

**STATE TRANSPORTATION STUDY SESSION**  
**TELEPHONIC/WEBEX ATTENDANCE**  
**9:00am, June 1, 2023**

**Call to Order**

Chairman Gary Knight called the State Transportation Board Meeting to order at 9:03 a.m.

**Pledge**

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

**Roll Call by Board Secretary, Sherry Garcia**

A quorum of the State Transportation Board was present. **In attendance (via WebEx):** Chairman Gary Knight, Board Member Ted Maxwell, Board Member Jesse Thompson, Board Member Jenn Daniels, Board Member Jenny Howard, Board Member Jackie Meck. **Absent:** Vice Chairman Richard Searle. There were approximately 37 members of the public in the audience on-line and approximately 8 ADOT staff members in person at the ADOT Phoenix Office.

**Opening Remarks**

Chairman Knight 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  
STUDY SESSION

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Telephonic and WebEx

June 1, 2023  
9:03 a.m.

REPORTED BY:  
TERESA A. WATSON, RMR  
Certified Reporter  
Certificate No. 50876

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(602) 421-3602

PREPARED FOR:  
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

1                   REPORTER'S TRANSCRIPT OF EXCERPT OF ELECTRONIC  
2 PROCEEDINGS, ADOT - STATE TRANSPORTATION BOARD STUDY SESSION,  
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                   Gary Knight, Chairman  
10                  Richard Searle, Vice Chairman (Absent)  
11                  Ted Maxwell, Board Member  
12                  Jesse Thompson, Board Member  
13                  Jenn Daniels, Board Member  
14                  Jenny Howard, Board Member  
15                  Jackie Meck, Board Member

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CALL TO THE AUDIENCE

SPEAKER: PAGE:

In-Person Speakers

Allen Kinnison, Vice President, Southern Arizona Leadership Council.....	4
Karen Smith, Rimrock Resident.....	XX
Amber Voight, Phoenix Resident.....	XX

AGENDA ITEMS

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Kristine Ward, Chief Financial Officer.....	7
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1 (Beginning of excerpt.)

2 CHAIRMAN KNIGHT: We'll move on to call to the  
3 audience. This being a virtual meeting only, everyone will be  
4 muted when they're called to the meeting. When your name is  
5 called to provide your comments, you will indicate your presence  
6 by virtually raising your hand and then using your phone keypad.  
7 I believe it's star three in the WebEx application. The WebEx  
8 host will guide you through the unmuting and muting process.

9 Following instructions, I want to remind  
10 everybody that there will be a three minute limit imposed, so  
11 try to keep your remarks to the three minute time frame.

12 So Floyd, if you'll call the first speaker.

13 MR. ROEHRICH: Yes, sir, Mr. Chairman.

14 Mr. Chairman, we have three requests to speak, so we'll start  
15 with the first one. The first one is Mr. Allen Kinnison.

16 Mr. Kinnison, please raise your hand.

17 WEBEX HOST: You are now unmuted, Mr. Kinnison.  
18 You may speak.

19 MR. KINNISON: Chairman Knight and Board Members,  
20 thank you very much for your time. My name is Allen Kinnison.  
21 I'm the vice president of the Southern Arizona Leadership  
22 Council. We are a member-led organization, nearly 150 business  
23 CEOs in Southern Arizona.

24 As a three-year tier two study for the Sonoran  
25 Corridor is about to begin, I want to encourage ADOT and the

1 Board to consider funding the segment of independent utility  
2 between Tucson International Airport and the U of A Tech Park at  
3 Rita Road in years four and five of your upcoming five-year  
4 plan. This segment has by far the greatest near-term benefit to  
5 the Southern Arizona region.

6 The following facts support the timely  
7 development of the corridor:

8 The airport is undergoing a \$1 billion expansion,  
9 which includes a twin parallel commercial runway, which will  
10 greatly expand its capacity. The airport also has over 4,000  
11 acres of undeveloped land undergoing a comprehensive development  
12 plan for commercial and industrial use. Improved access routes  
13 to the airport and airport-based employment centers are  
14 imperative to optimizing this development. In the past two  
15 years alone, logistics and industrial development near the  
16 airport has exceeded 4 million square feet with more in the  
17 works. All of this is within three miles of the recommended  
18 Sonoran Corridor route.

19 The Sonoran Corridor creates a much more  
20 efficient route to the airport from the east and the south. The  
21 unique combination of the corridor, airport improvements and  
22 land development, and the existing Port of Tucson provide an  
23 optimal multimodal freight hub for the state of Arizona.

24 (Indiscernible) when the corridor connects to  
25 I-19, the corridor saves approximately 12 miles, 40 percent, and

1 almost 30 minutes of drive time between El Toro Road on I-19 and  
2 Rita Road on I-10 compared to the current route. Removing 12  
3 miles of travel for 40 percent of freight to and from Mexico has  
4 a measurable impact on fuel consumption, emissions, road wear  
5 and tear and driver safety.

6 Additional benefits include improved local  
7 commuter travel between the communities of Vail, Sahuarita,  
8 Tucson's east side and all of the current and future workforce  
9 around the airport.

10 Proposed commercial and residential development  
11 in the area impacted by the Sonoran Corridor has the potential  
12 to add \$32 billion per year to the gross domestic product of  
13 Pima County. As you develop the five-year plan, I encourage  
14 serious consideration of ways to incorporate funding for the  
15 Sonoran Corridor in years four and five.

16 Thank you so much for your time.

17 CHAIRMAN KNIGHT: Thank you for your comments.

18 Floyd?

19 MR. ROEHRICH: Our next speaker is Ms. Karen  
20 Smith.

21 Ms. Smith, please raise your hand.

22 WEBEX HOST: Please press star three to raise  
23 your hand. I am not seeing a hand raised at this time.

24 MR. ROEHRICH: Thank you. We'll go on to the  
25 next speaker then, is Ms. Amber Voight.

1 Ms. Voight, please raise your hand.

2 WEBEX HOST: Again, please press star three to  
3 raise your hand and I will unmute your line.

4 MR. ROEHRICH: Hey, Bryce, I just noticed  
5 something. Board Member Jenny Howard is logged in as an  
6 attendee. Could you please move her up as a panelist?

7 WEBEX HOST: Uh-huh. Of course. She is now a  
8 panelist. And I'm not seeing any hands raised at this time.

9 MR. ROEHRICH: I don't see them logged in to the  
10 meeting either.

11 Mr. Chairman, it looks as if the other two  
12 requests have not entered the meeting yet, so that's all the  
13 requests that I have received to speak.

14 CHAIRMAN KNIGHT: Thank you, Floyd.

15 That being said, we'll move on to Item No. 1, the  
16 fiscal year 2024 to 2028 ADOT Tentative Five-Year Transportation  
17 Facilities and Constructions Program, and I believe this is --  
18 this, of course, is for information and discussion only. I see  
19 Kristine is anxious to get started. So it's -- this information  
20 will be provided by, according to the agenda, Kristine and Paul  
21 Patane.

22 Go ahead, Kristine. You've got it.

23 MS. WARD: Thank you, Chairman Knight. I am  
24 appreciative or happy to say that Paul will be doing most of  
25 this presentation, because I have very little to report. I



1 provided you an update on February 2nd about the financials that  
2 support the '24 to '28 five-year program, and those financials,  
3 subsequently I've been reporting to you each month on the status  
4 of how we progress on those forecasts. And as you'll recall,  
5 each -- at this point, we are running right according to  
6 forecast, and we see no reason to adjust those financials, those  
7 forecasts. So the forecast that you were presented in -- on  
8 February 2nd are the same, and so we can proceed from that  
9 financial base.

10 I have nothing further to report. I'd be happy  
11 to take any questions.

12 Sir, I think you're on mute or --

13 CHAIRMAN KNIGHT: I'm sorry. Any questions from  
14 board members for Kristine?

15 Hearing none. The floor is all yours, Paul.

16 MR. PATANE: Good morning, Chairman Knight, and  
17 thank you, and good morning, Board Members. Thanks for the  
18 opportunity to provide you an update on the Tentative Five-Year  
19 Program.

20 Next slide, please.

21 So before we get into the changes in the program,  
22 I wanted to just provide a little bit of background and some of  
23 the programming considerations that we take into account as we  
24 build and construct it with the new program. As Kristine  
25 mentioned earlier, you know, our -- the five-year program, it

1 is -- a fiscally constrained document is required by law, is  
2 fiscal constraint. The next -- it's fiscally constrained over  
3 the five-year program.

4           The next item is the project budgets, and one of  
5 the key factors is that the year of expenditure, because when we  
6 build the new program, the -- you know, we -- it's important  
7 that we -- our estimate does take into account, you know, the  
8 future years when the project will happen. Because typically,  
9 we're adding projects to the -- you know, the third, fourth and  
10 fifth year of the program. And so it's important that we take  
11 into account and try to address that inflation.

12           Next is the Construction Cost Index, and we've  
13 shown that and gone over it a couple times in previous meetings.  
14 So it's important that we continue to monitor, you know, the  
15 construction costs and see how that impacts projects. And you  
16 know, especially when we -- you know, changes in treatment type.  
17 One thing when we -- when we program our -- especially our  
18 rehabilitation projects, they're typically -- they get added to  
19 the fourth and fifth year of the program. And so,  
20 unfortunately, over time, you know, the pavement condition made  
21 worse, causing us to have to, you know, come up with a different  
22 type of treatment, and at the end of the day that potentially  
23 does increase project cost as well.

24           Then we have what we call, you know, project  
25 complexities. This is when we run into issues, you know,

1 unforeseen conditions that need to be mitigated as part of the  
2 project, and those can vary from (indiscernible) acquisition to  
3 environmental constraints that we will find out as we develop  
4 the project more and more. Because when we start the project,  
5 you know, when you typically start with the scoping document, as  
6 you move along, the design process, you know, our estimates get  
7 better and better, because there's less risk associated as you  
8 move further along in final design.

9           Then last we have project readiness and  
10 constructability, making sure that, you know, we get all the  
11 clearances that we're required to have, for the types of  
12 clearances before we can advertise the project. Yet typically  
13 environmental plans, the materials, clearance, along with right  
14 of way and clearance. Thank you.

15           Then, you know, all that is kind of how we -- you  
16 know, we kind of come up with how we prioritize and establish  
17 risks associated with each project. And then that's  
18 (indiscernible) build the programs.

19           Next slide, please.

20           And so this is the most current Construction Cost  
21 Index as of May 1st, 2023. As you can see, the prices continue  
22 to rise. There is a little bit less increase of 19 percent from  
23 the preceding year, but the (indiscernible) still show some  
24 positive slope, and we don't get an increase in cost.

25           Next slide.

1           Then as Kristine also alluded earlier, these are  
2 the financials and how we built the program. Those have -- as  
3 mentioned, those have not changed since February, but I thought  
4 it was important to share this slide (indiscernible) built the  
5 program with these amounts.

6           Next slide, please.

7           And so here is what the tentative program was in  
8 February for Greater Arizona, which shows the dollar amounts  
9 for -- the green is preservation. The red is modernization. We  
10 have the state -- purple, statewide project development.  
11 Statewide planning is the yellow. In blue is the expansion for  
12 Greater Arizona.

13          Next slide, please.

14          And so if you have the opportunity to compare the  
15 two slides, one previous and this one, you can see that the  
16 overall dollar amount did not change (indiscernible) moving  
17 forward. For example, in fiscal year '24, we have 804 million  
18 for Greater Arizona, but what did change is the distributions.  
19 They did change a little bit as far as the amount in  
20 preservation. Modernization also did increase by approximately  
21 (indiscernible) million, followed up with statewide project  
22 development and expansion did decrease by close to 60 million.

23          Any questions on these two, these last two  
24 slides?

25          CHAIRMAN KNIGHT: Paul, could you just remind us

1 what the -- what the level of funding is required just to  
2 maintain -- for pavement preservation, just to maintain the  
3 system at its present level?

4 MR. PATANE: I think -- I can't recall. I'm  
5 sorry, Chairman Knight. I can't recall the number, but -- yeah.  
6 The number that's probably in my mind is in excess of  
7 \$300 million to maintain the systems to current condition.

8 CHAIRMAN KNIGHT: Yeah. I think -- I think in  
9 the past it's been 350 or a little above, like, but I just -- I  
10 wonder -- that number has to be steadily climbing with inflation  
11 and the cost of -- the cost of projects have -- that have been  
12 going up. I would think that probably the cost just to maintain  
13 is -- has going up from what we've seen in the past couple of  
14 five-year project that -- that you've reported on in the past.  
15 It seems like it was around 350 million and somewhere in that  
16 neighborhood, but I would suspect it's gone up just due to  
17 inflation.

18 MR. PATANE: No. We definitely can follow up  
19 with the slide that we had from the previous board meeting that  
20 kind of depicts the dollars needed to maintain current  
21 conditions.

22 CHAIRMAN KNIGHT: Yeah, because in the past  
23 there's been a line across the graph that -- across the bars  
24 that has indicated what's needed just to maintain the present  
25 status quo, which isn't particularly good, but at least we know,

1 you know, when we're -- out of what years we're able to spend  
2 more and maybe get ahead of the curve.

3 MR. PATANE: No, I completely agree, Chairman  
4 Knight. And as you can see, our commitment to preservation,  
5 that is quite substantial in this program, and, you know, the  
6 key here is, you know, to make sure we invest in -- as much as  
7 we can in pavement rehabilitation and our life extension  
8 projects to maximize the service life (indiscernible). But --

9 CHAIRMAN KNIGHT: If you could kind of come up  
10 with the -- what the number is now just to maintain the -- so we  
11 can know whether we're above or below that number, and I would  
12 imagine it's probably a moving target from year to year, but it  
13 is nice when we're looking at these graphs to know, okay, how  
14 does this compare with what we absolutely have to have just to  
15 maintain the status quo?

16 MR. PATANE: And thank you for your comments,  
17 Chairman Knight, and we can make sure we have that for the June  
18 Board meeting.

19 MR. MAXWELL: Chairman Knight.

20 CHAIRMAN KNIGHT: Thank you.

21 MR. MAXWELL: Chairman Knight.

22 CHAIRMAN KNIGHT: Yes, Ted.

23 MR. MAXWELL: Yeah. Greg Byers has his hand up,  
24 the virtual hand, I should say, and I don't know if he wants to  
25 add to this conversation as well.



1           So the next slide talks about the changes from  
2 the tentative to the final. These are kind of the categories of  
3 the changes. So the first one is advanced, is when we move a  
4 project phase to an earlier year based on funding availability,  
5 needs to the system, because when we develop projects, you know,  
6 we have all the different phases. We have -- we typically start  
7 with the -- with the design phase. Then we have a -- it's the  
8 (indiscernible) and construction phase, the OMC, and we have  
9 utility and right-of-way phases.

10           And so when we take these green -- the PPAC  
11 action items, if you notice on those forms, that they all fall  
12 into different phases. Some of those requested changes are  
13 either design, construction process or right-of-way  
14 (indiscernible).

15           The next is deferred, is when we -- some projects  
16 may be deferred out of the five-year program if there's  
17 insufficient funding or higher priorities. Then a lot of times  
18 in some cases, we have to move the project to a later year.  
19 Then we have where in some cases where the project's deleted.  
20 We remove the project from the five-year program until either  
21 the scope is, you know, clarified that we do have a solid  
22 scope/schedule (indiscernible). This is important when we put  
23 projects in the program that we do have a plan, scope, schedule  
24 and budget as we move forward.

25           Then increased is when cost of one or more of the



1 project phases due to the need for additional design work,  
2 construction cost increases, et cetera. That's where the  
3 funding is increased.

4 Then we have new projects. There's cases where  
5 we were adding new projects to the program. Then there's also  
6 cases where the project budget is reduced and decreasing cost  
7 (indiscernible) variety of reasons. Could be scope reductions  
8 or just depending on the market. In some cases the market may  
9 also facilitate/reduce construction costs.

10 Any questions on the categories here?

11 CHAIRMAN KNIGHT: Questions from any board  
12 member?

13 MR. PATANE: Next slide, please.

14 CHAIRMAN KNIGHT: Go ahead, Paul.

15 MR. PATANE: So what we have here is the list of  
16 new projects that have been added to the program. Well, we've  
17 added 35 new projects totaling approximately 205 million, and  
18 the majority of these projects are pavement related that we were  
19 able to move up in the program for various reasons, such as the  
20 legislative appropriations provided additional funding in order  
21 to move up some of the projects.

22 Any questions on the new projects being added?

23 CHAIRMAN KNIGHT: Any questions for Paul? I  
24 don't see any, Paul.

25 MR. PATANE: Okay. Next slide, please.

1                   So here's some more additional projects being  
2 added and -- and this and the previous slide, you know, did have  
3 (indiscernible) consisted of additional 40 million we're going  
4 to use for spot improvements. As you recall, we took the board  
5 action in the '23-'27 program to add approximately 50 million of  
6 spot repair projects, and the agency committed to 90 million.  
7 So this is the other \$40 million that we're allocating toward  
8 pavements spot improvements in different areas throughout the  
9 northern region.

10                   But also, we added some -- where it talks about  
11 the -- go back one, Floyd. Random OSB, random work projects.  
12 Those are local projects where they were successful in getting  
13 bridge funding, off-system bridge funding to make those repairs.

14                   And when we -- when we built the tentative  
15 program, these -- some of these projects weren't awarded yet,  
16 such as these off-system bridge projects. They were not awarded  
17 to the locals as -- when we developed the tentative program. So  
18 when we did build the program, at some point you've got to stop  
19 everything that we're reviewing it and build the program, but  
20 then once you build the program, the changes continue to happen,  
21 and that's how we get to where we are today with the revised  
22 (indiscernible).

23                   So the next slide shows we were able to advance  
24 projects. We're able to advance 19 projects, mostly designed  
25 for the larger pavement and rehabilitation projects programmed

1 in 2026 and 2027. As you can see, many of the pavement projects  
2 are quite large, ranging from 8 million to 50 million. In  
3 addition, we were able to -- using I believe the CRP (phonetic)  
4 funding to advance a couple of LED lighting projects as well  
5 within the program.

6 Any questions on the advanced budgets?

7 CHAIRMAN KNIGHT: Any questions for Paul?

8 Go ahead, Paul.

9 MR. PATANE: Thank you, Chairman Knight.

10 Next we have where we've deleted -- deleted,  
11 deleted projects. Excuse me. We have a total of 16 projects  
12 that were deleted totaling approximately \$76 million. This  
13 includes some of the truck parking projects.

14 What we've done there is we've replaced some of  
15 these individual projects to where we want to bundle them into  
16 one bigger project. It is -- after some internal discussions,  
17 we felt we could get a better price and a better project if we  
18 bundle them and went with what we call an alternative delivery  
19 method on these truck parking projects.

20 And if you look at page -- I believe it's page 64  
21 of the revised program that I believe you have a copy of, it  
22 shows where we're combining on the projects at I-17 and I-40  
23 into one project and to deliver those. And once we complete the  
24 truck parking plan, (indiscernible) should be completed  
25 within -- I believe sometime in late winter, early spring of

1 '24.

2 We're going to be able to kind of, like,  
3 reshuffle the priorities within the truck parking, because also  
4 as part of the program, we developed a subprogram. So we put  
5 that money -- there's a dedicated subprogram for truck parking.  
6 So that money is still there, but currently we're only going to  
7 use -- I believe it's 18 million to get the projects going on  
8 I-17 and I-40.

9 For this alternative delivery method, the key  
10 behind that is we'll be able to start construction earlier  
11 versus the traditional in design/build/bid (indiscernible)  
12 design/bid/build method.

13 Any questions on the deleted projects?

14 CHAIRMAN KNIGHT: Any questions from the Board?

15 Paul, I don't see any.

16 MR. PATANE: I've got one final comment on --

17 MR. THOMPSON: Can I --

18 CHAIRMAN KNIGHT: Yes, Jesse. Go ahead.

19 MR. THOMPSON: Paul, I know that the people that  
20 initiate these proposals, sometimes they -- they're a surprise  
21 to them. Now, in this case, were all these stakeholders  
22 properly notified?

23 MR. PATANE: Chairman Knight, Board Member  
24 Thompson, no, there was no additional outreach to the specific  
25 area if a project was deleted.

1 MR. THOMPSON: Do we still have time to do that?

2 MR. PATANE: Yes, we can.

3 MR. THOMPSON: Your response again, Paul?

4 MR. PATANE: Chairman Knight, Board Member  
5 Thompson, Yes, sir, we can do the additional outreach needed to  
6 inform the stakeholders of the region that we're deleting these  
7 projects.

8 MR. THOMPSON: Okay. Appreciate that. Thanks,  
9 Chairman and Paul.

10 MR. ROEHRICH: (Indiscernible) reiterate  
11 (indiscernible) you're moving those into lump sums -- you're  
12 still delivering these projects, right?

13 MR. PATANE: Well --

14 UNIDENTIFIED SPEAKER: Truck parking ones?

15 MR. PATANE: The truck parking ones, we are.

16 UNIDENTIFIED SPEAKER: Yeah.

17 MR. ROEHRICH: Right.

18 MR. PATANE: Then just one comment on -- there's  
19 a -- towards the bottom there, there's a port of entry, projects  
20 that are being deleted, and that was an error. Those projects  
21 will be put back in the program.

22 CHAIRMAN KNIGHT: Any other questions for Paul?

23 Okay, Paul. I don't see anybody else. Go ahead.

24 MR. PATANE: Okay. Next we have the deferred  
25 projects. (Indiscernible) additional categories, deferred,

1 increase and reduced projects. We deferred five projects  
2 totaling about 13 and a half million (indiscernible) five years  
3 covered by the program, and this is (indiscernible) to address  
4 the higher priorities such as pavement preservation and  
5 rehabilitation. Then we have the increased project cost of  
6 north of Paulden and the Climate Adaptability Study.

7           This is followed up by other reduced projects.  
8 We have five projects totaling 18 and a half million that was  
9 reduced in the program. Then as far as increased projects, as I  
10 mentioned earlier, those were totaling 550,000.

11           Any questions on these three categories, the  
12 changes?

13           CHAIRMAN KNIGHT: Any questions for Paul?

14           Paul, I don't see any. Go ahead.

15           MR. PATANE: So the next slide, just an overall  
16 summary of the changes from the tentative to the final. As you  
17 can see, the majority of the changes, we added 38 new projects  
18 totaling in excess of 205 million. This is followed up by the  
19 projects that were deleted in '16 totaling a little over  
20 76 million, with the remaining reduced, deferred, then advanced.

21           Any questions or comments on this study?

22           CHAIRMAN KNIGHT: Paul, I don't see any.

23           MR. PATANE: Thank you, Chairman.

24           Before I get into the summary of the public  
25 comments, I just want to, you know, open it up for questions on

1 any of the changes, anything we covered so far the -- about --  
2 regarding the proposed final program.

3 Okay. Moving on to the summary of the public  
4 comments received to date. The public comment period ends --  
5 actually ends today, on June 1st. So public involvement efforts  
6 by the ADOT community relations, this is a recap of the delivery  
7 methods that we use. We used two news releases, three  
8 government delivery notices, multiple social media posts,  
9 Facebook, Twitter, Nextdoor. We have our ADOT website, media  
10 articles written for ADOT news releases, along with the digital  
11 print ad in the *Arizona Republic* main news on May 12th.

12 So to dates -- the numbers have changed a little  
13 bit, but as of (indiscernible) presentation, we've had 900  
14 comments, 850 -- 849 online comments, received 50 by e-mail.  
15 Then 15 comments were presented at the May 19th public hearing.

16 Next slide, please.

17 Next we have comments by mode. You know, we had  
18 825 comments related to State Highways, 30 related to rail and  
19 transit, and we had 5 comments related to airport.

20 Some of the major themes of the comments  
21 include -- you know, three of them were pavement condition  
22 related on SR-260, I-17 and I-40. A lot of those comments were  
23 because of payment condition. Then we had 165 comments related  
24 to I-10 at Jackrabbit Road, the interchange. We had 80 comments  
25 related to SR-347 regarding the widening of 347 and congestion

1 of Riggs Road. Also, we had 48 comments on I-10 on the Pima  
2 County/Benson area for congestion and access. Then we had 31  
3 comments related to the widening of I-10 from the Loop 202 to  
4 Casa Grande, the final section.

5 So I know these next couple slides are busy, but  
6 I think it's important that we share with you and also those  
7 who -- because this is public information, those who go on the  
8 website and look at this information, the kind of reaction that  
9 we're taking to address some of these concerns expressed by the  
10 public, especially on the SR-260, the pavement, Payson through  
11 the mountain areas, though we are -- the Lion Springs widening  
12 that was part of the program, we also added the life extension  
13 program from Overgaard to Campland Road, 6.9 miles.

14 And we added Knottingham Lane to Milepost 357,  
15 Pinetop/Lakeside. It's 11 miles of rehab, rehabilitation.

16 Then we have the Penrod Lane to Buck Springs  
17 Road, mill and replace with the spot locations, 1.2 miles.  
18 Additionally, there was 4.2 million in the legislative -- use of  
19 that legislative appropriation to improve SR-260 in Navajo  
20 County.

21 So I know, you know, some of that 50 million was  
22 dedicated to do some spot repairs in this area. So those spot  
23 repairs will happen in addition to, because these projects are  
24 later in the program, and depending on the pavement condition,  
25 we intend to rehab these various (indiscernible).



1 Any questions on 260 as far as what are our plan  
2 moving forward is?

3 CHAIRMAN KNIGHT: Any questions for Paul?

4 Go ahead, Paul.

5 MR. PATANE: One second. Excuse me.

6 Next we have the I-10, the Jackrabbit Road. The  
7 Interchange is programmed for construction in FY 2024. Also in  
8 FY 2024, the State Legislature appropriating 5 million to design  
9 the interchange. So (indiscernible) look on that year of  
10 construction, because the design (indiscernible). So we'll  
11 follow up with the design and construction for Jackrabbit Road.

12 We have -- next comments was on -- related to  
13 347, and some of the items going on there we've got planned are  
14 the West Juan Street to I-10. That's 13.3 miles of pavement  
15 preservation in FY 27.

16 (Indiscernible) the I-10 to city of Maricopa  
17 widening is in the current program.

18 Riggs Road overpass is generally in the program  
19 for FY '23.

20 Programmed for construction in FY '25, SR-238 to  
21 Maricopa City limits is currently in the program for FY 2023  
22 construction.

23 And also, there was a legislative redistribution  
24 for 10 million to Maricopa to design and construct SR-238 and or  
25 347 improvements.

1 Any comments?

2 MR. MAXWELL: Mr. Chair, this is Ted. I've got a  
3 question.

4 CHAIRMAN KNIGHT: Go ahead Ted.

5 MR. MAXWELL: Yeah. Mr. Chair, Paul, thanks for  
6 the -- for the update on this one. I've got a question  
7 regarding the State Legislature's redistribution of 10 million.  
8 Obviously we've heard a lot about 347. It's an area of concern  
9 to the residents down there in the city of Maricopa. It seems  
10 pretty broad on the definition what they can do with that  
11 10 million. Is there an -- is there any requirements for the  
12 design and construct, or is it more a design and/or construct?  
13 Because I'm not sure how far 10 million is going to go on what  
14 improvements they might want to recognize, and I'm just trying  
15 to ensure that the State Transportation Board is not  
16 (indiscernible) where we're obligated to help continue that to  
17 finality in the five-year plan where we may not have the funds  
18 to do so.

19 MR. PATANE: At this time I'm uncertain how the  
20 10 million will be used. Okay? Board Member -- Chairman  
21 Knight, Board Member Maxwell. And so I know there's a lot of  
22 activity along 347 as far as what's being -- what's being put in  
23 the program. And so we'll -- I'll have to provide you an update  
24 at the June meeting on the plan moving forward on this.

25 MR. MAXWELL: Mr. Chair, one quick follow-up. Is

1 that something that the 10 million is specifically assigned to  
2 Maricopa, the town, to make the design and construction or to  
3 make the determinations? I just -- because it's an add-on, just  
4 kind of like as an (indiscernible) I just want to get a better  
5 sense. Is that in the five-year plan and that process or is it  
6 just something to be aware of going forward?

7 CHAIRMAN KNIGHT: I believe Greg may have an  
8 answer for you.

9 Go ahead. Go ahead, Greg.

10 MR. BYRES: Thank you, Mr. Chairman, Board Member  
11 Maxwell. The legislative appropriation or the redistribution  
12 doesn't necessarily take effect until July 1. So as we get to  
13 that point, we'll be bringing forward more details for this  
14 distribution to the Board. So as that -- as that kind of plays  
15 out, there's still some time in there that we need to define  
16 exactly what that is. We'll be working with the town and trying  
17 to put that together.

18 MR. MAXWELL: Thank you, Mr. -- thank you, Greg,  
19 Paul.

20 CHAIRMAN KNIGHT: Any other questions for Paul?  
21 Paul, I don't -- I don't see any.

22 MR. PATANE: Okay. Thank you, Chairman Knight.  
23 Next slide, please.

24 And so the other areas related to I-10, Pima  
25 County, Benson, congestion/access. So what we have going there

1 is the Country Club, I-10 and the Country Club to Kino general  
2 purpose lanes and interchanges are programmed for 2024-26. We  
3 have the Alvernon to Valencia widening. That's programmed for  
4 '25 and '26. And also, (indiscernible) of the climbing lane for  
5 the westbound direction between SR-80 and SR-90, will be  
6 programmed in 2024.

7 Then as far as I-17, pavement conditions, I'm  
8 glad to say that the project south of Flagstaff, that has  
9 resumed, and so they're completing -- we're shut down for the  
10 winter season, but things are -- construction has commenced.

11 And so the -- additionally, on I-17 from SR-74 to  
12 Anthem Way, that project is programmed in FY '25 construction,  
13 and we have a mill and replace at the following locations. That  
14 was approved by the Board in April. So those were some of the  
15 spot conditions in that part of the I-17 (indiscernible).

16 Then as far as the I-10, the Phoenix to Casa  
17 Grande widening, (indiscernible) that project is moving forward.  
18 You got Gila River Bridge currently programmed for FY '23  
19 construction. We have the Ridge Road to SR-387 programmed for  
20 the right-of-way in '24 and construction in FY '25. Also, there  
21 was a legislative appropriation, 89 million for FY '24 for  
22 Chandler to Casa Grande segment.

23 I don't want to put Greg on the spot, but was it  
24 89 -- because the 89 million is really not new money, is my  
25 understanding, Greg?

1 UNIDENTIFIED SPEAKER: So I can speak.

2 MR. PATANE: Okay. Thank you.

3 UNIDENTIFIED SPEAKER: All right. So right now  
4 we have -- we currently have 87 million that is in the five-year  
5 program going to I-10. The Legislature appropriated 89 million  
6 to be able to make the five-year program whole. So we will be  
7 moving some of the 87 million that's already allocated and  
8 putting them -- the new 89 million in.

9 So it's basically a swap of funding. We'll be  
10 putting the 87 million or -- it will actually be a little less  
11 than that, because we have to make up some difference of  
12 33 million for the Riggs TI, and then we -- we'll be coming back  
13 to the Board to move some of that into the pavement preservation  
14 subprogram.

15 CHAIRMAN KNIGHT: Any questions from the Board?

16 Chairman Knight, Board Members, there's still  
17 (indiscernible) shortfall where our plan is still moving forward  
18 going further in the MEGA grants.

19 Okay. Next slide, please.

20 And so we've had a lot of comments relating to  
21 I-40 payment conditions, you know, over the past year, and so  
22 I'm really glad to say there's a lot programmed in for this  
23 area, and so a couple of bigger projects are Needle Mountain to  
24 Lake Havasu pavement rehab. You've got Fort Rock to Markham  
25 Wash pavement. Then Holy Moses -- excuse me -- Holy Moses

1 Washed to Rattlesnake Wash. Those are all programmed in '24 and  
2 '25.

3 So you can see there's a list of several  
4 projects. Then also on the bulleted list (indiscernible)  
5 locations that were approved as part of the April board meeting.

6 And then also, we received considerable comments  
7 related to the regional freeway system, and what we do there is  
8 we share those comments with MAG, because they are the lead  
9 agency, and we, you know, share those with them. Then we  
10 address (indiscernible) they have any comments as well?

11 Any questions on I-40?

12 CHAIRMAN KNIGHT: Any questions from the Board?

13 Guess not, Paul.

14 MR. PATANE: That concludes my presentation,  
15 Chairman Knight.

16 CHAIRMAN KNIGHT: Thank you.

17 Are there any questions at all from the Board on  
18 the FY 2024 --

19 MR. THOMPSON: Chairman.

20 CHAIRMAN KNIGHT: -- '28 Transportation  
21 Facilities Construction Program?

22 MR. THOMPSON: Chairman Knight.

23 CHAIRMAN KNIGHT: Yes. Go ahead, Jesse.

24 MR. THOMPSON: First of all, I'd like to extend  
25 my appreciation to Paul regarding presenting the status of the

1 project on SR-260. There was some officials on that area that  
2 question -- had some questions on that, and I'm glad you were  
3 able to clarify that.

4 The other thing is that what responsibility do we  
5 have or ADOT have in -- for projects that are non-state highway?  
6 For instance, there was a dirt road that was sometimes back,  
7 (indiscernible) I believe a million or a little over that that  
8 was appropriated for that dirt road. Do we have any  
9 responsibility for that if it's related to transportation?

10 (Inaudible crosstalk.)

11 MR. PATANE: Okay. Chairman Knight, Board Member  
12 Thompson, on the local projects, the way the appropriations,  
13 they were directed -- what we do is called a pass-through where  
14 the funding does come to ADOT, but then we use an  
15 intergovernmental (indiscernible) to transfer that money  
16 directly to the public agency. And I believe Greg has  
17 (indiscernible).

18 MR. ROEHRICH: Go ahead, Greg.

19 MR. BYRES: So Mr. Chairman, Board Member  
20 Knight -- or Thompson, when it comes to as far as the -- our  
21 responsibility, our responsibility is for our system and  
22 anything within our right-of-way. So consequently, any of these  
23 appropriations that come through, as Paul just stated, those are  
24 pass-throughs. So we basically -- the money is appropriated  
25 through ADOT. ADOT then distributes those funds out to the

1 local agencies that they are intended for. That is pretty much  
2 the only responsibility that we have for that kind of funding.

3 MR. THOMPSON: Okay. Thank you for that  
4 clarification. I have a better understanding of that now.  
5 Thank you, Greg and Paul and also Chairman. Thank you.

6 CHAIRMAN KNIGHT: You bet, Jesse.

7 Are there any questions from any board members  
8 for Paul or Kristine on the presentation?

9 MR. ROEHRICH: (Indiscernible.)

10 So Mr. Chairman, this is Floyd. Just to kind of  
11 quick talking about the next steps. This study session was for  
12 staff to present the changes, the modifications of the five-year  
13 program, gather any comments or input from the Board. The next  
14 step is on the June 16th meeting, we will present the final  
15 program for the Board adoption, and then at that time it will be  
16 posted. It'll be -- the letter of adoption will be sent to the  
17 Governor, and then it will take effect July 1st. So we will  
18 bring back this item to the Board on the June 16th meeting  
19 asking for adoption of the final five-year program.

20 CHAIRMAN KNIGHT: Thank you, Floyd. And have  
21 either of the two people that called in -- or they wanted to  
22 call in for call the audience, have they -- have they joined the  
23 meeting?

24 MR. ROEHRICH: Mr. Chairman, this is Floyd.  
25 Let's go ahead and open up all of the (indiscernible) and I'll



1 call their names again and see if they raise their hand.

2 So we'll start again with Ms. Karen Smith.

3 Ms. Smith, if you're there, please raise your hand.

4 WEBEX HOST: As a reminder, please press star  
5 three to raise your hand and I will unmute your line.

6 MR. ROEHRICH: I don't see a hand.

7 So the next one would be Ms. Amber Voight.

8 Ms. Voight, please raise your hand.

9 WEBEX HOST: Again, please press star three to  
10 raise your hand. I am not getting either of them on the list  
11 right now, Floyd.

12 MR. ROEHRICH: Thank you, Bryce.

13 Mr. Chairman, it does not look as if they entered  
14 the meeting.

15 CHAIRMAN KNIGHT: Thank you, Floyd.

16 Then we'll move on to Item No. 2 on the agenda,  
17 which is suggestions. Do any board members have suggestions for  
18 future agenda items at this time?

19 Seeing none and having covered all of the agenda  
20 items --

21 MR. ROEHRICH: Mr. Chairman. Mr. Chairman.

22 CHAIRMAN KNIGHT: Yes.

23 MR. ROEHRICH: One second please. Paul, go  
24 ahead.

25 MR. PATANE: I just want to, you know, take the

1 opportunity to recognize staff, because a lot of times, you  
2 know, you only see me, but I've got some key staff here that  
3 really are the ones who are building the program and crunching  
4 the numbers.

5           And so first, I want to just recognize Clem  
6 Ligocki. He's over the planning and programming section. Then  
7 we have Lisa Danka here. She's been the programming manager,  
8 and she's the really the key and the glue that puts the program  
9 together. Then we have -- behind me, (indiscernible) Lynn  
10 Sugiyama. He's just been with -- involved with the Board and  
11 the programming for over 20 years. And so he just a boots on  
12 the ground type. Then also online is Matthew Munden. He's the  
13 senior division administrator for aeronautics, and he's the one  
14 who is key into developing the Airport Capital Improvement  
15 Program. So just wanted to take a quick minute to recognize.

16           And also, Bret Anderson was key, you know,  
17 because we had all new staff developing the program this year,  
18 and Bret -- a lot of you may be familiar with Bret Anderson, who  
19 was -- who built the program for the last 10 to 15 years, and  
20 he -- good for Bret, he got a promotion, but he left me hanging,  
21 and so -- but he was instrumental --

22           MR. ROEHRICH: At least 'til Lisa got there.  
23 Then she got you back on track.

24           MR. PATANE: Yes. Thank you, Chairman, Board  
25 Members for that opportunity.

1                   CHAIRMAN KNIGHT: Thank you, Paul.

2                   And that goes without saying that we certainly  
3 realize that there are a lot of -- there's a lot of work in each  
4 one of these five-year plans every year, and there are a lot  
5 of -- a lot of people behind the scenes that we don't get to see  
6 on the screen and like to thank them very much for all the hard  
7 work. It's got to be quite consuming with all the stats and,  
8 and of course, I know you guys don't come up with this  
9 without -- without a lot of behind the scenes people supplying  
10 you with the information and numbers and -- and we appreciate  
11 all of you.

12                   Any other comments from the Board?

13                   Hearing none and having --

14                   MR. THOMPSON: Chairman.

15                   CHAIRMAN KNIGHT: Yes.

16                   MR. THOMPSON: Chairman, I'd also like to say  
17 that I do appreciate the staff, and over the years I've seen a  
18 lot of some improvement in the way the plans are put together,  
19 and we've been -- I think the staff has been great at keeping us  
20 informed on the projects and also the program. So again, thank  
21 you to each one of them that are out there. So thank you,  
22 Chairman.

23                   CHAIRMAN KNIGHT: Thank you. Jesse.

24                   Any other comments from the Board? Hearing none  
25 and having completed this -- all the items on this agenda, we

1 are adjourned.

2 (Meeting adjourned at 10:05 a.m.)

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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 35 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 30th day of July 2023.

          /s/ Teresa A. Watson          

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

**Adjournment**

***Chairman Gary Knight adjourned the State Transportation Study Session on June 1, 2023.***

**Meeting adjourned at 10:05 a.m. PST.**

Not Available for Signature

Gary Knight, Chairman  
State Transportation Board

Not Available for Signature

Jennifer Toth, Director  
Arizona Department of Transportation