

**STATE TRANSPORTATION PUBLIC HEARING  
TELEPHONIC/VIDEO MEETING  
9:00 a.m., April 16, 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 9:01 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 Searle, and Board Member Daniels by telephone conference. Chairman Meck was not present. There were approximately 76 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 MEETING  
PUBLIC HEARING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Webex Videoconference

April 16, 2021  
9:01 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                   REPORTER'S TRANSCRIPT OF EXCERPT OF ELECTRONIC  
2 PROCEEDINGS, ADOT - STATE TRANSPORTATION BOARD, was reported  
3 from electronic media by TERESA A. WATSON, Registered Merit  
4 Reporter and a Certified Reporter in and for the State of  
5 Arizona.

6  
7 PARTICIPANTS:

8 Board Members:

9                   Steven E. Stratton, Chairman  
10                  Jesse Thompson, Vice Chairman  
11                  Michael Hammond, Board Member  
12                  Gary Knight, Board Member  
13                  Richard Searle, Board Member  
14                  Jenn Daniels, Board Member  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

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: |
|--|-------|
| Brigette Peterson, Mayor of Gilbert.....<br>(Statement read by Floyd Roehrich, Junior) | 4     |
| Donald Huish, Mayor of Douglas.....  | 5     |
| Kee Alan Begay, Council Delegate, Navajo Nation Tribal<br>Council.....                 | 8     |
| Randy Heiss, Executive Director SEAGO.....   | 10    |
| Jack Burns, Payson Resident.....   | 13    |

AGENDA ITEMS

|  |    |
|--|----|
| Item 1 - FY 2022-2026 Tentative Five-Year Transportation<br>Facilities Construction Program, Greg Byres..... | 15 |
|--|----|

1 (Beginning of excerpt.)

2 CHAIRMAN STRATTON: We'll move on to call to the  
3 audience. Since this is a telephonic Webex conference meeting,  
4 everyone will be muted when they call in to the meeting.

5 When your name is called to provide your  
6 comments, you will indicate your presence by virtually raising  
7 your hand using your phone keypad or through the Webex  
8 application. The Webex host will guide you through the unmuting  
9 and muting process following the instruct- -- following the  
10 instruction included with the meeting agenda. There will be a  
11 three minute time limit imposed, and Floyd will be keeping that  
12 time for us, I believe, or the secretary.

13 Floyd, would you call the first speaker, please?

14 MR. ROEHRICH: Yes, sir, Mr. Chairman. The first  
15 request to speak was from Gilbert Mayor Brigette Peterson. She  
16 could not be here. She was looking forward to hosting the Board  
17 in her council chambers, but instead has asked me to read a  
18 short statement.

19 Here is her statement: Thank you for planning  
20 your April board meeting to take place in Gilbert. Like many  
21 plans over the last year, we understand circumstances change  
22 quickly and the choice to go virtual. We look forward to  
23 hosting a future meeting for you in Gilbert and to showcase our  
24 wonderful community of over 260,000 residents strong. We thank  
25 you for the leadership you provide for the future of Arizona's

1 transportation infrastructure, and we hope to see you in Gilbert  
2 soon. Sincerely, Mayor Brigette Peterson.

3 That's her statement, Mr. Chairman.

4 CHAIRMAN STRATTON: Thank you. Would you call  
5 the next speaker?

6 MR. ROEHRICH: The next speaker is Douglas Mayor  
7 Donald Huish.

8 Mayor Huish, please raise your hand so the host  
9 can unmute you.

10 Stacy, are you able to find the mayor?

11 WEBEX HOST: Yes. He is unmuted.

12 MAYOR HUIH: Thank you so much. I apologize.

13 My name's Donald Huish, and I am the mayor of the  
14 City of Douglas. I appear before you now to request that you  
15 consider including the design and construction of the connector  
16 road at James Ranch Road at Douglas into the five-year plan.  
17 The connector road is approximately 1.5 miles long between the  
18 international border and State Route 80.

19 We have remained focused on advancing our two  
20 port solution as a long-term solution to the congestion and  
21 safety issues that we are currently facing at the Raul H. Castro  
22 Port of Entry that connects Douglas and Arizona with Mexico.  
23 This strategy seeks to relocate commercial traffic out of the  
24 downtown area to the new port five miles to the west, whereas  
25 new -- a new state-of-the-art facility will be built on 80 acres

1 of the land that the City has donated to the federal government.

2 One of the major reasons for relocating  
3 commercial traffic is that we are the gateway for hazardous  
4 materials that support the region's mining sector, materials  
5 that cross through the heart of our city. We also see many  
6 oversize, overweight shipments, that in order to maneuver  
7 through an antiquated and congested facility, the port must be  
8 shut down for several hours in order for the conveyance to  
9 maneuver.

10 By relocating commercial traffic, we will be able  
11 to modernize the existing port by dedicating the entire  
12 footprint to non-commercial traffic, which is critical to our  
13 efforts to redevelop our downtown and retail sectors. The U.S.  
14 General Service Administration recently completed the  
15 feasibility study that confirmed the two port solution as the  
16 only long-term solution for the issues affecting trade and  
17 tourism at the port. In fact, GSA has completed the due  
18 diligence and tier one environmental process on the land that we  
19 are donating.

20 With the unanimous support of the entire Arizona  
21 Congressional delegation and Governor Ducey, we have been  
22 working with Congress and the administration to secure  
23 \$175 million to pay for the new port of entry and 150 million  
24 for the modernization of the existing port. We are hopeful that  
25 the President's JOB -- JOBS Act will include the necessary

1 funding to pay for these essential port projects, funding that  
2 could become available later this year.

3 We have created a technical team that is looking  
4 at all the related infrastructure and utility needs that the new  
5 port will require, a team that also includes ADOT. We have been  
6 working with District Engineer Bill Harmon and International  
7 Affairs Director Mark Sanders on the conceptual design and  
8 engineering of the road.

9 Finally, I wanted to let you know that we are  
10 also working with Mexico on the infrastructure that will be  
11 required on the Mexican side. The gentleman that owns the land  
12 on the Mexican side at James Ranch Road is in the process of  
13 donating the land to the Mexican federal government. He is also  
14 putting together a proposal for the design, maintenance and  
15 operation of the inspection facility, connector road, the  
16 highway too.

17 I wanted to expressly express my gratitude to  
18 Director Halikowski for the collaboration and constructive  
19 relationship that we have with him and the entire ADOT team.  
20 The Director's willingness to listen and find ways to contribute  
21 to develop of our regions is greatly appreciated.

22 Chairman Stratton and board members, I know that  
23 right now if you look at a map, you will see a road that leads  
24 to nowhere, but the prospect of \$325 million of federal  
25 investment in our ports of entry, I ask you to see a connector



1 road that will be essential to moving over 50,000 trucks and  
2 over \$4 billion worth of goods each year.

3 I thank you for your consideration. I'll be  
4 happy to answer any questions.

5 CHAIRMAN STRATTON: Thank you. We appreciate  
6 your comments.

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

8 MR. ROEHRICH: Yes, sir, Mr. Chairman. Our next  
9 speaker is Council Delegate Kee Alan Begay.

10 Mr. Begay, please raise your hand so you can be  
11 unmuted.

12 WEBEX HOST: Mr. Begay, you are now unmuted.  
13 Mr. Begay?

14 MR. BEGAY: Good morning. Can you hear me now?

15 WEBEX HOST: Good morning. Yes, we can hear you.  
16 Thank you.

17 MR. BEGAY: I apologize. I forgot to unmute  
18 myself.

19 Good morning to everyone. This is Delegate Kee  
20 Alan Begay, Junior, with the Navajo Nation Council. ADOT Board  
21 members, Chair, Chairperson, Vice Chair, Board members, ADOT  
22 administrators and everyone listening on the line, I am calling  
23 in from Many Farms, Arizona, the northeastern part of the state  
24 of Arizona on the Navajo Nation.

25 I'm sure you are well aware of when I come before

1 ADOT every time that I want to speak to the ADOT board members,  
2 Highway 191. The specific is continue to request for  
3 improvement on Highway 191 between Chinle and Many Farms,  
4 Arizona. 86538 and 86503 is are the code -- ZIP codes.

5 Improvement is very much needed. There is some  
6 improvement being worked on, but I believe that this more of a  
7 band-aid improvement, but how can ADOT be able to do -- include  
8 this particular project if I'm missing information if it's not  
9 being included in the five-year plan? But nonetheless, I  
10 continue to ask -- humbly request that I -- on behalf of the  
11 community that lives in this area and those who travel through  
12 this community. As I indicate that summer is coming up, and  
13 although that we have this pandemic, but we do see people  
14 traveling through the community of all the -- visit -- visiting  
15 areas like Monument Valley, Four Corners, Canyon de Chelly,  
16 Grand Canyon and so on.

17 So I think that we somehow help ourself in  
18 improving this travel road on the Navajo Nation, and also, the  
19 smart highways that the Governor has been pushing for, and with  
20 a lot of fundings coming to the state and the tribe from the  
21 recent CARES funding and then the upfront funding and then  
22 upcoming infrastructure funding that will be developed by the  
23 United States Congress. I've been in contact with all of our  
24 senators, and I was down in Phoenix yesterday regarding another  
25 issue, but I did talk to several state legislators regarding the

1 191 issue.

2 So I just want to continue to ask the board  
3 members to sincerely -- humbly ask for your support and any  
4 other way that they can help me get this road improved in the --  
5 on the northern part of the state of Arizona.

6 So with that, I just ask everyone to be safe out  
7 there and hopefully to continue -- continue to call in for  
8 support. So thank you very much.

9 CHAIRMAN STRATTON: Thank you for your comments.  
10 Floyd, do we have any other speakers?

11 MR. ROEHRICH: Yes, sir. We've got a couple  
12 more. Our next speaker will be Mr. Randy Heiss, Executive  
13 Director for SEAGO.

14 Mr. Heiss, please raise your hand so you can be  
15 unmuted.

16 WEBEX HOST: Mr. Heiss, you are unmuted.

17 MR. HEISS: Thank you very much, Christie, and  
18 good morning, Chairman Stratton, Board members, Director  
19 Halikowski, ADOT staff. Can everybody hear me?

20 MR. ROEHRICH: Yes, we can.

21 MR. HEISS: Oh, good. Just wanted to confirm.

22 My name is Randy Heiss, and I'm the executive  
23 director the SouthEastern Arizona Governance Organization,  
24 ADOT's planning partner for the non-urbanized area the  
25 southeasternmost part of the state. Thank you for the

1 opportunity to speak this morning.

2           Those of you who have served on the Board for  
3 several years will recall my regular presence at your meetings  
4 advocating for funding for the State Route 189 project in  
5 Nogales. We're grateful that ADOT and many others understood  
6 the importance that project has to Arizona's economy and  
7 literally worked miracles to make it become reality.

8           The Arizona-Mexico border is about 370 miles  
9 long, and roughly a third of that lies in the SEAGO region. The  
10 SEAGO region is home to half of Arizona's eight ports of entry  
11 and about 90 percent of the commercial vehicles, and  
12 approximately 92 percent of the trade value crossing the  
13 Arizona/Sonora border passes through a port of entry somewhere  
14 in the SEAGO region, and as a result, it's really hard to  
15 overstate the importance of international trade to the economy  
16 of our region.

17           So this morning my focus shifts to the eastern  
18 corner of our region, to another port community, the City of  
19 Douglas. I want to echo what you heard from my friend Mayor  
20 Huish. Freight and commerce through the Raul Castro Port of  
21 Entry has reached a point where a new commercial port of entry  
22 west of the city must be built in order to mitigate the safety,  
23 security and congestion issues at the existing port in downtown.  
24 The reality is the pieces have been slowly coming together, and  
25 that new commercial port will be built literally within the next

1 five years.

2 The America -- American JOBS Plan introduced by  
3 the Biden Administration includes \$17 billion for inland  
4 waterways, seaports and LPOEs. I'm told about 3 billion of that  
5 is land ports of entry already in the pipeline for funding, such  
6 as the Douglas port. That legislation is a long way from the  
7 finish line, but one thing seems certain. International trade  
8 and ports of entry are among the rare points of bipartisan  
9 agreement in Congress due to their importance to our nation's  
10 economy, and the two port solution that the mayor spoke about  
11 has maintained strong support from our Congressional  
12 delegations, both past and present.

13 The problem is it's hard to build a new part  
14 without an access road. We've heard Governor Ducey state over  
15 and over his commitment to infrastructure to enhance our trade  
16 relations with Mexico, and it's certainly not going to look good  
17 if a new port is designed and ready to build and we haven't  
18 figured out how to fund the access road to serve the facility.

19 Everybody in the room knows the overwhelming  
20 systemic transportation needs in Arizona given the under --  
21 given the underinvestment we've experienced over the last decade  
22 or more, and you people have an extremely difficult job. I  
23 don't envy you at all, but as with State Route 189, I want to  
24 point that projects that have the potential to bring near term  
25 return on the investment will stimulate our economy and help

1 bring in new revenue to the system that will enable other  
2 investments all over the state, and the new connector road to  
3 the Douglas port of entry is another one of those.

4 It sounds a bit unrealistic to expect you to load  
5 the entire project in the five-year plan at this time, but I  
6 don't think it's unrealistic to ask you to give strong  
7 consideration to at least funding the DCR for the facility in  
8 the five-year plan under consideration today so we can begin to  
9 identify the environmental, cultural resources in the product  
10 area, the appropriate right-of-way, the primary design and  
11 anticipated costs so that we can at least understand what needs  
12 to be built and perhaps move toward programming the facility  
13 construction in the 2023 to 2027 tentative five-year program.

14 So once again, thanks again for your time and  
15 consideration and for the opportunity to comment and for your  
16 exceptional service to the State of Arizona.

17 CHAIRMAN STRATTON: Thank you, Randy.

18 Floyd, would you call the next speaker?

19 MR. ROEHRICH: So, Mr. Chairman, our last speaker  
20 is Mr. Jack Burns.

21 Mr. Burns, will you please raise your hand so you  
22 can be unmuted?

23 MR. BURNS: Hello?

24 WEBEX HOST: WEBEX HOST: Mr. Burns, you have  
25 been unmuted. Hello.

1 MR. BURNS: Thank you.

2 Chairman Stratton and members of the Board, thank  
3 you for this opportunity to speak.

4 I wish to address the following issue. Arizona  
5 Highway 260 east of Star Valley is one of the most dangerous  
6 highways in the state. It's (audio interruption) lanes with  
7 access to and from communities along five miles of distance.  
8 (audio interruption) trees have overgrown along and over much of  
9 the highway across from the forest, causing extreme dangers to  
10 drivers and the elk.

11 At busy times of the year, there are as many as  
12 10,000 vehicles using this small two-lane highway, causing  
13 10-mile backups in either direction. This week, on the 14th,  
14 there was a seven-car pile up caused by lack of ingress and  
15 egress from the highway. Serious accidents are very common.  
16 This stretch of highway, oftentimes called Preacher Canyon, was  
17 to be completed with divided four lanes in 2002. It is not even  
18 on the Department's radar, and my question is why?

19 The section of 260 between the Mogollon Rim and  
20 Heber is also in terrible condition, with potholes and missing  
21 asphalt over the 15-mile distance. Large semis use this  
22 highway. Shoulder asphalt has fallen away the entire stretch  
23 (audio interruption) continuous patchwork of cold patch.  
24 Drivers must play dodgeball to avoid the holes in the surface.  
25 This two-lane road is unsafe at any speed. This stretch too,

1 from the Rim to Heber, was to be completed as part of the  
2 four-lane project in 2002, and I'm (audio interruption) to know  
3 what I can do as a citizen and what the citizens in this area  
4 can do to maybe change the -- the priority of this project.  
5 Thank you.

6 CHAIRMAN STRATTON: Thank you, Mr. Burns.  
7 Floyd, any more speakers?

8 MR. ROEHRICH: Mr. Chairman, that is all the  
9 requests that we have.

10 CHAIRMAN STRATTON: Okay. Thank you, Floyd.  
11 This is a public hearing for the tentative five-  
12 year plan, so we'll go to Greg Byres, who will now provide an  
13 overview of the tentative FY 2022 to 2026 Five-Year  
14 Transportation Facilities Construction Program. It is a  
15 hearing, so this is for information and discussion only. Greg.

16 MR. BYRES: Thank you very much, Mr. Chairman,  
17 board members. We'll have the presentation coming up.

18 Thank you, Rhett.

19 So this is... We're going to skip the P2P  
20 process for now. The tentative five-year highway delivery  
21 program will be described, as well as MAG's tentative program  
22 (audio interruption) the airport program, and then the next  
23 steps that are required for the tentative program to be  
24 finalized.

25 Next slide. So -- oops. I'm sorry.



1 (Indiscernible.) Go through the background here real quick.  
2 Thank you.

3 So the tentative five-year program is presented  
4 to the State Transportation Board for approval for presentation.  
5 That was done in February. We are currently going through the  
6 public hearings. There was one held last month, this month, and  
7 then there will be another one next month prior to the State  
8 Transportation Board meeting. June 3rd will be a study session  
9 to discuss all of the comments that we've received to date. We  
10 have received somewhere in the neighborhood of 350 comments that  
11 we are accumulating and going through and categorizing. We will  
12 continue to do that as those comments come in during this  
13 comment period.

14 Projected approval for the five-year program is  
15 scheduled for June 18th at the State Transportation Board  
16 meeting. July 1 starts fiscal year '22, for which we will have  
17 an approved program prior to that, and the program must be  
18 fiscally constrained, and that's for each year of the program.

19 Next slide.

20 So just an overview of the condition assets. The  
21 current value of our system is set at roughly about  
22 \$23.5 billion. However, if we were to reconstruct that today,  
23 we're talking somewhere in the neighborhood of about  
24 \$300 billion.

25 Next slide.

1                   So we're going to go through the different  
2 conditions that we have for bridge and pavement. We're going to  
3 start off with bridge. We've categorized those into three  
4 different categories. We have good, fair and poor. Good  
5 condition is primary structure components have no problems or  
6 only very minor deterioration. If it's in fair, its primary  
7 structure components are sound but have some slight  
8 deterioration or the abutments are somewhat deteriorated due to  
9 scour. If it's in poor condition, the advanced concrete  
10 deterioration, scour or serious affected primary structure  
11 components. A poor condition bridge is not unsafe. Unsafe  
12 bridges are closed.

13                   Next slide.

14                   So this gives you an idea of the conditions, the  
15 current condition that we have, as well as where the condition  
16 has been over the past 10 years. You'll see that our good  
17 condition has declined. In 2010 it was at 78 percent good.  
18 We're currently at 59 percent good condition. We have 40  
19 percent in fair and 1 percent in poor.

20                   Next slide.

21                   For pavement conditions, again, we use our good,  
22 fair and poor ratings. Good pavement is a smooth road surface  
23 with little cracks. No ruts or potholes. A fair condition  
24 roadway has moderate amounts of cracking that can lead to  
25 increased roughness of the road surface, and it has shallow ruts

1 in the wheel path. Poor condition has numerous cracks, rough  
2 road surface, ruts in the wheel path, potholes and the  
3 disintegration of the road surface itself.

4 Next slide.

5 So we break down our pavements into three  
6 different categories. The first category is interstates.  
7 Again, you can see a ten-year trend starting from 2010 to 2019.  
8 Our current condition has us at 48 percent in good condition, 51  
9 percent in fair condition, and 1 percent in poor condition.  
10 Again, you can see the -- the deterioration over the last 10  
11 years of our good condition pavement.

12 Next slide.

13 The next category is our non-interstate national  
14 highway system pavement. We are currently at 32 percent good  
15 condition, 65 percent fair condition, and 3 percent poor  
16 condition. We can see a little more drastic change that we've  
17 had over the past 10 years.

18 Next slide.

19 Our last category is the non-national highway  
20 system pavements that we have. These are usually low volume  
21 roads. Again, you can see that we're somewhere in the  
22 neighborhood of about 19 percent good condition, 75 percent in  
23 fair condition and 6 percent in poor condition. And you can see  
24 the deterioration throughout as we've gone through the past 10  
25 years for the good condition.

1 Next slide.

2 So as we go through the rest of these, what  
3 you're going to see is we've broken everything down into three  
4 different investment categories. We have preservation,  
5 modernization and expansion. Preservation is keeping the  
6 existing pavements and bridges maintained. Modernization is a  
7 non-capacity investment to improve safety and operations, and  
8 expansion is just expanding the system or capacity along our  
9 roads and bridge systems.

10 Next slide.

11 What this slide shows is we took and ran a  
12 scenario to find out what kind of funding would be necessary  
13 just to maintain the current bridges and pavements in their  
14 existing conditions. This was -- this was run about a year ago.  
15 We're currently running a new one with the latest information  
16 that we've received as far as conditions out in the field, but  
17 what you can see here is if you look at the chart that we have  
18 up in the upper right-hand corner, you'll see that the amount of  
19 dollars necessary to maintain existing conditions, it goes up  
20 and then it drops back down. The reason for that is as it goes  
21 up, we're actually taking and improving roadways and conditions,  
22 bringing them back up and stopping that de-escalating curve, and  
23 then after that, it starts to drop off, and then it will take  
24 and porpoise back up. It's just a rhythmic means for funds if  
25 we were to just maintain the existing system.

1           Again, if you look at the dollar values that are  
2 down at the bottom, you'll see that in 2020, we were -- we  
3 needed to have 219 million. That escalates up all the way to  
4 2022, where we're looking at 454 million, and then it escalates  
5 -- or goes down to somewhere in the neighborhood of 200 million  
6 in '24 and '25. If we were to take and bring the entire system  
7 up into good condition, just for the pavements itself, we're  
8 talking somewhere in the neighborhood of \$4.2 billion to get  
9 those pavements brought back up.

10           So next slide.

11           So what you're looking at here is the actual  
12 five-year program. Each of the columns that you see represent  
13 one year in the five-year program. We go from 2022 through to  
14 2026. That black horizontal line that you see is our  
15 \$320 million target value that we have for preservation. One  
16 good thing that we see here is that all but one year, we  
17 actually hit or exceed those values. In the '22 and '23, that's  
18 been possible due to some additional funding that has come into  
19 the program.

20           So what you see in green is the preservation  
21 itself. The red that you see is statewide modernization. The  
22 purple that you see is the statewide project development that's  
23 required to get projects through. The orange is the statewide  
24 planning, and then the blue is expansion. You'll notice that we  
25 have expansion in '22, '23 and '24. However, in '25 and '26, we

1 have no expansion. That is a recommendation that came out of  
2 our Long Range Transportation Plan and has been a goal since we  
3 came out with that. We have been trying to -- to run through  
4 all of the expansion projects that were previously programmed,  
5 and those will terminate through in 2024.

6 Next slide.

7 So as far as the systems, pavement preservation,  
8 what this slide will show us is if we actually look at the lane  
9 miles that are actually out on the roads themselves, you can see  
10 that we have a total of 22,431 lane miles across the entire  
11 state. As we go through our program, you've seen the  
12 preservation dollars that we had.

13 This slide was from data gathered through to  
14 2023. You'll see that in that lower portion on the -- on the  
15 right-hand side, we have those horizontal bars. In 2021, we're  
16 affecting 378 lane miles. That's 1.69 percent. In 2022, we're  
17 affecting roughly 320 lane miles. That's 1.43 percent. That's  
18 actually going to go up due to some additional funding that we  
19 received through the COVID relief federal funds. In 2023, we're  
20 affecting 532 lane miles, which is 2.37 percent. And again,  
21 that's going to go up just slightly due to some additional  
22 funding. However, we need a minimum of 5 percent in order to  
23 just maintain the existing roadway system that we have. In  
24 2022, that's roughly about what we're going to see with the  
25 additional influx of funds that we're getting from COVID relief.

1 Next slide.

2 So as far as the five-year program goes, as a  
3 comparison to the previous years, you can see that we're  
4 sticking very close to what we've had in the past. We're  
5 looking at roughly about 44 percent in expansion, 10 percent in  
6 modernization, and 46 percent in preservation. That compares  
7 very closely to what we had in the 2021 through 2025 program.

8 Next.

9 As far as the Greater Arizona area goes, what  
10 we're looking at here is we'll have 24 percent in expansion, 12  
11 percent in modernization and 64 percent in preservation.

12 Next slide.

13 So if we go year by year, looking at the  
14 expansion projects that we have, you'll see that the -- the bar  
15 that's over on the left side is the same bar that we were  
16 looking at previously, but as far as expansion goes, we're  
17 looking at -- we have one project on State Route 69. This is  
18 the Prescott Lakes Parkway Frontier Village. This is at  
19 \$10 million. We have a project on US-93. This is the Tegner  
20 Street to Wickenburg Ranch portion at \$41 million. And we have  
21 I-17, this is goes from Anthem Way to Cordes Junction, at  
22 \$108.6 million.

23 Next slide.

24 In FY '23, we're looking at a total of  
25 \$84 million in expansion. We have 1 million that's going to be

1 going to the West Kingman TI. This is on I-40 and US-93. This  
2 will be utilized for right-of-way for the project. We also have  
3 \$83 million that will be going to the Gila River Bridge on I-10.

4 Next slide.

5 In FY '24, we've got about \$70 million in  
6 expansion projects. These 70 million will be going to a single  
7 project. This will be the actual construction of the West  
8 Kingman TI on I-40 and US-93.

9 Next slide.

10 As was stated earlier, in FY '25, we don't have  
11 any expansion projects; however, just as an example, we do have  
12 some preservation projects that are represented here. One of  
13 them is a \$7 million bridge project. This is the Santa Maria  
14 River Bridge on State Route 96. We also have another bridge on  
15 the San Pedro River. This is on State Route 82, and that's at  
16 \$7 million.

17 Next slide.

18 In FY '26, we currently have no expansion  
19 projects. I don't have anything. That's it for preservation,  
20 as we generally don't list projects out in the fifth year of the  
21 program, but again, the money that we have dedicated out, we do  
22 have -- are exceeding that 320 million that we are targeting for  
23 preservation, with 416 million set aside for preservation.

24 Next slide.

25 As we get into the outer years on the development



1 years of the program, we -- we're consistent all the way through  
2 those years with the information that we have from our finance  
3 division. This takes and projects through from 2027 through  
4 2031, and as you see, we do not have any expansion planned for  
5 those years as well. We currently have a Long Range  
6 Transportation Plan update, or our latest one that we're getting  
7 ready to kick off, but we are using the recommendations for  
8 investment out of the current Long Range Transportation Plan  
9 through these development years.

10 Next slide.

11 As we go on to the MAG's program, you can see  
12 here from the slide we've got a multitude of different projects.  
13 The majority of all these projects are either on the freeway  
14 system or on the major arterial roadways throughout the region.  
15 We've got projects on I-17, the SR-201. We have 202. We have  
16 projects on SR-85. We also have projects on the 303, as well as  
17 a multitude of other projects. This information is the latest  
18 information that comes out of the MAG region, and they are  
19 currently looking at updating their TIP, and as that occurs, we  
20 will take and update this information as it is approved through  
21 the regional council.

22 Next slide.

23 This is PAG's tentative program. Again, we have  
24 projects all through their region. We have projects in I-10,  
25 SR-77, the SR-210, as well as I-19. Again, the PAG region is

1 also working on updating their TIP and their program, and as  
2 that passes through their regional council, we can take and  
3 update this information as well.

4 Next slide.

5 As we go on to the Airport Capital Improvement  
6 Program, we have basically three different programs that we  
7 follow. We have the federal/state/local program, the  
8 state/local program, and the airport pavement preservation  
9 program. We currently have \$5 million set aside for the  
10 federal/state local program, 10 million set aside for the  
11 state/local program, and 8 million set aside for the pavement  
12 preservation program. We also have 4 million that goes to the  
13 Grand Canyon Airport, as well as a million dollars is set aside  
14 for planning services. A total of \$28 million for the airport  
15 program itself.

16 Next slide.

17 So as far as next steps go, the State  
18 Transportation Board, we're going through our public hearings.  
19 As we speak, we still have one more coming up in May, as well as  
20 a study session coming up in June, with the final program going  
21 to the State Transportation Board in June of '21 for final  
22 approval.

23 And with that, I stand for any questions if  
24 anyone has any. Thank you.

25 CHAIRMAN STRATTON: Do any of the board members

1 have questions for Greg?

2 MR. SEARLE: Chairman Stratton, this is Richard.

3 CHAIRMAN STRATTON: Go ahead.

4 MR. SEARLE: Yes. You know, I think Mayor Huish  
5 and Mr. Heiss' comments were well spoken this morning. I think  
6 there's -- I know ADOT staff has been supportive of that port of  
7 entry project. Can we have discussion on our study session in  
8 June about the possibility of putting a DCR in for that project  
9 in the five-year plan?

10 CHAIRMAN STRATTON: Absolutely, if you would like  
11 to place that on the agenda.

12 MR. SEARLE: I would. I would like staff to be  
13 prepared for it on the study session.

14 CHAIRMAN STRATTON: Floyd or John, would that be  
15 the appropriate place to discuss that, the study session, or do  
16 you have a better suggestion?

17 MR. ROEHRICH: Mr. Chairman, Member Searle, yes,  
18 the study session in June, that first study session in June is  
19 the time for us to address all those comments.

20 DIRECTOR HALIKOWSKI: So, Mr. Chairman, I agree  
21 with Floyd. That is the best venue. There are a number of  
22 moving parts here, as Mayor Huish pointed out. You know, the  
23 DCR being one, but you know, we have to work with the GSA also,  
24 with the mayor's folks, and so we've had our technical team  
25 operating with them, but what I want to point out is that, you

1 know, it's -- the port system along our border is five ports,  
2 and it works as a system, and the Board has been, you know,  
3 really great about working with our Nogales port and improving  
4 189, but what we'd like to do is not only highlight what's going  
5 on in Douglas and the needs there for the connector road, but  
6 also probably discuss San Luis 1 and 2 with you, which are also  
7 in line for some federal appropriations.

8 This also is, you know -- and I don't mean this  
9 facetiously, but it's a dance with the Sonoran state government  
10 and the Mexican federal government and the private property  
11 owner, too, along with Presidential permits that have to be  
12 issued for ports of entry. So lots of moving parts, and I think  
13 the study session would be a great place to give the Board the  
14 entire picture of what we have in ADOT's border master plan.

15 CHAIRMAN STRATTON: I think that's a great idea,  
16 John.

17 Richard, does that serve what you need?

18 MR. SEARLE: Exactly. Perfect. Thank you.

19 DIRECTOR HALIKOWSKI: Thank you.

20 CHAIRMAN STRATTON: Yes, sir. Thank you.

21 Any other questions for Greg?

22 DIRECTOR HALIKOWSKI: Mr. Chair, I do have a  
23 question. We had a constituent talk about the pavement on 260.  
24 Greg, my understanding is there is a pavement project this year.  
25 Are you familiar with that one? Or Dallas?

1 MR. BYRES: Yes, there is a pavement project that  
2 is a preservation project on 260. I'll have to get the exact  
3 (indiscernible). I don't have those right off the top of my  
4 head, but there is a fairly substantial project.

5 DIRECTOR HALIKOWSKI: Dallas, do you have detail?  
6 Dallas, you're muted.

7 MR. HAMMIT: Sorry about that.

8 Yes, Mr. Chairman, Director, there is a project  
9 in that corridor that the gentleman spoke of. It is a 23-mile  
10 project, and we're spending right around \$24 million. So we  
11 have recognized that that is a challenge, and that is a 2021  
12 project.

13 DIRECTOR HALIKOWSKI: So I would ask Mr. Burns if  
14 he could provide us contact information, Mr. Chairman. We'll be  
15 happy to discuss the 260 issues more fully with him, but  
16 realizing when folks ask what they can do, as the Board is well  
17 aware from Greg's presentation, we're operating on 1991  
18 revenues, and basically, you know, the public is not seeming to  
19 want to provide more revenues, and we continue to slide from  
20 good to fair and fair to poor. Hopefully we'll see some things  
21 in our legislative discussion that might offer more money coming  
22 in from the federal side, but at this point, as you know, we try  
23 to get to these, but we just don't have enough revenue to go  
24 around to address all the pavement issues. So we do offer more  
25 discussion for Mr. Burns. If he'll reach out, we can give him a

1 fuller picture.

2 CHAIRMAN STRATTON: I'd appreciate that. And if  
3 you would also include the update on the Lion Springs design,  
4 which was also part of his comments. I think it's important  
5 that the residents understand what we've committed to looking at  
6 in there.

7 DIRECTOR HALIKOWSKI: Yes, sir. We will do that.

8 CHAIRMAN STRATTON: Thank you.

9 And I agree with your comments on the 1991, '92  
10 moneys that we're dealing with, and I often ask people can they  
11 run their households on the money they received back in the  
12 early nineties, and absolutely no. So I don't quite understand  
13 why they expect us to be able to maintain the roads with those  
14 kind of moneys and expand also. It's just...

15 DIRECTOR HALIKOWSKI: Yeah. It's a matter of  
16 education, Mr. Chairman, and Dallas is working with a team right  
17 now. We're striving to better educate the public that the  
18 dollar we made in '91 off gas tax is now worth 47 cents. So,  
19 you know, it's -- anyway, we're going to try and work on some or  
20 education to try and get out to people to get a better  
21 understanding of what's happening with the pavement and the  
22 system.

23 CHAIRMAN STRATTON: I think that's an excellent  
24 idea. Thank you.

25 Do we have any other questions from the board

1 members?

2                   Hearing none, I would entertain a motion that we  
3 adjourn this public hearing.

4                   VICE CHAIRMAN THOMPSON: (Indiscernible.)

5                   CHAIRMAN STRATTON: Do I have a second?

6                   MR. KNIGHT: Second. Second.

7                   CHAIRMAN STRATTON: So -- I'm sorry. Who was  
8 the first?

9                   MR. ROEHRICH: Mr. Chairman, the motion was by  
10 Board Member Thompson, and the second was by Board Member  
11 Knight.

12                   CHAIRMAN STRATTON: Okay. Thank you. All in  
13 favor say aye.

14                   BOARD MEMBERS: Aye.

15                   CHAIRMAN STRATTON: Motion carries. The public  
16 hearing is adjourned.

17                   (Public hearing adjourned at 9:50 a.m.)

18

19

20

21

22

23

24

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 30 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 11th day of May 2021.

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



**Adjournment**

***A motion to adjourn the April 16, 2021, State Transportation Board Public Hearing was made by Vice Chairman Jesse Thompson and seconded by Board Member Gary Knight. In a voice vote, the motion carried.***

**Meeting adjourned at 9:50 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