you see
10 in green is for preservation. The red is modernization. The
11 purple is our project development. The orange is our statewide
12 planning, and the blue is expansion. So in 2022 --

13 CHAIRMAN STRATTON: Greg, I think we have a
14 question from Board Member Knight.

15 Board Member Knight, go ahead. Were you wanting
16 to ask a question?

17 MR. KNIGHT: Thank you. Thank you, Steve. I
18 did.

19 On the -- on the previous slide, the 4.2 billion,
20 is that total or is that in addition to the amount of money that
21 we've already got -- that we're already going to spend?

22 MR. BYRES: That 4.2 billion would be basically
23 our preservation section of our program, total.

24 MR. KNIGHT: Total. That includes what we've
25 already got, what we're already going to spend on preservation?

1 MR. BYRES: That's correct.

2 MR. KNIGHT: Okay. Thank you.

3 CHAIRMAN STRATTON: Greg, while we're stopped
4 here, I would like to make one comment for the public. On the
5 bridge conditions, when you spoke about the poor, the bridges in
6 poor condition, that they are safe to travel. If they were not
7 safe, we would close them.

8 MR. BYRES: Mr. Chairman, that is correct.

9 CHAIRMAN STRATTON: Okay. Thank you. Proceed.

10 MR. BYRES: Thank you.

11 If you look in 2022, from the previous
12 information that we had given the Board, you'll see that there
13 is a tremendous increase in preservation. This includes the
14 relief money that we got for COVID that was approved by the
15 Board at the last board meeting. So it's gone up considerably.
16 These are all life extension projects that were approved, and
17 we're currently starting to pursue those. The whole intent with
18 those projects is to take projects that are in fair condition
19 and move them up into good condition within the most economical
20 means possible. So there's a considerable number of projects in
21 there for -- that amounted up to \$117 million. So that's the
22 biggest change that you'll see.

23 You'll also notice that our expansion numbers
24 have gone up somewhat in '22 and '23. Again, that is some of
25 the COVID money that went into I-17, as well as bringing in the

1 US-93 project, and we've also got some money that went into I-10
2 on the Gila River Bridge. So we're -- we're real lucky in
3 bringing in those dollars. It took and moved us up above our
4 target values for preservation in '22 and '23. In '24, we're
5 still slightly below that \$320 million target value, and then in
6 '25 and '26, we extend well above it, but we also have no
7 expansion projects in those two years for Greater Arizona.

8 So next slide.

9 So this is just a little more information on our
10 pavement system as far as the preservation goes. If you look at
11 the lane miles that we have across the entire state or entire
12 system, we've got 22,431 lane miles, and you can see that our
13 condition is mostly fair right now. We have some amount in good
14 condition and a very slight amount in poor condition.

15 So as we go through those -- the program, and
16 this is from '21 through '23, and we're in the process of doing
17 '24 right now, what you'll see is, is we're looking at touching
18 a very small percentage of our total system. So in '21 we touch
19 378 lane miles. In '22 we're projected to do 320. This does
20 not include the new COVID relief money, which is an additional
21 600 miles that we're going to be touching. So it's actually --
22 this number goes up to a little over 900, which is great. In
23 '23 we're looking at 532 lane miles.

24 In order to maintain the existing conditions in
25 our system, we have to be at 5 percent, which is somewhere in

1 the neighborhood of 1,100 miles that we have to touch. So this
2 gives you a good feel for what we have to do and the funding
3 that's necessary to be able to maintain our system.

4 So next slide.

5 This gives you an idea of where we're spending
6 our money. This is the entire system, which includes MAG and
7 PAG. What you see in blue is our expansion, red is
8 modernization and green is preservation. Our current and
9 complete system across the state has 44 percent expansion and 46
10 percent preservation. That compares fairly closely to what we
11 had last year at 46 percent expansion and 44 percent
12 preservation.

13 Next slide.

14 For the Greater Arizona area -- looks like our
15 slide's a little wonky here -- what you'll see is we have 64
16 percent of our system is going into preservation. This does
17 account for the 117 million that we got through COVID relief,
18 with 24 percent being in expansion, which also accounts for the
19 additional funding for I-17 as well as US-93, and we have 12
20 percent in modernization.

21 Next slide.

22 So as we go through each of the different years,
23 again, this -- you'll notice the bar on the left side you've
24 already seen, but this is how it goes through as far as the
25 expansion projects that we have. So in '22 we have a total of

1 \$159.6 million. 10 million of it is in Prescott on State Route
2 69. We have 41 million on US-93, which is the Tegner Street to
3 Wickenburg Ranch Way. And on I-17, we have 108.6 million, which
4 is the I-17 section from Anthem Way to Cordes Junction.

5 Next slide.

6 In FY '23, we have two projects that we're
7 spending money on. This is a total of \$84 million. We have
8 1 million that's going to be going to the West Kingman TI right-
9 of-way acquisition, as well as 83 million that will be going to
10 the Gila River Bridge. 33 million of that is part of our
11 funding that is coming through the additional revenues that we
12 had -- or not additional revenues, but revenues that we were not
13 expecting due to COVID that we've -- our economy has stayed up,
14 so consequently, we're reinvesting that money in that was pulled
15 last year when we had to make adjustments to the program.

16 Next slide.

17 In '24, we have one project. This is the West
18 Kingman TI at \$70 million.

19 And next slide.

20 In '25, we have no expansion projects, however,
21 we do have preservation projects that are fairly significant.
22 So we have a \$7 million bridge at the Santa Maria Bridge on
23 State Route 96, as well as San Pedro River Bridge, State Route
24 82.

25 Next slide.

1 In '26, we generally don't program out into the
2 25th year, but we do not at this point in time anticipate
3 expansion projects going forward (inaudible) will notice that we
4 have a substantial amount of preservation at \$416 million.

5 Next slide.

6 As we get out into the development years, this
7 gives you an idea of what we're looking at for those development
8 years with no expansion. What we've done here pretty much
9 carried through the fifth year of the program through --
10 continuing through from 2027 through 2031.

11 Next slide.

12 So now we're getting into the MAG program. What
13 you see here is the different projects that MAG has in their
14 current program. They are currently working on a rebalancing of
15 their system, but until that is completed, this is the active
16 project or the current projects that are in their TIP. So we
17 have projects that pretty much encompass the freeway system
18 within the Phoenix region, as well as major arterial roadways.
19 Those are all regional projects that go through the MAG process.
20 They do their planning, and we go through and make sure that
21 they're compliant with their planning and the regional -- all of
22 these are regional projects. Regional council makes the final
23 determinations as far as the TIP goes, and then we take and
24 develop that into our STIP.

25 Next slide.

1 That same process holds true for PAG. This is
2 the projects that PAG currently has in their program. They,
3 too, are working on a rebalancing of all of their program. So
4 they should have that completed in May, with their regional
5 council approving their final TIP amendments -- or actually,
6 it's their new TIP. So once that's completed, this -- these
7 projects will probably have some revisions to them, but these
8 include projects on I-10, SR-77, the SR-210, as well as I-19,
9 within the Tucson region and Pima County.

10 Next slide.

11 Our next item is the Airport Capital Improvement
12 Program. As we go through this, we currently have three active
13 programs that we're putting funding towards.

14 This is our federal/state/local program, which
15 we're funding at \$5 million. This takes and funds the match --
16 half of the match for federal funds that go to any airport
17 within the state of Arizona. There's 67 qualifying airports
18 that this program takes and supplies funding to.

19 Our second program is our state/local funds.
20 These are projects that are submitted through our CIP and
21 prioritized for funds.

22 Our third is our airport pavement preservation
23 system, our APMS, which is funded at \$8 million. This ensures
24 that pavements across the state and all of the different
25 airports maintained at levels at which allow them to sustain

1 federal funding as they apply for those funds.

2 Grand Canyon Airport is also funded at \$4
3 million.

4 We have state planning services, which allows us
5 to take and maintain and keep up those studies that are required
6 for -- by FAA. We have that funded at a million dollars, for a
7 total of \$28 million.

8 Next slide.

9 So our next steps. Of course, this is the March
10 public hearing. We have another public hearing in April, just
11 before the board meeting, as well as in May. We will have a
12 study session in June, as well as the final vote of the approval
13 of the program that would occur at the June State Transportation
14 Board meeting. Upon approval, the program will take and be
15 approved and ready for use July 1 for FY '22.

16 Next step -- or next slide.

17 With that, I'll stand for any questions that
18 anybody may have. Thank you.

19 CHAIRMAN STRATTON: Thank you, Greg.

20 Are there any questions or comments from the
21 board members?

22 Hearing none, do I have a motion --

23 VICE CHAIRMAN THOMPSON: Chairman.

24 CHAIRMAN STRATTON: -- to adjourn -- excuse me.

25 Go ahead.

1 VICE CHAIR THOMPSON: Chairman, going back to the
2 bridges, do we have any bridges that are under poor conditions
3 that are now -- that are now -- have been closed, Greg?

4 MR. BYRES: Yeah. Mr. Chairman, Board Member
5 Thompson, that I'm aware of, at this point I'm not -- I'm not
6 sure of any. Dallas may have more information, but I'm not --
7 I'm not aware of any.

8 VICE CHAIR THOMPSON: I'm --

9 MR. HAMMIT: Mr. Chair, Mr. Thompson, I'm not
10 aware of any as well. I will confirm that, but I believe we do
11 not have any bridges closed right now.

12 VICE CHAIR THOMPSON: I'm assuming that once it's
13 determined in poor condition and heading towards -- it becomes a
14 safety issue and immediate action is taken. So again, thank
15 you, Chairman.

16 CHAIRMAN STRATTON: Thank you, Jesse.

17 Greg, I do have a question. Is it this year that
18 we have to look at the Long Range Plan or when is that due for
19 update?

20 MR. BYRES: So, Mr. Chairman, that is -- we are
21 actually putting that out as we speak. We're doing all of our
22 prep work. It is actually due out in 2023, which is when we're
23 planning on having it complete. So we're starting work on it
24 right now with a completion date in 2023.

25 CHAIRMAN STRATTON: And will there be a work

1 session for the Board to give you comments on that Long Range
2 Plan?

3 MR. BYRES: Yes, there will. Actually, there
4 will be multiple opportunities for that.

5 CHAIRMAN STRATTON: Okay. Thank you.

6 Are there any other questions for Greg?

7 Hearing none, do I have a motion to adjourn the
8 public hearing on the 2022-2026 Tentative Five-Year
9 Transportation Facilities Construction Program?

10 MR. KNIGHT: So moved.

11 VICE CHAIR THOMPSON: Second.

12 MR. KNIGHT: Board Member Knight.

13 CHAIRMAN STRATTON: Do I have a second?

14 VICE CHAIR THOMPSON: Second. Board Member
15 Thompson.

16 CHAIRMAN STRATTON: We have a motion by Board
17 Member Knight, a second by Board Member Thompson. Do we need a
18 roll call vote on this, Floyd?

19 MR. ROEHRICH: Mr. Chairman, no, you do not. I
20 think you can just go ahead and gavel it and move on. I think
21 we're good.

22 CHAIRMAN STRATTON: Okay. Without any further
23 discussion, the public hearing is declared closed.

24 (Public hearing adjourned at 9:41 a.m.)

25

1 STATE OF ARIZONA)
)
 2 COUNTY OF MARICOPA) ss.

3
 4
 5
 6
 7
 8
 9
 10
 11
 12
 13
 14
 15
 16
 17
 18
 19
 20
 21
 22
 23
 24
 25

BE IT KNOWN that the foregoing proceedings were reported by me, TERESA A. WATSON, Registered Merit Reporter, Certified Reporter, Certificate No. 50876, State of Arizona, from an electronic recording and were reduced to written form under my direction; that the foregoing 24 pages constitute a true and accurate transcript of said electronic recording, all done to the best of my skill and ability.

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

DATED at Phoenix, Arizona, this 7th day of April 2021.

Teresa A. Watson
 TERESA A. WATSON, RMR
 Certified Reporter
 Certificate No. 50876

Adjournment

A motion to adjourn the March 19, 2021, State Transportation Board Public Hearing was made by Board Member Gary Knight and seconded by Vice Chairman Jesse Thompson. In a voice vote, the motion carried.

Meeting adjourned at 9:41 a.m. PST.

Not Available for Signature _____

Steven Stratton, Chairman
State Transportation Board

Not Available for Signature _____

John S. Halikowski, Director
Arizona Department of Transportation