

**STATE TRANSPORTATION PUBLIC HEARING
TELEPHONIC/VIDEO MEETING
9:00 a.m., May 21, 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 9:02 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 Knight, Board Member Searle, Board Member Daniels, Board Member Meck, and Board Member Maxwell. There were approximately 87 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

May 21, 2021
9:02 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 PUBLIC HEARING,
3 was reported from electronic media by TERESA A. WATSON,
4 Registered Merit Reporter and a Certified Reporter in and for
5 the State of Arizona.

6

7 PARTICIPANTS:

8 Board Members:

9

10 Steven E. Stratton, Chairman
11 Jesse Thompson, Vice Chairman
12 Gary Knight, Board Member
13 Richard Searle, Board Member
14 Jenn Daniels, Board Member
15 Jackie Meck, Board Member
16 Ted Maxwell, Board Member

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:
Donald Huish, Mayor, City of Douglas.....	4
Jaime Chamberlain, Greater Nogales Santa Cruz County Port Authority.....	8
Africa Luna-Carrasco, Vice Mayor, City of San Luis.....	12
James Howie, Resident, Gold Canyon.....	14
Melinda Gantner, Resident, Williams.....	16
Kee Allen Begay, Junior, Council Delegate, Many Farms, Chapter, Navajo Nation.....	17
Laura Sicklesteel, Resident, Williams (not present).....	XX
Brady Harris, Vice Mayor, Town of Tusayan.....	19
John Courtis.....	21
Julia Brooks, CEO/Executive Director, Wickenburg Chamber of Commerce.....	24
Randy Heiss, Executive Director, SEAGO (Letter attached at the end of the Reporter's Transcription.....	51

AGENDA ITEMS

Item 1 - FY 2022-2026 Tentative Five-Year Transportation Facilities Construction Program, Greg Byres.....	27
---	----

1 (Beginning of excerpt.)

2 CHAIRMAN STRATTON: Moving on to the call to the
3 audience. This is a telephonic WebEx conference meeting.
4 Everyone will be muted when they call into the meeting. When
5 your name is called to provide your comments, you will indicate
6 your presence by virtually raising your hand using your phone
7 keypad or through the WebEx application. The WebEx host will
8 guide you through the unmuting and muting process following the
9 instructions included with the meeting agenda.

10 This is our final public hearing for this year's
11 five-year plan. I'm glad to see there are a few more speakers
12 this time than there have been. The Board does appreciate your
13 comments; however, we will hold you through a -- to a
14 three-minute time limit.

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

16 MR. ROEHRICH: Yes, sir, Mr. Chair.

17 Our first speaker is Mayor Donald Huish, Mayor of
18 Douglas, and he will be followed by Mr. Jaime Chamberlain,
19 Chairman of the Greater Nogales Santa Cruz County Port
20 Authority, just so those are ready -- those gentlemen are ready
21 to go.

22 Mayor Huish, please follow the instructions and
23 unmute your line.

24 MAYOR HUIISH: Thank you. Good morning, members
25 of the Transportation Board.

1 Is that clear enough for you? Hello?

2 CHAIRMAN STRATTON: Yes. You're being heard.

3 MAYOR HUIISH: My apologies.

4 My name's Donald Huish, and I'm the mayor of the
5 City of Douglas. I appear before you to ask for your support
6 including the connector road between the International Border
7 and State Route 80 for the new port of entry at Douglas. I
8 respectfully would like to provide you with a brief update on
9 the progress of this project.

10 We remain in close contact with Governor Ducey's
11 office and our Congressional delegation as we work to secure the
12 \$325 million to pay for the construction of the new port of
13 entry and modernization of the existing port in downtown
14 Douglas. Our Congressional delegation has confirmed that the
15 current draft of the JOBS Act proposed by the President includes
16 \$3 billion to pay for ports of entry, and Douglas projects are
17 within the top ten nationally.

18 There's great hope and expectation that this
19 funding could come before the end of this year. So we have been
20 working diligently to prepared for the anticipated federal
21 investment, an investment that would be a huge economic
22 development catalyst for Douglas, Cochise County and the entire
23 state of Arizona.

24 In anticipation of this major economic impact in
25 our area, the Environmental Protection Agency has completed an

1 urban design study at Douglas to help us define the areas of
2 opportunity and growth, including revitalizing our downtown,
3 creating new development corridors, and leveraging the
4 investment in the new port of entry.

5 We recently hosted Board Member Richard Searle,
6 Director Tim Lane of the Enforcement and Compliance Division and
7 other staff from ADOT for a site visit to the area where the new
8 port of entry is to be built. It was an opportunity to see the
9 80 acres of land that the City has donated to the federal
10 government for the construction of the new port of entry.

11 Please note that the GSA, General Services
12 Administration, has already conducted its due diligence of the
13 land, including the level one environmental work, so that they
14 can accept the land and donation.

15 Cochise County has just completed a water and
16 wastewater report for the area where the new port is to be built
17 and the anticipated commercial industrial development that this
18 project will bring. As we continue our work to coordinate with
19 Mexico on the -- on the investment needed on the Mexican side,
20 which I am happy to report that significant progress is being
21 made. Last week we conducted another meeting of the Douglas
22 Port of Entry Technical Team that brings together our utilities,
23 City and County, ADOT, the Arizona Commerce Authority and our
24 federal partners in this effort to plan all the necessary
25 infrastructure improvements that will be needed to support this

1 project.

2 Suffice it to say that primary among all of these
3 needs is the road that will connect the port with State Route
4 80. Initial estimates are that the connector road will cost
5 between 6 and 10 million dollars, and we are aware that these
6 funds for these new projects are limited, if not existent at
7 all. But with the prospects of the federal funding for the
8 ports, we must prepare this project so that it will become
9 eligible for future funding opportunities.

10 Thus, we would respectfully ask that ADOT conduct
11 the design concept report, or DCR, along with environmental
12 compliance to get this project ready for funding. According to
13 ADOT, the DCR and the environmental work would cost between 500
14 and 800,000 dollars. The City is working with various
15 stakeholders to help find funds that would help to defray the
16 cost of the DCR and help ADOT advance this project, because you
17 deliver it -- what needs to be included in the --

18 MR. ROEHRICH: Excuse me, Mayor. If you would --

19 MAYOR HUIISH: Thank you.

20 MR. ROEHRICH: Your time is --

21 (Speaking simultaneously.)

22 MR. ROEHRICH: Could you please wrap up your
23 comment?

24 MAYOR HUIISH: Just thank you. Thank you very
25 much, board members, and we'd like to invite you down whenever

1 you -- whenever you're available to come see the project, and
2 exciting things happening down there, and God bless you all.

3 CHAIRMAN STRATTON: Thank you.

4 Floyd, would you call the next speaker, please.

5 MR. ROEHRICH: The next speaker is Jaime
6 Chamberlain, President of the Greater Santa Cruz County Port
7 Authority, and after him will be Vice Mayor Africa Luna-
8 Carrasco.

9 MR. CHAMBERLAIN: Hello everyone. Can you hear
10 me?

11 CHAIRMAN STRATTON: Yes.

12 MR. CHAMBERLAIN: Chairman Stratton and members
13 of the Board, thank you very much for allowing me to speak
14 today. My name is Jaime Chamberlain, and I am here as chairman
15 of the Greater Nogales Santa Cruz County Port Authority. Our
16 board of directors includes the City of Nogales, Santa Cruz
17 County Fresh Produce Association of the Americas, INDEX of
18 Sonora, Nogales Customs House Brokers Association, Nogales
19 Community, the Development Foundation, the Nogales Economic
20 Development Foundation and the Santa Cruz County Mining Cluster
21 (indiscernible).

22 I'd like to start off with thanking the Board and
23 Director Halikowski and the entire ADOT team for the tremendous
24 progress that's being made on the modernization of State Route
25 189. I'm happy to report that the project continues to move

1 ahead of schedule and under budget. Just this week ADOT
2 announced the opening of the roundabout at Target Range Road,
3 and construction crews are moving quickly on the completion of
4 the flyover ramps at I-19. This could not have been possible
5 without all of your support.

6 Once this is completed, this project will be a
7 game changer in the improving of the safety for the traveling
8 public and the strengthening of the Arizona's competitiveness as
9 a key trade and tourism corridor into North America. We look
10 forward to hosting the Board and the ADOT team in Nogales when
11 the project is completed, hopefully in September.

12 I should note that the modernization project act
13 -- project is already having an economic impact on our
14 community. The cross-border travel restrictions that have been
15 in place since March of 2020 have had a severe impact on our
16 border, retail, tourism and local merchants. Our sales tax
17 revenues depend on the Mexican visitors who come to spend their
18 money on our side of the border. It had not been -- had it not
19 been for the SR-189 project that started just days before the
20 shutdown of our state due to COVID, our local economy and our
21 sales tax revenues would have been decimated. The sales tax
22 impact on the project has made up for those losses to the County
23 and the City where other sources of sales tax revenues were not
24 -- were not available, and for that we're grateful.

25 As we've stated before, the modernization of

1 State Route 189 is a critical component of the broader
2 transportation and logistics system in Nogales. In my previous
3 appearances before you, I'm here -- as in -- me, as in my
4 previous appearances, I'm here to ask you to include the
5 improvements of I-19 interchanges at Ruby Road and Rio Rico
6 Drive, along with the frontage roads between these two critical
7 interchanges into this five-year plan.

8 I did want to inform you that we made -- that we
9 did make an appropriations request to our congressional
10 delegations for \$35 million to pay for the construction of the
11 improvements to the federal government -- from the federal
12 government. This portion of I-19 serves as the access points to
13 and from many warehouses that are logistics hubs for billions of
14 dollars of fresh produce in the Rio Rico area.

15 Backups on northbound truck traffic exiting I-19
16 onto Ruby Road are essentially a daily occurrence, which are
17 aggravated during the peak periods of produce seasons when
18 backups exceed thousands of trucks onto I-19, and that's
19 happening right now as we speak. These are usually trucks
20 coming from Mexico to drop off their loads at warehouses in Rio
21 Rico, but those same trucks also return to Mexico.

22 We also see the backups from southbound traffic
23 exiting onto Ruby Road. These are typically trucks that come in
24 from all over the United States into Nogales to pick up the
25 products for all over -- for destinations on all over North

1 America.

2 When you consider that the residential traffic
3 also relies on Ruby Road to access I-19, it creates a dangerous
4 safety situation with the intermingling of high volumes of both
5 commercial and non-commercial traffic. Even with the pandemic,
6 truck traffic in Nogales has continued to grow. In 2020, over
7 350,000 trucks crossed the northbound at the Mariposa port of
8 entry. It's an increase of almost 3,000 trucks from the year
9 previous, and the first quarter of 2021 confirms that this
10 upward trend of truck traffic will continue. While this is a --

11 MR. ROEHRICH: Excuse me. Mr. Chamberlain.

12 MR. CHAMBERLAIN: Yes. I will wrap up.

13 MR. ROEHRICH: Okay. Thank you, sir. Please
14 wrap up.

15 MR. CHAMBERLAIN: We will continue to work with
16 -- we will continue to work with Rod Lane and the -- our
17 district engineer for the optimal design to maximize the gains
18 and safety, efficiency and throughput. It is coordinated
19 through dialogue that includes the industrial developers and the
20 County. As we did with SR-189, we stand ready to work together
21 to move the Ruby Road and Rio Rico interchange projects forward
22 and address the long-term transportation needs of our region.

23 If you have any questions, I'm ready to answer.

24 Thank you.

25 CHAIRMAN STRATTON: Thank you for your comments,

1 Jaime.

2 Just as a reminder to the rest of the speakers.
3 Please hold your comments to three minutes. I know they're
4 important. We need to hear them, but please give us a
5 three-minute summary, if you would. Thank you.

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

7 MR. ROEHRICH: Next speaker is Vice Mayor Africa
8 Luna-Carrasco, followed by Mr. James Howie.

9 Vice Mayor, please unmute your line.

10 VICE MAYOR LUNA-CARRASCO: Good morning can you
11 guys hear me?

12 CHAIRMAN STRATTON: Yes.

13 MS. LUNA-CARRASCO: Good morning, Mr. Chairman
14 and members of the Board. My name is Africa Luna-Carrasco, and
15 I'm the Vice Mayor for the City of San Luis. Thank you for the
16 opportunity to speak this morning.

17 I am here to ask for your assistance addressing
18 one of the most critical transportation issues impacting our
19 community, at the inclusion of the modernization of Cesar Chavez
20 Boulevard into the five-year transportation plan. Cesar Chavez
21 Boulevard is our major and single east-to-west connector and the
22 only connector between San Luis I and San Luis II ports of
23 entry.

24 Perhaps we are the fastest growing community in
25 rural Arizona. According to the latest census, our population

1 is over 36,000, and even the Governor has referred to our city
2 as a "Boomtown, Arizona." But that does not reveal the entire
3 story about our international community.

4 In 2020, 5.3 million people and 2.2 million cars
5 crossed the border into our community. Those numbers actually
6 reflect a decrease of 30.5 percent when compared to 2019 due to
7 the border restrictions placed since March of 2020.

8 We project that once those restrictions are
9 lifted, 21,000 people and 7,800 cars will cross into our
10 community each and every single day of the year. Once that
11 traffic reaches this side of the border, travelers only have two
12 options. One is to go north to US-95, or the second option is
13 to go east to SR-195. The only choice getting to SR-195 is
14 through Cesar Chavez Boulevard. This boulevard is mostly a
15 single lane road in each direction. It is dangerous for
16 pedestrians, because there are no sidewalks, and because
17 congestion is extremely severe during peak hours. It is also
18 the only main access point to many key areas within our city.

19 With that being said, Cesar Chavez Boulevard
20 needs to be improved to two lanes in each direction with
21 appropriate turning lanes, sidewalks and lanes to ensure the
22 safety of traveling public. The current estimated cost for this
23 project is \$33 million. The City has already spent a
24 considerable amount of time and resources in advancing this
25 project. We continue working closely with members of the ADOT

1 team and continue trying to acquire the right-of-way despite the
2 bureaucratic process, but the situation is dire and we need your
3 assistance in advancing this project.

4 Including it into the five-year transportation
5 plan will be a critical aspect of the advancement of the
6 project. I understand that resources are limited, but the
7 situation on Cesar Chavez Boulevard requires immediate
8 attention.

9 Thank you for your consideration, and I ask that
10 you keep this project in mind as you work through the five-year
11 transportation plan that you are about to approve. Again, thank
12 you so much, and I am happy to answer any questions you might
13 have.

14 CHAIRMAN STRATTON: Thank you for your comments,
15 ma'am.

16 Floyd, next speaker, please.

17 MR. ROEHRICH: Next speak is Mr. James Howie,
18 followed by Ms. Melinda Gantner.

19 MR. HOWIE: Hello.

20 MR. ROEHRICH: Hi.

21 CHAIRMAN STRATTON: We can hear you.

22 MR. HOWIE: Okay. Thank you for letting me speak
23 today. I am here to talk about extending SR-24 from Ironwood to
24 Florence Junction or between Renaissance Faire and there.

25 One of the things I chose to retire five years

1 ago and move to Arizona was because Arizona ADOT has been so
2 proactive on future growth throughout the region of the valley,
3 and so that's why I chose. I lived up in Seattle area, and we
4 were stuck in gridlock for the last 25 to 30 years. With that
5 is we -- currently we have a situation where -- when S -- US-60
6 is -- has a wreck and closed, and there has been 12 instances in
7 the last five years I've lived here, there is no detour, or the
8 detour is to go down Ellsworth, to Hunt Highway, to Arizona
9 Farms, up SR-20 -- 79, up -- back up to Gold Canyon. We've had
10 two of these instances in the last two weeks where it's closed
11 and people had to take this route. It takes about 60 minutes to
12 do that.

13 Also, they're planning -- DR Horton's planning to
14 grow south of Apache Junction, and to handle this future growth,
15 we would need SR-24 extended from Ironwood all the way out to
16 there. Also, we do have more and more truck traffic coming from
17 the mines in Superior and Kearny that are impacting US-60. You
18 know, by extending this, now is the time to plan, get the land
19 and build the extension from SR-24, Ironwood to the US-60.

20 With that, I appreciate you guys letting me talk,
21 and if you've got any questions, I'll -- I have no further
22 comments.

23 CHAIRMAN STRATTON: Thank you for your comments.

24 Floyd, next speaker, please.

25 MR. ROEHRICH: Next speaker is Ms. Melinda

1 Gantner, followed by Ms. Julia Brooks.

2 Ms. Gantner, please unmute your line.

3 MS. GANTNER: Hi. My name is Melinda Gantner. I
4 live in Williams, Arizona, and I am requesting to be included in
5 the five-year plan and expansion on Highway 64 from the I-40 to
6 the Grand Canyon.

7 As you all know, this is one of our major tourist
8 attractions here in the state of Arizona, and it is currently a
9 two-lane road with only two real passing lanes, one near the
10 city of Williams and one near the city of Tusayan. So,
11 therefore, we have the tourists speeding up and down the road,
12 passing illegally, causing major accidents, most -- or several
13 of them resulting in fatalities, and the road really does need
14 to be expanded to two lanes on both sides.

15 As the pandemic lifts and more and more traffic
16 starts getting the -- the roads are just going to get worse, and
17 it is bad, not only for the tourists that are out here, but also
18 for the residents that live out here, because when there is an
19 accident, then there is no bypass around them. So I would like
20 to request that that road be extended to two lanes from the I-40
21 all the way up to the Grand Canyon. Thank you.

22 CHAIRMAN STRATTON: Thank you for your comments,
23 ma'am.

24 Floyd, the next speaker.

25 MR. ROEHRICH: Next speaker is Ms. Julia Brooks,

1 followed by Mr. Kee Allen Begay.

2 Ms. Brooks, please unmute your line.

3 WEBEX HOST: Floyd, I'm not seeing her hand
4 raised or on our list.

5 MR. ROEHRICH: Thank you, Kristi.

6 Mr. Chairman, let's move on. If she's logs in
7 before we're done with call to the audience, then we can come
8 back.

9 Mr. Kee Allen Begay, please raise your hand and
10 unmute your line.

11 Kristi, is Mr. Begay on?

12 WEBEX HOST: I'm not seeing Mr. Begay either.
13 There is a hand raised. I can unmute that line. I believe it's
14 a previous person, though.

15 Call-in user, your line is unmuted.

16 MR. ROEHRICH: Is there somebody on the line,
17 please?

18 MR. BEGAY: Hello. This is Delegate Kee Allen
19 Begay, Junior.

20 CHAIRMAN STRATTON: Go ahead.

21 MR. ROEHRICH: Mr. Begay, it's your time to go
22 ahead and make your three minute comments, please.

23 MR. BEGAY: Hello. Kee Allen Begay, Junior.

24 MR. ROEHRICH: Yes, sir, Mr. Begay. We can hear
25 you. Please make your comments.

1 MR. BEGAY: I'm sorry. I'm sorry.

2 I have been before the Arizona Department of
3 Transportation Board numerous times. Good morning again
4 everyone, Chair, committee members.

5 Continue to advocate for Highway 191 in the
6 northeastern part of the State of Arizona on the Navajo Nation.
7 Road improvement, I appreciate the current improvements,
8 construction going on on Highway 191 between Many Farms and
9 Chinle, Arizona, but I believe a good, more updated improvement
10 will be needed, and I appreciate the consideration to include
11 funding in the five-year plan for Highway 191. (Inaudible) also
12 for Many Farms, ZIP code 86538, that this one area that we
13 continue to advocate on the particular road.

14 So, again, I'll continue to request for this
15 particular road improvement on a monthly basis, and I appreciate
16 your consideration and thank you very much, and you all have a
17 wonderful day.

18 CHAIRMAN STRATTON: Thank you for your comments.

19 Next speaker, please.

20 MR. ROEHRICH: Next speaker is Ms. Laura
21 Sicklesteel, followed by Vice Mayor Brady Harris.

22 Ms. Sicklesteel, please raise your hand so we can
23 unmute you.

24 Kristi, is Ms. Sicklesteel on the line?

25 WEBEX HOST: I do not see Ms. Sicklesteel on the

1 line. We do have two call-in users. I believe they're the two
2 previous speakers. So just a reminder to please lower your hand
3 once you're done providing your comments. I'm going to go ahead
4 and unmute those lines just to ensure.

5 Okay. I am not seeing Ms. Sicklesteel on the
6 line.

7 MR. ROEHRICH: Vice Mayor -- excuse me -- Vice
8 Mayor Brady Harris. Mr. Harris, if you're there, please raise
9 your hand so you can be unmuted.

10 WEBEX HOST: You are unmuted at this time.

11 VICE MAYOR HARRIS: Thank you very much.

12 So my name is Brady Harris. I'm the vice mayor
13 for the Town of Tusayan, and though we would much rather see you
14 in person this morning, we completely understand given the
15 current circumstances and pray that we'll be moving to a new
16 normal here in the future. And I want to thank Director
17 Halikowski and his staff in particular. Audra Merrick is our
18 district engineer, and she's done a fabulous job working with us
19 in the community.

20 My comments today are just in regards to Highway
21 64 and to reiterate from earlier really the need for expansion
22 and improvement of Highway 64. As you all know, we're the Grand
23 Canyon State. This is the highway that ends up moving up to the
24 Grand Canyon National Park, and there are quite a few
25 improvements necessary, between the elk crossings that result in

1 over 300 accidents a year, then you have the vehicular
2 accidents, of course, over 300 of those a year.

3 It makes for a tense situation when trying to
4 travel across our -- of course, I'm a resident of Tusayan, so in
5 order to get some basic goods and services, groceries and that
6 type of stuff, I have to travel to Williams or Flagstaff, and
7 that daily drive sometimes that I have to do, it -- it's become
8 quite dangerous over the years as we've seen an increase in
9 visitation.

10 In a given year, given the current visitation,
11 we'll see over 3 million cars roll around that highway. Of
12 course, we're only counting cars, not to mention the buses and
13 the campers, which we've seen an increase in as well.

14 You all should receive a presentation that's
15 being circulated around. On this initiative we have support
16 from the City of Williams, the Tusayan Fire District, the
17 Tusayan Sanitary District, the Grand Canyon National Park
18 Service and the GAMA, the Greater Arizona Mayors Association.
19 So we implore you to take a look at those, and as we analyze the
20 P2P list, that they receive a greater significance due to the
21 economic impact and the safety concerns.

22 And overall, thank you very much for your -- for
23 your time.

24 CHAIRMAN STRATTON: Thank you.

25 Next speaker, please.

1 MR. ROEHRICH: Mr. Chairman, the next speaker is
2 Mr. John Courtis. Mr. Courtis, if you're on the phone, please
3 raise your hand so you can be unmuted.

4 WEBEX HOST: I'm not seeing his hand raised.

5 MR. ROEHRICH: Mr. Courtis (indiscernible) right
6 after call to the audience started. So I don't know if you've
7 had a chance (indiscernible). Is there a way to try and see if
8 phone number [REDACTED] is -- is the call-in number? That
9 might be the number he's using.

10 WEBEX HOST: I can see if I can find it. One
11 moment, please.

12 MR. ROEHRICH: Guess I probably shouldn't have
13 broadcast that to everybody. He's probably going to get a bunch
14 of calls now. Nobody please harass Mr. Courtis. He's a really
15 nice guy.

16 WEBEX HOST: I do see a number starting with
17 [REDACTED] or [REDACTED].

18 MR. ROEHRICH: He is the [REDACTED]. That is the number
19 he said he will be using.

20 WEBEX HOST: Okay. Great. I'm going to unmute
21 that line at this time.

22 MR. COURTIS: Good morning.

23 WEBEX HOST: You are --

24 MR. COURTIS: Can you hear me now?

25 WEBEX HOST: Yes.

1 MR. COURTIS: Good morning, Mr. Chairman and
2 members of the Arizona State Transportation Board. Thank you
3 for the opportunity. I am the former executive director of the
4 Yuma County Chamber of Commerce. I'm retired now, up in Dewey,
5 Arizona, but I'm speaking on behalf of the folks in southwestern
6 Arizona with the widening of Highway 95. Currently, it's on the
7 books as US-95 corridor widening and reconstruction project.
8 Thanks to the efforts of Representative Dunn --

9 (Interruption.)

10 MR. COURTIS: -- (indiscernible) from Highway 9E
11 to a Rifle Range Road, about a third of the way to Yuma Proving
12 Ground. From April to -- I'm sorry.

13 From October to April, this is the busiest
14 two-lane road in the state. You've got agriculture in full
15 swing. Agriculture in southwestern Arizona is almost a
16 4 billion-dollar-a-year business, but you've got thousands of
17 people driving from Yuma to YPG, world class tests going on at
18 Yuma Proving Ground, and you also have winter visitors at the
19 same time.

20 I'm asking as part of the five-year plan we
21 continue funding and focusing on this stretch of road. We've
22 had multiple fatalities already this year. It's an important
23 project, not only for commerce in southwestern Arizona, but for
24 national security and testing (indiscernible) at YPG.

25 So again, we're a part of the way there. It's

1 just -- it just makes sense to continue the project to Aberdeen
2 Road, past the YPG entrance. It's for security. It's for
3 safety. It is for all of southwestern Arizona, and part of the
4 Canamex (phonetic) promise of decades ago, to have a
5 thoroughfare from San Luis to I-10 towards the rest of the U.S.
6 So please keep it on the five-year plan. Let's get this thing
7 done all the way to Aberdeen Road, and I appreciate the
8 opportunity. Thank you.

9 CHAIRMAN STRATTON: Thank you.

10 Floyd, are there any more speakers?

11 MR. ROEHRICH: Mr. Chairman, Ms. Brooks has
12 called back in. She was having a phone issue. I would like to
13 ask if she is here to raise her hand and have her -- her time to
14 speak.

15 Ms. Julie Brooks, please raise your hand so we
16 can unmute you.

17 WEBEX HOST: I'm not seeing a hand raised at this
18 time, Floyd.

19 MR. ROEHRICH: Okay. I thought she'd said that
20 she had called back in, was able to get back in. I apologize
21 for that.

22 I just want -- Mr. Chairman, one more time, I
23 want to see if Laura Sicklesteel was able to call in.

24 Ms. Sicklesteel, please raise your hand on the
25 device you're using so you can be unmuted.

1 MR. SEARLE: Chairman Stratton.

2 CHAIRMAN STRATTON: Yes.

3 MR. SEARLE: This is Richard Searle. If -- at
4 the end of the call to the public, if -- I would like to make a
5 comment, please.

6 CHAIRMAN STRATTON: Very well.

7 MR. ROEHRICH: Mr. Chairman, I don't see either
8 Ms. Sicklesteel or Ms. Brooks. They may have an issue still
9 with trying to call in and log into the meeting. I apologize
10 for that. If you want to go ahead and move on to Board Member
11 Searle, I think that's appropriate.

12 Wait a minute. Did somebody just call in?
13 Kristi?

14 WEBEX HOST: Yes. We just had a hand raised.
15 I'm going to go ahead and unmute their line.

16 You are unmuted.

17 MS. BROOKS: Chairman Stratton and Board, this is
18 Julie Brooks from the Wickenburg Chamber. I apologize for our
19 phone systems today, but I wanted to take this opportunity to
20 thank you for all the many years that you have worked with the
21 Wickenburg Chamber of Commerce.

22 I am retiring after 40 years, 33 in Wickenburg,
23 on July 31st. I wanted to acknowledge all of the district
24 engineers I've worked with. I think there's six of them. Some
25 of them, of course, you know: Dick Wright, Tom Foster, of

1 course, Dallas, and presently, Alvin. I sincerely appreciate
2 them looking out for our area of Arizona and some deadly
3 highways, as you know, especially 93.

4 We hope that you will keep Highway 93 online for
5 the completion of the Gap Project and additional moneys in the
6 five-year plan to go even further. We know that Highway 74 is
7 also going to be a major input to Highway 60, and hopefully that
8 will also be part of your discussion soon.

9 We look forward to hosting you again in November,
10 the Board, and I know that the alumni from the Board, again,
11 likes to participate here with the Chamber and the Town of
12 Wickenburg at Rancho de los Caballeros.

13 So once again, I'm grateful for your assistance.
14 We still have Andy Roth, our assistant district engineer, who
15 participates in our monthly Chamber transportation committees.
16 He works very well with the Town of Wickenburg and has been our
17 liaison for 21 years.

18 So, again, thank you. We look forward to working
19 with you. I'll continue to advocate for Arizona highways and
20 our area here, and again, many thanks.

21 CHAIRMAN STRATTON: Thank you, ma'am, and best
22 wishes for your retirement.

23 Any other speakers, Floyd? Floyd?

24 MR. ROEHRICH: Mr. Chairman, that is it. It
25 looks like Ms. Laura Sicklesteel was not able to call in to the

1 meeting. So that is all of the speakers we have.

2 CHAIRMAN STRATTON: Very well. If she happens to
3 get in later, please remind me and we -- if possible, we may go
4 back and let her speak.

5 MR. ROEHRICH: Okay, sir.

6 CHAIRMAN STRATTON: Mr. Searle, you had a
7 comment?

8 MR. SEARLE: Yes. Thank you, Steve.

9 And I don't know how this works in the protocol,
10 but Randy Heiss, the Executive Director of SEAGO, asked me to
11 read a letter into the comments, and I think we all received the
12 letter, so can -- just for the sake of time, I would ask that
13 that letter be added to the minutes of this public hearing,
14 Floyd, is that acceptable?

15 MR. ROEHRICH: Mr. Chairman, Mr. Searle, yes it
16 is, and --

17 MR. SEARLE: All right.

18 MR. ROEHRICH: -- all the members have it. We
19 will make it part of the meeting so the public will see it.
20 This letter was also included in the public comments received as
21 part of the five-year program. So his comments are documented.

22 MR. SEARLE: All right. Very good, and that's
23 the main thing, and there again, with call to the public, I know
24 we're not supposed to comment on individuals that call in, but,
25 Mayor, a few issues, comments on the DCR. I think he had his

1 numbers wrong. It's my understanding the DCR cost anywhere from
2 50 to 80,000 dollars, not the number that he used. So that --
3 that's all my comments.

4 CHAIRMAN STRATTON: Thank you, Board Member
5 Searle.

6 I'd like to say while all the requests that we
7 receive are very valid and needed, we're doing the best we can
8 with the money we have. The board members all know what our
9 constraints are, as well as the staff, and I ask that the public
10 bear with us and support us as we go through these projects and
11 the allocation of money, and hopefully at some point in time we
12 will have more money to work with and can fill more requests.
13 Thank you.

14 I will now move on to Greg Byres to provide an
15 overview of the Tentative FY 2022-2026 Five-Year Transportation
16 Facilities Construction Program. This is for information and
17 discussion only.

18 Greg.

19 MR. BYRES: Thank you very much, Mr. Chairman,
20 board members.

21 Before I'll start on the presentation, I do want
22 to let you know where we're at as far as our public comments go.
23 To date we have received comments from over 490 individuals.
24 That compares to last year at about this time, or actually, 2019
25 where we had about 77 comments. So substantially higher than

1 what we've seen. However, there is one project that we've
2 received several comments on. We've received over 324 comments
3 on the I-10 at Jackrabbit Trail interchange.

4 We've also received comments on the widening of
5 I-10 between Phoenix and Casa Grande, as well as the widening of
6 I-10 in the west valley of Maricopa County. There's been
7 comments on I-10, Pima County, near and south of Tucson, as well
8 as the I-17, Anthem to Cordes Junction projects. Also had
9 comments on US-93 to Kingman, the SR-260 widening at Lion
10 Springs, advancing the I-11 Corridor, advancing the North-South
11 Corridor, the need for equity in programs statewide, as well as
12 repaving of various highways.

13 So we've received several of these comments and
14 -- and they'll keep on coming in. We'll go into a little more
15 detail on those during our study session, but I just wanted to
16 let you know where we're at with comments at this point in time.

17 So as far as --

18 CHAIRMAN STRATTON: Thank you, Greg.

19 MR. BYRES: -- the program that we have or the
20 presentation that we have today, I'm going to go through the
21 background, an overview of our asset conditions. Let me just
22 skip the P2P process. We're going to go through the tentative
23 five-year highway delivery program, as well as the MAG and PAG
24 tentative programs, the Airport Program, and then where we're at
25 in the process and the next steps that we have.

1 So as far as the background goes, the tentative
2 five-year program is presented to the State Transportation Board
3 for approval, as well as going through a public comment period.
4 The planned public comments have been going on over the last
5 couple months. This is the last public hearing. On June 3rd
6 we'll have the study session to address and discuss the
7 comments, as well as any changes that are -- we're looking at
8 having in the tentative program going into the final program.

9 The projected approval of the five-year program
10 is scheduled for the board meeting on June 18th. On July 1,
11 the -- 2021 -- or 20 -- we go from -- to the 2022 program, start
12 of the fiscal year, and of course, our program must be
13 constrained on a yearly basis.

14 So next slide.

15 So as an overview of our asset conditions, right
16 now our system is valued at \$23.5 billion. That's considerable,
17 but however, if we were to replace the existing system, we're
18 talking somewhere in the neighborhood of about \$300 billion. So
19 this is a considerable asset.

20 As we go through the different conditions, we
21 have three different categories in which we rate bridges and
22 pavements. It's good, fair and poor. Bridges that are in good
23 condition have primary structural components that have no
24 problems or only very minor deterioration. If it's in fair
25 condition, it has primary structural components are sound but

1 have some concrete deterioration or erosion around piers or
2 abutments caused by flowing water. If it's in poor condition,
3 has advanced concrete deterioration, scour, seriously affected
4 primary structural components. A poor condition bridge is not
5 unsafe. If it's an unsafe bridge, it is closed.

6 Next slide.

7 So this gives you an idea of where we -- where
8 we're at today with the conditions of our bridges as well as
9 where we've been over the past ten years. You can see we have
10 had a decline in our good condition bridges from 2010, where it
11 was at 78 percent, down to 59 percent in 2019. So our 2020
12 conditions are still being -- we're still putting those
13 together. We should have those before the study session. We
14 should have all of those, that information to present to the
15 Board.

16 Next slide.

17 For pavement ratings, again, we do the good, fair
18 and poor. For pavements, if it's in good condition, it's a
19 smooth road surface with little cracking, no ruts and potholes.
20 If it's in fair condition, it's moderate amounts of cracking
21 that lead to increased roughness to the road surface as well as
22 shallow ruts in the wheel paths. If it's in poor condition, we
23 have numerous cracks, rough road surface, ruts in the wheel
24 path, potholes and disintegration of the road surface itself.

25 Next slide.

1 So we break our road conditions into three
2 different components. The first component we have is
3 interstate. And again, you can see a decline that we've had
4 over the past ten years, going from 72 percent in good
5 condition in 2010 down to 48 percent in 2019.

6 One big thing to look at here with our
7 interstates, as we're at 1 percent poor condition, we have to
8 maintain less than 5 percent. Once we hit that 5 percent,
9 there's -- federal highway has us going into some corrective
10 action. So we're in good shape looking at the 1 percent, but
11 that decline of the good condition and the increase in the fair
12 condition is something that is not good, but it's -- it's
13 happened due to the funding that we have trying to maintain
14 roadways.

15 Next slide, please.

16 So the next one is our non-interstate national
17 highway system roadways. Here you'll see that the pavements --
18 again, that decline has occurred through the past ten years.
19 68.1 percent in good condition in 2010 compared to 32.1 percent
20 in 2019. Here we also have 3 percent, but it's in poor
21 condition.

22 Next slide.

23 So the non-national highway system pavements,
24 these are basically our low volume roadways. You can see again
25 that that decrease has occurred. In the good condition, in

1 2010, we had 44.3 percent in good condition. 2019, we're down
2 to 18.8 percent. Here we're looking at 6 percent that's in poor
3 condition. So, again, that decline has progressed over the last
4 ten years.

5 Next slide.

6 So as we go on, we're going to start looking at
7 three different investment categories. We've got preservation,
8 modernization and expansion. The preservation is just that.
9 It's the investment to keep pavement smooth and maintain
10 bridges. Modernization is our non-capacity investments to
11 improve safety and operations. And then expansion is just that.
12 It's to expand the capacity of highway systems, new roads, added
13 lanes, new interchanges and so forth.

14 Next slide.

15 So in order to kind of take a look at where we're
16 at with our system itself, we took and ran a scenario to see
17 what it's going to take to maintain current conditions. So you
18 just saw what the conditions are. So in order to just maintain
19 those current conditions, the dollar values that we would need,
20 we projected out for a five-year period. This started in 2020.
21 It goes through 2025. And what you see is, you know, in 2020 we
22 need about 219 million. 2021, it expands up to 354 million.
23 '22, it's at 454 million. 2023, it's -- decreases down to 333
24 million. '24, 193. And then in '25, 201.

25 One of the reasons why it declines off in those

1 last three years is we have to reverse the curve that you saw
2 those -- that decline curve in all of our pavements and bridges.
3 So it's an exorbitant amount of money to try to just stop that
4 decline, and then it's preservation at that point in time, to
5 maintain. But as you also see, it starts to increase again in
6 2025, and this becomes kind of a cyclical event as we go through
7 time.

8 So as a -- just a comparison here, if we were to
9 bring all of our roadways up to good condition, we're talking
10 somewhere in the neighborhood of \$4.2 billion. Now, that's for
11 pavements only. So we just did a study on bridges, and on the
12 bridges themselves, in order to bring those into good condition,
13 that's an additional \$3.2 billion to bring all of our bridges
14 into good condition.

15 Next slide.

16 So this is looking at our five-year program
17 itself. Each one of the columns that you see represents a year
18 in the five-year program. We start in 2022, go through 2026.
19 What you see in blue is our expansion. The orange color you see
20 is our planning dollars. In the purple is the statewide project
21 development. In the red is our statewide modernization, and in
22 the green is our preservation.

23 So for 2022 you see that we've got about 159 --
24 little over \$159 million in expansion. We've also really bumped
25 up our preservation to \$381 million. The majority of the

1 increase that we've seen in this is due to the COVID relief fund
2 dollars that we've seen coming into the state, where we have
3 taken and pushed those dollars into preservation to take and try
4 and bring some of that fair condition pavement up into good
5 condition.

6 So there's been a -- there was \$117 million that
7 was approved by the Board over the last couple months to be able
8 to bring that in, and those construction dollars fall into the
9 2022 year span that we're looking at.

10 The 159 million that we have in expansion, we'll
11 kind of go through that here in a little bit, but it covers some
12 projects that we've already had, as well as some projects that
13 we're needing to get done, and a lot of that money, again, also
14 came through the CARES Act or through (indiscernible) Act to try
15 and get some of those moneys spent.

16 As we go through the rest of the years, one of
17 the things that you see is that black horizontal line. That's
18 our target value that we're utilizing for preservation. Again,
19 that's pretty much just to maintain existing systems. If we
20 could hit 320 million every year, that would pretty much
21 stabilize what we're looking at in that decline, but that's
22 about all it does. It does not reverse the curve. It just
23 stabilizes that line.

24 So you'll also see a decrease in our expansion
25 through '22, 2023 and '24, and then there is no expansion in

1 2025 and 2026. That's by design. We have a Long-Range
2 Transportation Plan that shows that we need to concentrate on
3 our preservation and not on expansion, and so we're following
4 through utilizing those recommendations from the Long-Range
5 Transportation Plan. Again, this is for Greater Arizona that
6 we're talking about here. This does not include our MAG and PAG
7 regions.

8 So next slide.

9 So, again, kind of going back to the pavement
10 preservation and trying to put this in a different context,
11 looking at the lane miles that we have across the state and how
12 the money is spent, if you take a look at the upper chart, on
13 the right-hand side there, you'll see that the different
14 categories that we have and the interstate, the non-interstate
15 and the non-national highway system and where those pavement
16 conditions exist. It also gives you the lane miles that we have
17 across the state. So we have a total of 22,431 lane miles that
18 go across the state. Those are the lane miles that we're having
19 to maintain on a regular basis.

20 So as we go through the preservation, if you look
21 at the lower chart you'll see that, like in 2021, we hit 378
22 lane miles in our preservation system. This is again for
23 Greater Arizona. In '22, 320 lane miles. This is -- both of
24 these are less than 2 percent of our entire system. In '23
25 we're looking at 532 lane miles. Again, less than 2. -- that's

1 at 2.37 percent.

2 Now, in the current program or in the tentative
3 program that we're looking at, I just said we had an increase in
4 money that came in from COVID. That's going into our '22. The
5 320 lane miles that's in this is not -- does not reflect that.
6 We were actually able to push another 200 lane miles out
7 utilizing that -- the COVID relief funding that came through.
8 So that's going to increase. That's going to help us out some.
9 But again, this is a very low percentage. We need at least 5
10 percent per year to maintain the existing roadway conditions at
11 their existing levels. So, you know, our funding is well below
12 what we need to just preserve the system.

13 So the next slide.

14 This gives you an idea of where we're at in our
15 overall program. This does include MAG and PAG, as far as our
16 budget that we're looking at. We're looking at 44 percent
17 expansion in the program, about 10 percent in modernization and
18 46 percent preservation. That compares fairly closely to what
19 we had in the 2021-2025 program, where those percentages are
20 within 1 or 2 percent.

21 Next slide.

22 As we go into just the Greater Arizona area, the
23 budget that we're looking at in the tentative program, it's got
24 24 percent expansion, 12 percent modernization and 64 percent in
25 preservation. Again, you see that major increase that we've got

1 in preservation within the Greater Arizona area.

2 Next slide.

3 So as we go year by year, this gives you an
4 idea -- you've already seen the vertical column, but this kind
5 of gives you -- portrays what we're doing with that 158 or 159
6 and a half million dollars in expansion. So we have a project
7 on State Route 69. This is \$10 million for the Prescott Lakes
8 Parkway. We also have a project on US-93, which is the Tegner
9 Street/Wickenburg Ranch Way Project. That's at \$41 million.
10 And then we've got the I-17 project running from Anthem Way to
11 Cordes Junction at \$108.6 million.

12 Next slide.

13 In 2023 we have a total of \$84 million that we're
14 looking at in expansion. That covers two projects. One of them
15 is the West Kingman TI. We're looking at just purchasing the
16 right-of-way at a million dollars, as well as the I-10 Gila
17 River Bridge Project at \$83 million.

18 Next slide.

19 In 2024, we've got a total of \$70 million that
20 we're looking for -- looking at in expansion. That is all on a
21 single project that we're looking at, and that is the West
22 Kingman TI itself. This is set at that \$70 million.

23 Next slide.

24 In 2025, as you'd seen before, we do not have any
25 expansion; however, we do have some typical preservation

1 projects that we're looking at. One of them is the Santa Maria
2 Bridge. That's \$7 million. This is on State Route 96, as well
3 as the San Pedro River Bridge on State Route 82 at \$7 million.

4 Next slide.

5 In 2026, again, no expansion projects. In the
6 fifth year of the program we generally don't program out
7 projects, but you do see that we've got an extended amount of
8 preservation at 416 million in the program in 2026, and no
9 expansion.

10 Next slide.

11 So as we get out into our extended years of the
12 program, which is 2027 through 2031, again, we're following the
13 recommendations of our Long-Range Transportation Plan and
14 utilizing the -- basically the same funding that we have for the
15 fifth year of the program extending through, and so you'll see,
16 this carries through consistently, all the way through at that
17 416 million for expansion, as well as 98 and a half million for
18 modernization.

19 Next slide.

20 For the MAG region, this is their program.
21 Again, MAG does their own programming. ADOT does take and make
22 sure that conformity is met as well as compliance with federal
23 highway requirements, but MAG does do their own programming.
24 This gives you an idea of what they're looking at. The majority
25 of all these projects are either on the -- oops. If we can go

1 back. The majority of these projects are either on the freeway
2 system in the valley or the major arterials. You see several
3 projects on I-10, I-17, as well as SR-101, SR-202. We've got
4 some projects on US-60, SR-303, one project on 85 and so forth.

5 This is the latest information that MAG has.
6 They are working on their rebalancing, and as they go forth and
7 get the latest information approved through their regional
8 council, we will update this. So as that information becomes
9 available.

10 Next slide.

11 So this is the PAG region, and again, PAG does
12 their own programming. We do the oversight and compliance, but
13 here they've got multiple projects that they're looking at.
14 They have projects on I-10, I-19, SR-77, and they also have a
15 section on SR-210, I-10 that they're looking at. So they have
16 multiple projects scattered throughout the Tucson and Pima
17 region.

18 Next slide.

19 So the next section we have is the Airport
20 Improvement Program. There has been one change that was
21 confirmed earlier this week. The FAA, the Federal Aviation
22 Administration, has taken and announced that all of their grants
23 will be 100 percent. Our federal/state and local program is
24 based on providing half of the match from regional airports, and
25 so, consequently, since it's a 100 percent match, there's no

1 need for that \$5 million. So we'll be moving that \$5 million
2 into our state/local program and distributing a little bit
3 further down the list of priorities that we have for that
4 state/local program. So that will go from 10 million to 15
5 million.

6 The airport pavement preservation system, it's
7 set at \$8 million, Grand Canyon Airport at \$4 million, the state
8 planning services are at a million dollars, which covers all of
9 our (indiscernible) studies. And so the total for the capital
10 improvement program is set at \$28 million for our airports
11 across the state, which include 67 airports altogether.

12 Next slide.

13 So the next steps in the process that we have,
14 again, we've already done the hearings in March and April. This
15 is the May hearing. In June we have the study session coming up
16 on the 3rd, and then the final program will go through the State
17 Transportation Board for approval. That will be at the June
18 board meeting. It is what we're projecting.

19 So next slide?

20 And with that, if there's any questions, I stand
21 ready for those.

22 CHAIRMAN STRATTON: Greg, I have a couple of
23 things. You've mentioned the Long-Range Plan two or three times
24 in your presentation, and I think there's only three of us left
25 on the Board at this point that passed that Long-Range Plan. At

1 the time that it came to us, we had a short time frame to get it
2 passed, if I recall correctly, and we had concerns about not
3 being any expansion in rural Arizona, and we were given the
4 assurance that the Board had the authority to override and
5 change that at any given time. Is there an update or a new
6 Long-Range Plan? Is it due to be updated soon?

7 MR. BYRES: Mr. Chairman, board members, yes, it
8 is. In fact, we're currently advertising for that Long-Range
9 Transportation Plan for the update. That update occurs every
10 five years, and so we're planning on getting that done -- we
11 want to try and get that done early so that we've got a little
12 bit of time to go through. There's a fairly extensive comment
13 period that goes with that Long-Range Transportation Plan, and
14 we've -- we'll be utilizing that entire time for those comments.
15 So that's -- that's coming up. You're going to start seeing
16 more of that as we get a consultant on board and start going
17 through that. So within the next year I'll start bringing our
18 updates in the MPD update for the Long-Range Transportation
19 Plan.

20 CHAIRMAN STRATTON: My request then would be that
21 we receive that plan in time to be able to receive comments from
22 the cities, towns, counties and citizens that we represent and
23 make sure that we are representing our citizens well in what we
24 put into a plan.

25 MR. BYRES: Understood. We can certainly build

1 that into our timeline was we go forward.

2 CHAIRMAN STRATTON: Thank you. I appreciate
3 that.

4 Are there any questions from the board members
5 for Greg?

6 MR. SEARLE: Chairman Stratton, this is
7 Mr. Searle.

8 CHAIRMAN STRATTON: Yes. Go ahead.

9 MR. SEARLE: I've got a question for Greg.
10 I understand the five-year plan is fiscally
11 constrained as to the income that we have, and I'm assuming that
12 what you're working on is off of the income projections that we
13 came in with last fall -- last spring when COVID first hit.
14 With the increase in funding in HURF that we've seen this last
15 year, when are we going to be looking at different numbers as to
16 what we can possibly do in the five-year plan?

17 MR. BYRES: So, Mr. Chairman, Board Member
18 Searle, so the numbers that we're working on are actually the
19 latest numbers that Kristine and FMS has put together. They
20 revised those numbers back, oh, about three months ago. So
21 we're working on their latest projections as well as their
22 latest data. So it is -- it's not post-COVID. Obviously
23 COVID's still going on, but they are the latest projections that
24 FMS has in hand.

25 MR. SEARLE: All right. Thank you.

1 CHAIRMAN STRATTON: Any other questions for Greg?

2 VICE CHAIR THOMPSON: Chairman.

3 MR. THOMPSON: Yes. Go ahead.

4 VICE CHAIR THOMPSON: Greg, regarding the
5 2022-2026 public hearing comments that have been made by the
6 public, are there any major changes coming out of -- resulting
7 from the five-year plan and the comments made on it?

8 MR. BYRES: So Board Member Thompson,
9 Mr. Chairman, several of the comments that we have received are
10 addressed in the five-year program. There's -- as a matter of
11 fact, there's very few that are not being addressed at this
12 point in time.

13 VICE CHAIR THOMPSON: Thank you very much, Greg.
14 That's all I have, Chairman.

15 CHAIRMAN STRATTON: Thank you. Any other
16 questions?

17 MR. KNIGHT: Chairman.

18 CHAIRMAN STRATTON: Yes, Board Member.

19 MR. KNIGHT: Yes. This is Board Member Knight.

20 Greg, I know there have been -- we're getting
21 real close to the Legislature adjourning, and there are some
22 transportation projects that have been approved. It looked like
23 they're going -- looked like they're in the budget right now if
24 they stay there. Can you explain how they'll be addressed once
25 that's -- and they would be then included in the five-year plan?

1 MR. BYRES: So Board Member Knight, Mr. Chairman,
2 as they complete the budget process and the budget is approved,
3 at that point in time we will have to revise our five-year
4 program to include any projects that the legislative --
5 Legislature may have appropriated towards any of the routes that
6 we have. We are expecting that to occur, so we're bracing for
7 it and getting ready for it. It's going to be a major time
8 crunch for us, but yes, we will take and try and get everything
9 put together that we possibly can, get it into the five-year
10 program so that prior to the Board approving this, hopefully, if
11 we can get a budget in time, we can have all of that addressed.
12 If it occurs afterwards, we will certainly take and bring that
13 through a revision through our PPAC process so that you'll see
14 all of those coming through.

15 MR. KNIGHT: Thank you, Greg.

16 Also, at one of my meetings last week with CYMPO
17 and was mentioned by supervisor -- Yavapai Supervisor Brown that
18 he's concerned that the earmarks, so to speak, from the
19 Legislature are kind of short-circuiting the priority list, but
20 -- and I tried to convey to him that the best way to address
21 that is with the Legislature, not with the Transportation Board
22 or with ADOT. Do you concur?

23 MR. BYRES: Board Member Knight, Mr. Chairman,
24 you're absolutely right, and actually, Dallas has been working
25 feverishly with the Legislature to make sure that if there are

1 projects out there, they're hitting our priority list. We have
2 given them all the information that we can coming out of our P2P
3 process so that they know where ADOT's priorities lie. In a lot
4 of cases that's been very fruitful, but again, once -- we have
5 to wait until the budget comes through to see what projects are
6 actually approved.

7 MR. KNIGHT: Thank you. Thank you, Mr. Chairman.

8 CHAIRMAN STRATTON: Yes, sir. Any other
9 questions for Greg?

10 MR. MECK: Mr. Chairman.

11 CHAIRMAN STRATTON: Go ahead.

12 MR. MECK: (Indiscernible.)

13 CHAIRMAN STRATTON: Mr. Meck, go ahead.

14 MR. MECK: Okay. Thank you.

15 I have a question for Greg, Mr. Chairman. You
16 mentioned the Long-Range Plan. What's the time frame of that?
17 Maybe I missed that, but what is the time frame for that Long
18 Range? And I'll mute.

19 MR. BYRES: So Board Member Meck, Chairman, the
20 Long-Range Transportation Plan is a 20-year plan that we take
21 and project out. Again, we update that on a five-year basis.
22 So our fifth year will be coming up in '23. I believe it's '23.
23 So that's why we're working -- we're starting to work on that
24 right now, making sure that we get it put together, as well as
25 go through all the comment periods on a timely basis so that we

1 can hit our deadline on trying to make that update correct.

2 MR. MECK: Okay. Thank you very much.

3 CHAIRMAN STRATTON: Board Member Daniels, did you
4 have a comment?

5 MS. DANIELS: Yes. Thank you, Chair Stratton,
6 and thank you for -- Board Member Knight bringing up the
7 legislative issue. It's something that I've thought about often
8 over the last little while as we've been having transportation
9 discussions all over the state, and I do appreciate Greg and
10 Steve and Director Halikowski for all the work that they are
11 doing to provide, feverishly, information to our legislators.

12 I would like to see us have an improved process,
13 though, moving forward. I felt like this was a timely maybe
14 ability to contribute there, and that would be that we, in the
15 off cycle of -- after this budget is passed and after the
16 Legislature (indiscernible), I would love to see us as board
17 members meet with the legislators within our district, along
18 with the district engineer, and discuss the priorities and why
19 they are, the method to our madness, if you will, as we have
20 developed these priorities.

21 I have had some robust discussions, heated at
22 times, with some of our legislators about inserting into
23 priority things that, frankly, we've already looked at and have
24 determined do not fall into that top tier category. It does not
25 take away their authority at all for them to be able to

1 contribute in that way, but I would love to see us have a more
2 collaborative process with the Legislature so that they, you
3 know, at least have their framework of information for why ADOT
4 does what they do, and then a direct dialogue with us as board
5 members to understand all the things that we're weighing as we
6 move forward with this.

7 So I just thought that was timely given Board
8 Member Knight's comments and would love to work on a
9 collaborative process with our Legislature after the session is
10 over this year.

11 CHAIRMAN STRATTON: Thank you, Board Member
12 Daniels. I appreciate that.

13 Are there any other comments or questions?

14 MR. MAXWELL: Mr. Chair, Board Member Maxwell.

15 CHAIRMAN STRATTON: Go ahead, Mr. Maxwell.

16 MR. MAXWELL: Yes, Mr. Chair and the rest of the
17 Board. I would first like to first reiterate, I think Board
18 Member Daniels is exactly right. I think it's important that
19 the Board does engage with the Legislature on that.

20 I guess I have a follow-up question for Greg as
21 well. So with the Legislature potentially passing projects that
22 are going to be inserted in the five-year, has the coordination
23 with all of those legislators ensured that the funding they're
24 going to appropriate is going to cover the entire expense of the
25 projects or will that have a ripple effect throughout the

1 remainder of the five-year project -- five-year plan?

2 MR. BYRES: So Board Member Maxwell and Chairman,
3 we have tried to give as much information as we possibly can to
4 the Legislature on projects, as well as we -- we've done
5 numerous estimates for different projects. Again, Dallas has
6 worked timelessly to get all of this information out to them.
7 We'll -- we will have to wait and see exactly what comes through
8 on the budget for projects, as they come through and how they're
9 -- the final writing is done for each of the projects that
10 combines the scope and limits. Once that is done and we have a
11 chance to take a look at that, we can define exactly -- make
12 sure that either there is enough funding, or if there isn't,
13 what we can do to make it work.

14 MR. MAXWELL: Thank you. No more questions,
15 Mr. Chair.

16 CHAIRMAN STRATTON: Do we have any other
17 questions or comments?

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

21 MR. SEARLE: So moved.

22 MR. KNIGHT: Second.

23 VICE CHAIR THOMPSON: Second.

24 CHAIRMAN STRATTON: I have a motion by
25 Mr. Knight, correct?

1 MR. KNIGHT: No. I second.

2 MR. ROEHRICH: Mr. Chairman, I think the motion
3 was by Board Member Searle, and the second was by Mr. Knight.

4 CHAIRMAN STRATTON: Very good. Is there any
5 discussion?

6 Would you make the roll call? Do we need a roll
7 call or just an aye on this one, Floyd?

8 MR. ROEHRICH: Just an aye, sir. We've been
9 going with just an aye.

10 CHAIRMAN STRATTON: Okay. All in favor say aye.

11 BOARD MEMBERS: Aye.

12 CHAIRMAN STRATTON: Motion carries. Meeting is
13 adjourned.

14 (Public hearing adjourned at 10:20 a.m.)
15
16
17
18
19
20
21
22
23
24
25

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

4 BE IT KNOWN that the foregoing proceedings were reported by
5 me, TERESA A. WATSON, Registered Merit Reporter, Certified
6 Reporter, Certificate No. 50876, State of Arizona, from an
7 electronic recording and were reduced to written form under my
8 direction; that the foregoing 49 pages constitute a true and
9 accurate transcript of said electronic recording, all done to
10 the best of my skill and ability.

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

14 DATED at Phoenix, Arizona, this 8th day of June 2021.

15

16

17 /s/ Teresa A. Watson

18 TERESA A. WATSON, RMR
19 Certified Reporter
20 Certificate No. 50876

21

22

23

24

25



SouthEastern Arizona Governments Organization

Serving our member governments and their constituents since 1972

May 19, 2021

SEAGO Member Entities

Cochise County

*Benson
Bisbee
Douglas
Huachuca City
Sierra Vista
Tombstone
Willcox*

Graham County

*Pima
Safford
San Carlos
Apache Tribe
Thatcher*

Greenlee County

*Clifton
Duncan*

Santa Cruz County

*Nogales
Patagonia*

SEAGO Main Office

- **Administration**
- **Community and Economic Development**
- **Transportation**

1403 W. Hwy 92
Bisbee, AZ 85603
520-432-5301
520-432-5858 Fax

Area Agency on Aging Office

300 Collins Road
Bisbee, AZ 85603
520-432-2528
520-432-9168 Fax

www.seago.org

Arizona State Transportation Board
206 South 17th Avenue, MD 100A
Phoenix, AZ 85007

Attention: Mr. Steve Stratton, Chairman
Mr. Jesse Thompson, Vice Chairman
Mr. Gary Knight, Member
Mr. Jackie Meck, Member
Mr. Richard Searle, Member
Ms. Jenn Daniels, Member
Mr. Ted Maxwell, Member

Subject: Return on Investment 101: Connector Road to Douglas Commercial LPOE

Dear Chairman Stratton and State Transportation Board Members:

As most of you know, the SouthEastern Arizona Governments Organization (SEAGO) is ADOT's planning partner for the non-urbanized area of the southeastern-most corner of our State. SEAGO strives to make a difference in the lives of the people who reside in our region through the programs we operate in collaboration with our funding partners such as ADOT and host of others.

Two of SEAGO's primary programs, funded by completely separate federal agencies, are so inextricably linked that it's almost impossible to talk about one without the other: Transportation and Economic Development. After all, communities can't attract business investments and employers unless the appropriate transportation infrastructure exists for business and industry to thrive. In our economic development planning efforts, we spend a lot of time looking at strengths, weaknesses, opportunities and threats, and in the SEAGO region, some of our greatest Strengths and Opportunities are related to our proximity with the Mexican border.

The Arizona-Mexico border is about 370 miles long, and roughly 1/3 of that border lies in the SEAGO region. The SEAGO region is home to half of Arizona's eight ports of entry and about 90 percent of the commercial vehicles, and approximately 92 percent of the trade value crossing the Arizona-Sonora border passes through a port of entry somewhere in the SEAGO region. Therefore, it's hard to overstate the importance and the opportunity international trade presents for the economy of our region.

And at the same time, among our greatest Weaknesses and Threats is not only our lack of transportation infrastructure that's so essential to maintaining and strengthening our competitive edge with other states on the US-Mexico border – we also lack the funding mechanisms necessary to build that infrastructure. Meanwhile, Texas, California, and New Mexico are investing in infrastructure that enables them to capture a greater share of the global market in international trade and commerce.

So as the private sector turns away from Arizona and focuses their investments in those states – because the infrastructure exists there for their businesses and industries to thrive – those states are seeing a return on their investments in terms of new jobs created and new tax revenues coming into the system, that can then be reinvested in more infrastructure to continue enhancing their competitive edge. It becomes a self-feeding cycle of investment, job creation, and revenue generation.

The ADOT Board has a unique opportunity to model what's happening in our neighboring border states. Last summer, the City of Douglas commissioned Dr. Robert Carriera, an economist from US Economic Research, to perform a brief economic analysis of the proposed Douglas Two-Port solution. Below are the key findings from Dr. Carriera's study:

- The initial operational economic impact of implementing the proposed two-port solution in Douglas, would be approximately \$10.8 million per year (in 2020 dollars), supporting approximately 110 sustainable jobs (i.e., jobs that will be sustained into the future). in Cochise County, Arizona, once all construction is complete and the new port is operational.
- The operational economic impacts can be expected to increase over time in real terms as the new port of entry is expanded to meet future demands. Based on the planned capacity of the new port and modernization/expansion of the existing port, these impacts could reasonably be expected to double to more than \$20 million per year (in 2020 dollars) supporting 220 sustainable jobs.

According to ADOT Southeast District Engineer, Mr. Bill Harmon, the cost of the connector road is currently estimated at about \$10 million. If Dr. Carreira's economic impact projections hold true, ADOT's investment comes back to Arizona's economy in the very first year and doubles in subsequent years.

The Douglas Two-Port solution is among the top ten land port of entry projects included in the American Jobs Plan, and has maintained strong bipartisan support from our Congressional delegations both past and present. The pieces have been slowly coming together on both sides of the border, and the new commercial port of entry will be built - likely within the next 5 years.

Given the amount of time it takes to bring a project to fruition through the federal-aid highway program, it's concerning that the connector road to the new commercial LPOE is not listed in the proposed ADOT Five-Year Facilities Construction Program. With ADOT's funding limitations, it might be unrealistic to expect to see the entire project in the Five-Year Program. But it's critical to identify funding for a Design Concept Report for the facility so ADOT can begin to identify the environmental and cultural resources in the project area, the appropriate ROW needs, the preliminary design, and anticipated costs so that we can understand what needs to be built and perhaps move toward programming the facility in the 2023 – 2027 Tentative Five-Year Program.

Thank you for the opportunity to comment, and should you have any questions regarding this communication, please don't hesitate to contact me at (520) 432-5301 Extension 202, or rheiss@seago.org.

Sincerely,



Randy Heiss
Executive Director

Adjournment

A motion to adjourn the May 21, 2021, State Transportation Board Public Hearing was made by Board Member Richard Searle and seconded by Board Member Gary Knight. In a voice vote, the motion carried.

Meeting adjourned at 10:20 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