

**STATE TRANSPORTATION BOARD MEETING
PUBLIC HEARING
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE
9:00am, May 19, 2023
Town of Gilbert
Municipal Building 1, Community Room 202
50 East Civic Center Drive
Gilbert, Arizona 85296**

Call to Order

Chairman Gary Knight called the State Transportation Board Meeting to order at 9:00 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 (in person):** Chairman Gary Knight, Vice Chairman Richard Searle, Board Member Ted Maxwell, Board Member Jesse Thompson, Board Member Jenn Daniels, Board Member Jenny Howard, and Board Member Jackie Meck. There were approximately 63 members of the public on-line and approximately 25 attendees in person.

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 Title VI of the Civil Rights Act of 1964, as amended. Floyd, also reminded individuals to fill out survey cards, with the 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

PUBLIC HEARING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

VIA WEBEX AND IN PERSON AT:

Town of Gilbert
Town Hall Council Chambers
Municipal Building 1, Community Room 202
50 East Civic Center Drive
Gilbert, Arizona 85296

May 19, 2023
9:00 a.m.

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

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

Perfecta Reporting
(602) 421-3602

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 Gary Knight, Chairman
10 Richard Searle, Vice Chairman
11 Ted Maxwell, Board Member
12 Jesse Thompson, Board Member
13 Jenn Daniels, Board Member
14 Jackie Meck, Board Member
15 Jenny Howard, Board Member

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CALL TO THE AUDIENCE

<u>In-Person Speakers:</u>	<u>Page:</u>
Nancy Smith, Mayor, City of Maricopa.....	5
Bill Robertson, Maricopa Planning & Zoning Commissioner and Maricopa Resident.....	6
Ron Angerame, City of Maricopa Resident.....	8
Stephanie Irwin, Mayor, Pinetop-Lakeside.....	10
Matt Patterson, Public Works Director.....	13
Annie DeRosier, Pinetop-Lakeside Community Services.....	14
Isaac Blake, Payson Resident.....	16
Vinny Gallegos, Executive Director CYMPO.....	19
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Alton Joe Shepherd, Board of Supervisors, Apache County....	23
Mark Thompson, Gilbert Resident/Commuter.....	25
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1 (Beginning of excerpt.)

2 CHAIRMAN KNIGHT: Moving on to call to the
3 audience. I'd like to remind everyone calling in
4 telephonically, through Webex, everyone will be muted when they
5 call in to the meeting. When your name is called to provide
6 your comments, you will indicate your presence by virtually
7 raising your hand. I believe on your keyboard or phone that's
8 star three. And then the Webex host will guide you through the
9 unmuting and muting process following instructions included in
10 the meeting agenda.

11 For those speaking in person, there's an
12 opportunity for members of the public to discuss items of
13 interest with the Board. Please fill out a Request For Public
14 Input Form and give it to the Board Secretary if you wish to
15 address the Board.

16 In the interest of time, there will be a
17 three-minute limit imposed. Please try to comply with that.
18 Today's meeting is going to be rather long, and we'd
19 appreciate -- we'd appreciate if you stick to the three-minute
20 time limit.

21 Floyd, would you call the first speaker?

22 MR. ROEHRICH: Yes, Mr. Chairman. We have a
23 number of speakers in person as well as online. We will start
24 with the speakers in person first.

25 Our first speaker is Mayor Nancy Smith. Mayor

1 Smith.

2 MAYOR SMITH: Thank you, Mr. Chair, Board
3 Members, ADOT employees. Thank you for the opportunity to speak
4 here today.

5 I have a funny story to start off with. I was at
6 a restaurant in Chandler a couple weeks ago, and I was waiting
7 in line for our table to be ready, I saw that there was a group
8 of about eight ADOT employees with their badges on. And I
9 commented to them, "ADOT. I love ADOT." And they kind of
10 looked at me a little weird like they had never received a
11 compliment like that. So they really appreciated the comment,
12 and it was just funny to explain to them why I love ADOT, and
13 that is because we have had many meetings with ADOT over the
14 last six to eight months, and I appreciate the attention that
15 the city of Maricopa is getting, and the road safety analysis
16 that they just completed for us, and they plan on coming out and
17 doing a town hall to disseminate that information to our
18 residents in June. So I appreciate that very much.

19 I also appreciate our representative Jenny
20 Howard. She's coming out to the city of Maricopa next week, and
21 we look forward to giving her a tour and helping her understand
22 the challenges that the city of Maricopa has.

23 Just recently, the state legislator --
24 Legislature, excuse me, approved \$18 million for improvements on
25 State Route 347 at intersections Casa Blanca Road and the Cement

1 Plant Road. And so I am here today to tell you we are ready to
2 go. So as soon as you get ahold of those funds, let's make it
3 happen, and let's get started on that, because it's one element
4 that will make that road just that much safer.

5 So thank you for all that you do for us, and
6 thank you for all that -- all the work that's done in the city
7 of Maricopa. Thank you.

8 CHAIRMAN KNIGHT: Thank you, Mayor. I guess
9 you're going to be replacing Christian Price at our meetings --

10 MAYOR SMITH: Yes.

11 CHAIRMAN KNIGHT: -- as well as replacing him as
12 mayor, but --

13 MAYOR SMITH: Yes.

14 CHAIRMAN KNIGHT: -- but he's not here but you
15 are, so...

16 MAYOR SMITH: You go it.

17 CHAIRMAN KNIGHT: Floyd.

18 MR. ROEHRICH: Our next speaker is Mr. Bill
19 Robertson. Mr. Robertson.

20 MR. ROBERTSON: Good morning, Mr. Chair and Board
21 Members. Thank you for the opportunity to present to you today.
22 My name is Bill Robertson. I'm a resident of the city of
23 Maricopa. I'm also vice chair of the Planning and Zoning
24 Commission for the city of Maricopa.

25 I don't know if you saw just the other day, but

1 the U.S. Census Bureau has just recently named the city of
2 Maricopa the eighth fastest growing city in the entire United
3 States of America. We currently have about 27,000 rooftops that
4 represent about 70 -- close to 70,000 people population. Here's
5 the kicker. We have over 70,000 more rooftops entitled and in
6 the planning phase. So we are poised to grow three or four
7 times our current population over the next ten years.

8 The 347 scoping study and more recently ADOT
9 transportation safety survey that the mayor talked about
10 actually designated State Route 347 as needing additional lane
11 miles, travel lanes in the form of a parkway and nonstop-type
12 design. Assembling funds through a funding source is a high
13 priority for all stakeholders involved, and it is aggressively
14 being researched and sought on many levels. This is likely a
15 couple-year process in and of its own.

16 Currently, State Route 347's full expansion is
17 not in the proposed ADOT five-year plan. Not being in the five-
18 year plan will likely hamper our assembly of funding sources, as
19 the State Legislature and other federal granting agencies will
20 not see it as a priority if we don't have it in the plan. So
21 hampering the funding sources will also delay movement of the
22 project.

23 Members of the Board, we hope to have
24 construction options decided and design underway to have the
25 shovel-ready project in just a short time and ready for funding

1 when it becomes available. Now is the time to set the table.
2 Now is the time to move the needle forward towards completing
3 this project sooner rather than later. The need is now. The
4 time is now.

5 I'd like to request careful consideration to get
6 347 expansion into the current five-year plan. Any further
7 delay is going to put us out a decade or more.

8 Thank you very much for your time. Thank you for
9 the work that you do.

10 MR. ROEHRICH: Our next speaker is Mr. Ron
11 Angerame.

12 MR. ANGERAME: Thank you to the Board for
13 allowing me to address you today. Celia Fernandez wanted to be
14 here today, but it's too soon for her. She wrote a letter that
15 she asked me to read to you, so -- were you able to pass out
16 those?

17 MR. ROEHRICH: Yes, sir. They have the photo.
18 Could you get a little closer to the microphone, please?

19 MR. ANGERAME: Thank you.

20 MR. ROEHRICH: Thank you.

21 MR. ANGERAME: Hi. My name is Celia Fernandez.
22 I am the mother of Suheiry Hydie Fernandez. She was ten years
23 old when her life was taken on Highway 347. The accident
24 happened on March 26th, 2023. She was declared brain dead on
25 March 29th, 2023, and her heart stopped on March 31st, 2023.

1 She was the second oldest of five siblings.

2 Here is a little information about my daughter:
3 She was a catcher for the Maricopa Sandlot softball team in
4 Maricopa. Her dream was becoming a professional softball
5 player. She was outgoing, happy, always dancing, always had a
6 smile on her face. She was my mini-me. But her life was taken
7 away from me on this horrible day when a careless driver was
8 speeding and distracted. He hit my mom's car, which hit my
9 brother's car, while my daughter and my sister, age 28, my
10 brother, age 21, and my mom was standing outside the car, and
11 due to my -- due to my brother's car shutting off on him on his
12 way home.

13 My daughter and sister were the ones that were
14 injured worst of all the people involved in the car accident.
15 My daughter had a serious head injury, and due to that she lost
16 her battle and God called her home.

17 My sister was just 28; the second person with
18 serious injuries. Her injuries included, but not limited to,
19 her breaking a couple of her back discs, her ear cut off, her
20 left leg was broken in three parts. Her right knee was
21 fracture.

22 My brother has a broken disc in his back, and my
23 mother has her ankle completely broken.

24 I want to see change, because right now no one
25 cares about how fast or how reckless anyone drives on 347.

1 Never in my 30 years of living in Arizona have I witnessed so
2 many car accidents on one highway, freeway or even a city
3 street. My family and I moved to Maricopa in 2020, and three
4 years later I have to bury my ten-year-old daughter. That
5 should never happen.

6 She had so many dreams and goals, but someone
7 carelessly took her away from her family, friends and teammates.
8 I don't want her memory or her name go in vain, because her life
9 mattered and still matters. We have to do something so no
10 family has to go through what my family is still going through.

11 Help me keep my daughter's name alive and her
12 memory. Let's change the 347 for the better and not for the
13 worse. I'm afraid that if we don't do anything about it, other
14 innocent people will be killed because of reckless drivers.

15 Thank you for your time and God bless.

16 CHAIRMAN KNIGHT: Thank you. Thank you for your
17 comments.

18 MR. ROEHRICH: Our next speaker is Mayor
19 Stephanie Irwin. Mayor Irwin.

20 MAYOR IRWIN: Good morning, Mr. Chairman, members
21 of the Board and staff. My name is Stephanie Irwin. I'm the
22 mayor of the town of Pinetop-Lakeside. Thank you for the
23 opportunity to address you this morning.

24 My concerns today center around Highway 260
25 within our town boundaries, which is Nottingham Lane,

1 Milepost 347.1, to Box Springs Road, which is Milepost 354.4.
2 Roadways are meant to create connectivity, open up opportunities
3 and provide official pathways to life's necessities. In a rural
4 setting, roads are key to function and development.

5 When commuting along the lifeline of our
6 community becomes dangerous, it affects so much more than our
7 comfort levels. Our first responders face delayed response
8 times and technical issues from equipment being rattled loose.
9 They risk -- the risk they take on a daily basis is now
10 magnified by drivers who can't see the lane lines, who are
11 concentrating more on avoiding the potholes than the traffic
12 behavior around them.

13 Our community is made up of hard working people.
14 Many of them have lived paycheck to paycheck. We repeatedly
15 hear about damage to their vehicles, that they go as far as
16 eliminating a family's only option for transportation. But
17 then, even if they're able to make the effort to walk, our
18 sidewalks are disappearing right before our eyes. They're just
19 crumbling away. It's risky to even try to travel any distance
20 on them for the most agile, and a complete impossibility for
21 anyone with disabilities.

22 On an economic level, the current road conditions
23 could be devastating for us. Pinetop-Lakeside survives off our
24 sales tax revenue. This makes tourism our largest revenue
25 generator. With Highway 260, which is our main drag through

1 town, the only route to traverse the area, people may start to
2 avoid coming to visit just to avoid traveling on horrendous
3 roads.

4 We have a major car show that comes up the
5 weekend of September of every year, of classic cars, and I'm
6 hearing from their organizers that many of these individuals are
7 reluctant to come and visit our community.

8 We're not asking for help because we don't enjoy
9 driving on these rough roads. We're asking for help because the
10 conditions of Highway 260 have a direct impact on our quality of
11 life, and quite frankly, the survival of our town and its
12 residents. We sincerely appreciate the money that recently has
13 been allocated to road repairs on certain sections of our town.

14 It is also my understanding that there may be
15 another allocation of these emergency road repair funds the
16 coming fiscal year. I would humbly request that this section of
17 Highway 260 be strongly considered for these emergency repair
18 funds that will be coming out, and we would also request that
19 the complete project be considered for inclusion on the upcoming
20 five-year transportation plan. That would include upgrades to
21 the sidewalks, making them ADA compliant, as well as various
22 other improvements along this stretch of road.

23 In closing I would just like to thank you for
24 your time and invite you to come bring of your board meetings
25 back up to Pinetop-Lakeside. We would love to host you. I

1 believe the last time you visited our community was in 2019. So
2 we would on love to invite you to come back. So thank you
3 again.

4 CHAIRMAN KNIGHT: Thank you, Mayor.

5 MR. ROEHRICH: Our next speaker is Mr. Matt
6 Patterson. Mr. Patterson.

7 MR. PATTERSON: Good morning, Chairman Knight and
8 Board Members. My name is Matt Patterson. I'm the public works
9 director for the town of Pinetop Lakes.

10 First off and foremost, I want to thank you for
11 all of the ADOT support throughout this wintertime. It was
12 tremendous for you guys and us, and we had a great team up there
13 in the White Mountains, and we are so appreciative of you guys
14 helping us all the time.

15 I stood in front of you when Jesse Thompson was
16 appointed in 2017, and we discussed lack of funding at that
17 time. The state didn't have enough funds to complete the
18 pavement preservation project that was designed to go from Show
19 Low, through Pinetop-Lakeside, all the way to the Apache Tribe.
20 This project was cut in half to fit it into the five-year
21 project -- five-year plan. The last -- last year, the first
22 half of this project was completed. As you can imagine, the
23 phone calls started this year, and not just for us, for you guys
24 as well.

25 At this point we still have not made the project

1 back on the five-year plan, and it's a story of all things that
2 could have gone wrong have gone wrong. The pandemic, the
3 economy, the cost of construction, the HURF funding failing.
4 Our project has not made the cut even though it has been the top
5 project for District 5 for many, many years. We currently sit
6 16th this year, and the state was able to only fund 12 projects.

7 In 2017 the Board approved 30 projects. Today I
8 have two questions for you. Is the P2P process feasible at this
9 point? Is there not enough funding available to make it
10 sustainable? The top 40 projects definitely need to happen.
11 The idea of the P2P process is to make data-driven decisions.
12 However, to make it work, we need to have more than 1 percent of
13 our pavement preservation in our system.

14 The second question is I'm extremely concerned.
15 As you know, our project was 16 this year, and we are going to
16 receive about 4.5 million in emergency funds. The 260 pavement
17 preservation project is \$33 million, and I leave you with this
18 question: Will the emergency repairs affect our technical score
19 and drop us out of the race?

20 Thank you for your time today.

21 CHAIRMAN KNIGHT: Thank you very much for your
22 comments.

23 MR. ROEHRICH: Our next speaker is Ms. Annie
24 DeRosier.

25 MS. DEROSIER: Good morning, Mr. Chairman,

1 members of the Board and the staff. My name is Annie DeRosier,
2 and I work for the Town of Pinetop-Lakeside. I'd like to thank
3 you for your time today.

4 I think we can all acknowledge that your seat is
5 not an envied position (inaudible). The challenges brought
6 before you today are years in the making given the (inaudible)
7 solution is dire. We are grateful for your consideration for
8 our pleas and for the effort you have all put forth in finding
9 solutions.

10 It has been explained to me that the Arizona
11 Department of Transportation is primarily a data-driven entity.
12 When asking how projects are addressed for priority, your
13 response generally includes a very specific equation utilizing
14 different metrics. Most plans that are data centric and that
15 have a significant ability to affect the public have
16 predetermined markers (inaudible) both success and failures.
17 The failure markers would trigger necessary adjustments to avoid
18 collapse.

19 We've watched the pavement preservation program
20 in our area drop from a 5 percent maintenance average to 1
21 percent. We have watched funding drop covering 30-plus projects
22 to about 12. Our road, that is now 38 years old, is only
23 receiving partial emergency repair work. We have yet to be
24 placed on the five-year plan, regardless of the dangerous
25 driving conditions. It is well understood that ADOT, like

1 everyone, is dealing with the effects of higher costs of
2 operations from materials to labor. Any analysis of this data
3 would lead one to believe that staying with the same funding
4 structure will lead to the collapse of our roadways. The
5 emergency band-aid work that is now replacing old preservation
6 jobs, while we are very grateful for it, could leave us in a
7 worse position four or five years down the road.

8 What are the thresholds that would trigger a
9 restructuring of the funding system? Have we not yet met them?
10 What is the plan for getting back to the 5 percent pavement
11 preservation average? We by no means estimate the magnitude of
12 this challenge. Unfortunately, the longer we wait, the harder
13 it will be to dig ourselves out of this hole.

14 So I would like to leave you with one last
15 question to consider. How can we as a rural community help with
16 addressing this funding issue? We have turned in some images of
17 (inaudible) and our sidewalks.

18 I thank you for your time.

19 CHAIRMAN KNIGHT: Thank you very much for your
20 comments.

21 MR. ROEHRICH: Our next speaker is Mr. Isaac
22 Blake. Mr. Blake.

23 MR. BLAKE: Good morning, Chairman Knight and
24 Board Members. My name is Isaac Blake, and I'm a lifelong
25 Arizona (inaudible) who has over 35 years of experience in

1 technology and a first responder who retired up in the Payson
2 area.

3 The reason I drove here today rather than present
4 via videoconference is to give you my comments in person as to
5 highlight the importance of (inaudible). Now, the highway
6 safety is one of if not the most important factors this board,
7 ADOT and others must factor in to the numerous requests that
8 they receive. Economic growth and other factors are certainly
9 important, but highway safety and the safety of the people that
10 are traversing those highways have to be top priority, as well
11 as the first responders that use those roadways.

12 Sadly, most of the strategic five-year plans and
13 long-term plans have very little for State Route 87 between the
14 Verde River and Payson. Are you aware that that state highway
15 is designated as an evacuation route for the Valley, the Payson
16 area and the Rim Country? But this is (inaudible).

17 Are you aware that people have died on State
18 Route 87 because they were unable to contact 911? They can sit
19 on the side of the road overnight unable to call for help. They
20 have to be able to notify 911 because of a critical incident, to
21 wit, the Bush Fire. That fire could have been reported
22 significantly earlier if there was a way for the public on those
23 roadways to communicate successfully with 911. All of these add
24 up to not only a danger to the public, but to the first
25 responders that go to those areas to be able to have reliable

1 communication and access in those areas.

2 Do you realize that there are no overhead message
3 boards, cameras, sensors, call boxes or other highway safety
4 technology between the Verde River and Payson, a distance of 60
5 miles? Which I drove down this morning, and I repeatedly drive
6 up and down. There are no overhead message boards coming out of
7 Payson, either north or southbound on State Route 87, nor at
8 critical intersections such as the 87, (inaudible) that heads
9 down towards Globe. This causes travelers to drive 16 or more
10 miles when these highways are closed only to find that they need
11 to turn around and return to Payson. This happened during some
12 of our recent fire seasons.

13 Besides this overview and call to action, my
14 specific ask is ADOT Project ID 103122. The road rehabilitation
15 of State Route 87 within the town of Payson. This project is
16 missing a key highway safety (inaudible). The installation of
17 overhead message boards for northbound State Route 87
18 (inaudible) and southbound State Route 87 --

19 MR. ROEHRICH: Mr. Blake, please finish your
20 comments. You've exceeded your time limit.

21 MR. BLAKE: I'm sorry?

22 MR. ROEHRICH: Please close your comments.

23 MR. BLAKE: I didn't see a clock up there, so...

24 MR. ROEHRICH: We're using the clock. It gives a
25 beep when the time's up.

1 MR. BLAKE: May I close?

2 MR. ROEHRICH: Yes. Please close.

3 MR. BLAKE: As the first step, please consider
4 amending this project for these overhead message boards.

5 In closing, where my comments were focused on
6 this section, State Route 87, a more holistic approach
7 (inaudible) strategic planning inclusive of not only
8 (inaudible) Pinetop and Lakeside, but the growing (inaudible) in
9 rural areas throughout our country or in our state.

10 Thank you for your time today and for your
11 consideration for this important issue. Have a good day and a
12 good weekend.

13 CHAIRMAN KNIGHT: Thank you for your comments.

14 MR. ROEHRICH: Our next speaker is Mr. Vinny
15 Gallegos. Mr. Gallegos.

16 MR. GALLEGOS: Good morning, Mr. Chairman,
17 members of the Board. Vinny Gallegos, Executive Director of
18 Central Yavapai CYMPO. Thank you for being here.

19 This past week Chairman Knight and our executive
20 board, along with the other executive board members, approved
21 our upcoming two-year work program. I'd like to provide some
22 highlights for the last two years that I've provided to them
23 that I think will absolutely highlight the success that all MPOs
24 are doing in Arizona and the success of our partnerships.

25 The last two years, CYMPO worked with a staff of

1 four. We had a \$3.3 million budget to cover the last two years.
2 We were very proud to highlight what we were able to cover in
3 central Yavapai with that \$3.3 million, but the real headline
4 news that I shared with the Board, and again, this is what so
5 many of the MPOs do throughout Arizona, is we were able to
6 leverage those \$3 million into additional transportation
7 projects. The number that I provided is we were able to add
8 \$25.2 million of additional transportation projects for central
9 Yavapai. That was possible primarily through working with the
10 Legislature for one-time funding. For transportation, we were
11 able to add about \$11 million two years ago, \$10 million this
12 year. Many of those projects are on the state highway system
13 that we were able to lead the efforts through the Rural
14 Transportation Advocacy Council.

15 We also worked with Senator Mark Kelly's office
16 last year and this year for some federal appropriations. Last
17 year for a design concept report on State Route 89A; this year
18 for some much needed transit vehicles. But those were not the
19 only things that we did. We worked with and through ADOT for
20 additional grant opportunities for transportation projects for
21 transit funds.

22 So again, I really would like to take a moment
23 just to highlight how incredible our MPOs are throughout
24 Arizona, the partnerships that we share with you as board
25 members, with ADOT, and that, again, with a staff of one, for

1 some MPOs, two -- for us it's four -- can do in a given year.
2 And we work with our local elected officials. And if we could
3 leverage our dollars for us specifically from 3 million into 25
4 for additional projects, it is something to highlight. It's
5 something to be proud about, and we're looking forward to this
6 next two years, and I've projected that, again, working with
7 Chairman Knight on our board, our other board members, our
8 technical committee and our staff that our target is to do the
9 same thing, to continue to identify those needs, those
10 partnerships that will work together for this.

11 So again, thank you very much, specifically to
12 Chairman Knight for serving on our board and for you and your
13 service. Thank you very much.

14 CHAIRMAN KNIGHT: Thank you, Vinny.

15 MR. ROEHRICH: Our next speaker is Mr. Kevin
16 Biesty. Mr. Biesty.

17 MR. BIESTY: Good morning.

18 Time's up.

19 (Inaudible conversation)

20 MR. BIESTY: Am I ready to start?

21 MR. ROEHRICH: Yes, sir. You are.

22 MR. BIESTY: Good morning, Chairman Knight,
23 members of the Board. For the record, my name is Kevin Biesty,
24 and I'm here today representing Freeport-McMoRan in Bagdad,
25 Arizona.

1 As mentioned in previous board meetings, Bagdad's
2 main product is copper, which is the metal of electrification
3 and a key component for the 2050 net zero emission energy
4 transition plan. It has been projected that the world -- the
5 world will need about twice as much copper between now and 2035
6 to meet that goal. A fundamental part of reaching that goal is
7 having the necessary transportation infrastructure that can
8 facilitate the safe and efficient movement of people and goods.

9 For Bagdad, SR-93 and SR-97 are crucial. That is
10 where we would like to express our support for the proposed
11 improvements to SR-93 identified in your tentative FY '24 and
12 '28 plan. There were seven projects identified between Cane
13 Springs and Vista Royale that will continue the commitment that
14 ADOT and this board has to safety and operational improvements
15 on this corridor.

16 I'd like to give you a quick update on the
17 progress of the efforts that we -- that Freeport has had with
18 ADOT to advance the necessary safety and operational
19 improvements on SR-97. With the recent budget enacted by the
20 Legislature and signed by the Governor, Arizona has reaffirmed
21 its commitment to improving this roadway by maintaining the
22 \$10 million appropriation from the General Fund that was made
23 last session.

24 Along with the \$10 million that Freeport-McMoRan
25 has committed to the project, this effort continues the

1 partnership between the private sector, the federal, state and
2 local governments. It is these types of collaboration that the
3 Legislature and this Board and the federal government look for
4 when developing important projects.

5 There is currently a RAISE grant application in
6 with USDOT for this project, which if awarded will provide the
7 necessary federal piece. We are expecting to hear if the grant
8 awards by the end of June.

9 In closing, I'd like to publicly thank Director
10 Administrator Brozich and his team for all their efforts in this
11 endeavor, and I also want to publicly thank you, Mr. Chairman,
12 the members of this Board, Director Toth and the good folks at
13 ADOT for all their dedication and service. Thank you and have a
14 great weekend.

15 CHAIRMAN KNIGHT: Thank you, Mr. Biesty.

16 MR. ROEHRICH: Our next speaker is Mr. Alton Joe
17 Shepherd. Mr. Shepherd.

18 MR. SHEPHERD: Good morning, Mr. Chairman, Vice
19 Chairman and members of the ADOT Board. My name is Alton Joe
20 Shepherd. I am a county board supervisor for Apache County
21 District 2.

22 I just want to lend my support and also I'm very
23 appreciative (inaudible) in the tentative five-year plan, which
24 is averaging about 155 million in Apache County. Secondly, I
25 don't know if we can tie in to some of my previous requests to

1 the Board here in public hearings was to -- again, to talk about
2 the (inaudible) bridge improvement, and at this point I don't
3 know what else we can do as a county as far as our funding is
4 very, very limited, meaning that there's tribal lands and public
5 lands and probably about 13 percent economic development. So
6 again, back when Route 66 was developed and -- or I-40 was
7 developed, all that Route 66 was abandoned and given to the
8 county to take care of, but there is a bridge that spans 269
9 feet and 18 feet wide and over (inaudible) by local travelers.

10 And again, when people -- when there's accidents
11 along I-40, DPS reverts a lot of those heavy trucks to go across
12 (inaudible). And it is listed on the National Register for
13 Historic Places, so -- and I know we can tie it in to -- and I
14 know this is all tentative with the five-year plan, but there is
15 a project, Number 100193, which is about (inaudible) million
16 down to Allentown bridge. I don't know if there is any way that
17 we could (inaudible) put that alongside of that or wherever we
18 can fit it in (inaudible) with all of the projects that are
19 listed here. There is another (inaudible) a lot of these are
20 along the I-40 bridge improvements, and so hopefully we can get
21 some technical assistance (inaudible) modifications to do that
22 improvement project, which is going to be about less than
23 2.5 million to make that structure sound.

24 The other is US-191, south of the (inaudible)
25 about 15 miles, and the shoulder widening needs to be proposed

1 and planned for. It's been many, many years. (Inaudible)
2 starting to utilize that, and again, if the interstate's shut
3 down, a lot of the truckers use that between Window Rock and
4 Ganado to come back down to the interstate. And a lot of
5 shoulder is broken enough to where even the white striped lines
6 are starting to deteriorate.

7 Lastly, Burnside roundabout was constructed many,
8 many years ago, back in the 90s and the 80s, and I guess back
9 then the design might have been a little too small. It's -- as
10 we have a lot of our heavy equipment that we drive through there
11 and transport, it's kind of difficult for a lot of these semi
12 trucks to traverse through that roundabout, and maybe if we can
13 take a look at that as well to see if there's a different
14 redesign or (inaudible).

15 Again, thank you.

16 CHAIRMAN KNIGHT: Thank you, Mr. Supervisor.

17 MR. ROEHRICH: Our next speaker is Mr. Mark
18 Thompson. Mr. Thompson.

19 MR. MARK THOMPSON: Good morning, Chairman,
20 members of the Board and ADOT staff. I am a Gilbert resident,
21 but I'm also here, downtown Phoenix, for work, and I also use
22 that commuter option of I-10 for entertainment downtown, for the
23 Diamondbacks and the Suns.

24 Maricopa County's Regional Transportation Plan is
25 expiring here in about 18 months, and we need your assistance to

1 extend that tax, because if we don't improve that extension,
2 we're -- our road and infrastructure is going to collapse on
3 ourselves. We already have major congestion on our major
4 freeways, but they need more improvements, and there's nothing
5 in the plan for transit. We have railroad tracks that are not
6 very -- used very often during commuter hours, and it would be
7 nice to use that option like I've done in other metro areas like
8 Salt Lake City, Denver and San Diego.

9 With these transportation improvements, we need
10 to improve our (inaudible) quality. Maricopa County is in
11 (inaudible) for ozone, and with the new standard, we -- without
12 these improvements, our ozone is going to deteriorate even more.
13 Today and tomorrow, we're having high condition advisories
14 (inaudible) standard. And also, in your regional -- in your
15 five-year plan, there is not much money being set aside for
16 airport improvements. Gateway Airport is a major economic
17 (inaudible) here in the Gilbert area, and without that new
18 terminal, their expansion is going to be very limited. You will
19 see right now there's only ten gates there, and they really need
20 a lot more. So some funding to improve the airport, to expand
21 that new terminal on the east side, that will help commerce in
22 (inaudible) area.

23 I thank you very much for your time and have a
24 great day.

25 CHAIRMAN KNIGHT: Thank you. Thank you for your

1 comments.

2 MR. ROEHRICH: Our next speaker is Mr. Edigar
3 Kajirwa. I apologize for that. If you know who you are, please
4 (inaudible).

5 MR. KAJIRWA: Good morning, Chair, Board and ADOT
6 staff. It's a pleasure to come before you once again. We came
7 before you -- apologies for that. My name is Edigar Kajirwa,
8 Assistant City Manager with the Bullhead City (inaudible) all of
9 you (inaudible) for you during last month's meeting, and the
10 Board the funding for Highway 95. We'd just like to stay thank
11 you (inaudible). That was really, really welcomed by the
12 community. It's a project that they've been longing for, so we
13 appreciate that.

14 And also, I'd just like to take the opportunity
15 to put it on your radar and bring it to your attention the
16 budget did get approved last -- recently, as everyone knows.
17 Within the budget, there's a special allocation for 8 million
18 for right turn lanes in Bullhead City on Highway 95. It might
19 be a tough ask to have those funds expedited to align with the
20 resurfacing of Highway 95, but we just wanted to bring it to
21 your attention, and hopefully have those funds expedited through
22 the right parameters of the projects to be done as we look
23 forward to increasing the safety and efficiency of traffic flow
24 through Highway 95 in Bullhead City.

25 And as I wrap up, just once again, thank you. We

1 are grateful for the partnership, relationship and communication
2 we have had with ADOT staff and the Board, and we look forward
3 to enhancing this relationship. Thank you.

4 CHAIRMAN KNIGHT: Thank you for your comments.

5 MR. ROEHRICH: Mr. Chairman, that's the in-person
6 requests that I have. We can now go to the online requests.
7 And a reminder, online requests, please raise your hand and the
8 Webex host will work to unmute your line.

9 Our first speaker is Mayor Donald Huish. Mayor
10 Huish, please raise your hand.

11 WEBEX HOST: I have requested to unmute your
12 line. You are now unmuted. You may speak.

13 MAYOR HUIH: -- members of the Board. My name
14 is Donald Huish, and I am the Mayor of the City of Douglas. It
15 is a pleasure to appear before you once again.

16 I wanted to provide a quick update for you on the
17 progress that has been made on the new port of entry at Douglas,
18 where the city is close to completing the Donation Acceptance
19 Agreement with the General Services Administration for 80 acres
20 that the City is donating to the federal government to build the
21 new facility.

22 In addition to the \$8.9 million awarded by the
23 State of Arizona last year towards the water and wastewater
24 infrastructure needed for the project, the recently-adopted
25 budget signed by the Governor just a few days ago included

1 \$8.2 million towards construction of the connector road that
2 will be needed to connect the new port of entry to State
3 Route 80. And we continue our efforts with a number of federal
4 and regional institutions in applying and securing grants needed
5 to help pay for the infrastructure and utility services needed
6 to support the new port of entry and the anticipated industrial
7 and commercial investment around the new facility.

8 I would like to remind you that ADOT is spending
9 \$1.5 million for the design concept report and the environmental
10 compliance required for the project. The initial estimates by
11 the southeast Arizona organization, SEAGO, puts the cost of the
12 connector road at 12 to 14 million dollars. I know that we will
13 not have a final estimate until the DCR is complete, but with
14 the funding that is part of the state budget, I think it's safe
15 to say that we are more than halfway there.

16 On the Mexican side, 56 acres of land have been
17 donated by the landowner to the Mexican federal government for
18 the construction of a new customs facility. That same landowner
19 is in the process of donating the easement for the connector
20 road from the border to Mexican Federal Highway 2, some two
21 miles south of the border. And just last week we received
22 confirmation that the U.S. government has received the formal
23 diplomatic note from the Mexican government confirming the
24 location of the new port of entry. We are now working with our
25 federal partners in both countries to conduct the necessary

1 technical meetings so that the U.S. and Mexican inspection
2 facilities are aligned and fully coordinated in their design.

3 As you deliberate on what projects need to be
4 part of the five-year plan, I hope you will consider the new
5 connector road for the new port of entry as a project that is
6 worthy of inclusion.

7 Thank you for your attention, and God bless you
8 all, and keep up the good work. Thank you.

9 CHAIRMAN KNIGHT: Thank you very much.

10 MR. ROEHRICH: Our next speaker is Ms. Kate
11 Morley. Ms. Morley, please raise your hand.

12 WEBEX HOST: I have requested to unmute your
13 line. You are now unmuted.

14 MS. MORLEY: I'm Kate Morley, the interim
15 executive director of MetroPlan in greater Flagstaff. I'm here
16 to express our thanks and thanks on behalf of the City of
17 Flagstaff for the SMART Fund award for the downtown mile. While
18 not the full ask, we wanted to make sure the Board was aware
19 that we are very grateful for what was allocated to the project.

20 I'm also here to express support for the
21 MetroPlan regional projects in the tentative five-year program,
22 particularly the addition of bike and pedestrian facilities on
23 Milton Road and US-180. As identified in those corridor master
24 plans, we're very grateful to ADOT staff who recognized these
25 projects were eligible under the carbon reduction program, and

1 we very much hope to see them included, along with all the other
2 regional projects in the adopted program.

3 Thank you.

4 CHAIRMAN KNIGHT: Thank you very much for your
5 comment.

6 MR. ROEHRICH: Our next speaker is Mr. John
7 Moffatt. Mr. Moffatt, please raise your hand.

8 WEBEX HOST: As a reminder, please press star
9 three to unmute your line. I'm not seeing him at this time.

10 MR. ROEHRICH: Mr. Chairman, we'll come back to
11 see if Mr. Moffatt is online. I don't know if he's attending
12 the meeting or not, but our next speaker is Ms. Katelynn
13 Peterson. Ms. Peterson, please raise your hand.

14 WEBEX HOST: Again, please press star three to
15 unmute your line. If you are on your computer, there's also a
16 raise hand button at the bottom of your screen.

17 I'm not seeing anything at this moment.

18 Chairman, I'm not seeing either raising their hand.

19 Mr. Moffatt, are -- let's see if he's still --
20 Mr. Moffatt, are you there? Please raise your hand.

21 WEBEX HOST: Let me check the list.

22 MR. ROEHRICH: Actually, I see -- I see
23 Mr. Moffatt is here. I don't know if he's having technical
24 difficulties.

25 Mr. Moffatt, if you're on your phone, please use

1 your phone pad, or if you're on your computer, please use the
2 raise hand signal -- symbol at the bottom.

3 WEBEX HOST: I have requested to mute his line --
4 unmute his line.

5 MR. ROEHRICH: John, are you able to unmute your
6 line?

7 Mr. Chairman, those are all the requests that I
8 have. If -- maybe if Bryce can see if she can work off line
9 with Ms. Peterson and Mr. Moffatt, maybe open it up at the end
10 of the meeting for additional comments.

11 CHAIRMAN KNIGHT: Okay, Floyd. Thank you. And
12 thanks to everyone that has made comments this morning.

13 We'll now -- I'll now open the meeting for the
14 public hearing, which will be the public hearing for the
15 tentative FY 2024-2028 Five-Year Transportation Facilities
16 Construction Program. Paul Patane will provide an overview for
17 information and discussion only.

18 Good morning, Paul.

19 MR. PATANE: Good morning, Chairman Knight, Board
20 Members. I'm Paul Patane with the Arizona Department of
21 Transportation Multimodal Planning Division. Today I'll present
22 the FY 2024-2028 Tentative Five-Year Construction --
23 Transportation Construction Facilities Program.

24 Next slide, please.

25 So the areas I'll cover today, a little bit of

1 background, an overview of the asset condition. We'll cover
2 highlights of the tentative five-year program. We'll also cover
3 the tentative MAG program, the tentative PAG program, also will
4 go over the Airport Capital Improvement Program and also the
5 next steps as we move forward through this process.

6 And a (inaudible) background. The five-year
7 program complies with Arizona Revised Statutes and sets forth
8 the plan for developing projects and accounts for the spending
9 of funds over the next five years. The five-year program must
10 be a fiscally constrained.

11 Next slide, please.

12 And so now I'll get into an overview of the asset
13 condition.

14 Next slide, please.

15 So just a real quick update here on the value of
16 the state highway system infrastructure. The value of the
17 highway system is over \$24 billion. This is the single largest
18 asset for the state of Arizona, and to totally replace this
19 system, we're talking in excess of \$300 billion.

20 Next slide, please.

21 So first off, I'll go over how we evaluate the
22 bridge as far as the ratings, the condition of our bridges. So
23 we have the conditions in either good, fair or poor. Good
24 condition are structural components with no problems that have
25 very minor deterioration. As we move into the fair condition,

1 some of the structural components begin to -- begin
2 deterioration and begin to have erosion and scouring around
3 piers. And poor condition is where we have advanced concrete
4 deterioration, scour and some of the primary structural members
5 are -- have serious issues components. A poor condition bridge
6 is not unsafe. Unsafe bridges are closed.

7 Next slide, please.

8 So up here we have over the last 12 years the
9 condition of the bridges throughout the state highway system.
10 Currently, approximately 64 percent of our bridges are in good
11 condition. As you can see over the last eight years or so, you
12 know, we have put substantial investment into our bridges so
13 our -- you know, our percentage of good, fair and poor have
14 remained somewhat constant, but again, it is -- as our system
15 continues to age, we have to, you know, further invest in our
16 bridge conditions to -- just to maintain where we're at today.

17 Next slide, please.

18 So next I'll talk about our pavement ratings, and
19 again, similar to the bridge condition, our condition ratings
20 are based on good fair and poor. A good condition is a smooth
21 road surface with little or no cracking. A fair condition,
22 moderate amounts of cracking and we begin to see rutting in the
23 wheel path. And I think you've all heard today what poor
24 condition pavement is when we have, you know, severe potholes,
25 you know, disintegration on the roadway surface and numerous

1 cracks.

2 Next slide, please.

3 So here I'll go over the pavement condition for
4 our interstate system, which is primarily our key commerce
5 corridors. As you can see, a little over -- the last 12 years,
6 currently we have 52.4 percent in good condition, along with
7 (inaudible) 46.7 in fair, a little -- around .9 percent in poor
8 condition.

9 Again, over the last few years we've done some
10 strategies to kind of maintain the levels of service, to
11 maintain pavement condition, but again, these are short-term
12 (inaudible) which do require a substantial investment to get
13 more of the pavement in good condition. Again, if you look at
14 over the last 12 years, it is somewhat of a downward trend as
15 our system continues to age.

16 Next slide, please.

17 The next is the (inaudible) the national highway
18 system. Again, many of these routes lead to our rural
19 communities, so very important to (inaudible) interstates
20 (inaudible) and currently we have a little over 32 percent in
21 good condition, but as we -- we prioritize the projects, we have
22 to make those tough decisions (inaudible) our interstates or
23 secondary routes. And so again, over the last 12 years, we've
24 experienced a downward trend as far as pavement condition. We
25 have over 65.7 percent in poor, but the 2.2 percent -- 65.7 in

1 fair, with 2.2 percent in poor condition. Again, the issue we
2 have here is that, you know, how can we, you know, find ways to
3 invest more (inaudible) national highway system (inaudible).

4 Next slide, please.

5 Here we have the non-NHS system. We have a
6 little over 20.9 percent in good condition. Got a significant
7 amount (inaudible) 73.9 percent in fair condition, and with 5.2
8 percent in poor condition.

9 Next slide, please.

10 And so as we -- you know, as we look at
11 strategies and ways to, you know, maximize our dollars that we
12 have in our pavement preservation, pavement rehabilitation, one
13 of the things we looked at, how our current five-year program,
14 you know, how much have we invested in our pavements? How
15 much -- how much of the system we're actually touching.

16 So if you look at the bottom graph, you know, in
17 the last, you know, three years, you know, we've programmed, you
18 know, 329 miles, 492 lane miles, but you look at the percentage
19 of the overall system that we're touching. In each of these,
20 you know, we're barely at 2 percent. You know, we're over -- in
21 '24, we've raised it to a little over 2 percent, but the last
22 fiscal years, '23 and '24, but we're not even touching, you
23 know, 2 percent of the system. So that -- you know, that's --
24 it's an alarming trend that, you know, somehow as we develop our
25 program, we have to be able to keep that in mind. How much of

1 the system are we actually touching with these pavement
2 projects?

3 So next slide, please.

4 And so we (inaudible) some more scenario planning
5 and, you know, what we show here is the level (inaudible) that
6 we needed to maintain the current condition. And so it won't
7 improve it, but it will -- it will keep us where we're at today,
8 maintaining the current condition. And so you're looking at the
9 bridge and pavement investments, you know, in essence of, in
10 some cases, 400 million just to maintain (inaudible) condition.

11 And so to bring everything up into good
12 condition, our estimates are in excess of \$5.8 billion, for both
13 bridge and pavement.

14 So next slide, please.

15 So as we look to, you know, do the investment
16 into the program, our long range transportation plan provides us
17 with strategic direction, priorities and goals, how we do our
18 recommended investment choices of the program. And so the
19 latest program that's currently -- the '24 program has three
20 investment categories: Preservation, modernization and
21 expansion. These categories are moving forward as we look to
22 program projects in the five-year program.

23 Next slide, please.

24 So what this slide here does, it kind of shows
25 the connection between the long range plan, the planning-to-

1 programming process, and how we develop the tentative program,
2 which ultimately (inaudible) the Board for further approval.
3 And so, you know, the long range plan provides us those
4 investment choices. We use the planning to program to
5 prioritize projects, and those priorities are based on feedback
6 we get from both the locals, the MPOs, COGs and along with
7 technical staff and also the district staff as well. But that's
8 the foundation of how the tentative program is built. Then we
9 give it to the Board for their approval.

10 Next slide, please.

11 And so what this slide here does, it kind of
12 shows the process of how we develop the five-year program. You
13 know, currently, it's -- it's a never-ending process. As you
14 see, we bring updates to the program every month to the Board
15 for their consideration and for approval. And so here we're
16 bringing to the Board, you know, the 2024-2028 program next
17 month for further consideration for approval, but we've already
18 started developing the next program, the 2025 to 2029. So it's
19 a process -- iterative process that's ongoing, receiving
20 feedback, getting projects into the (inaudible) process so we
21 can get evaluated and considered (inaudible) required. It has
22 to be based on performance.

23 Next slide, please.

24 And so as we get into the actual program itself,
25 this slide here depicts the amount of funding available in the

1 overall tentative program for the next five years. This program
2 here is in excess of \$7.7 billion. This is the largest program
3 that ADOT has ever (inaudible).

4 Next slide, please.

5 And so this slide here shows how, based on the
6 projects, the investment categories, the percentage of each of
7 the categories for the total for the overall program, which
8 includes the MAG and PAG program. So for expansion, we have
9 over 26 -- we have 26 percent expansion, the blue.
10 Modernization is at 36 percent, along with the preservation
11 being at 38 percent for the overall (inaudible).

12 Next slide, please.

13 So now we look at Greater Arizona, which excludes
14 Maricopa and Pima County. As you can see that the program in
15 2024 is a little over 804 million, but by the time we get to
16 2028, it's in excess of \$962 billion. And the blue is an
17 expansion for Greater Arizona. The yellow is the statewide
18 planning. Then we have the purple is project development, along
19 with statewide modernization in red and the preservation in
20 green.

21 Next slide.

22 So here we have the ADOT system only. The
23 previous slide was -- included local projects. This is
24 what's -- you know, the ADOT state highway system, this is
25 what's (inaudible) as far as the funding with the amounts. In

1 2024, we're over 693 million, with a steady increase to 2028 in
2 excess of \$867 million.

3 Next slide, please.

4 So the next slide shows what -- the local
5 program. We're responsible outside the Maricopa and Pima County
6 areas. We're responsible for administration of these projects,
7 and so they're -- you know, in 2024 we're at over 100 million,
8 and this includes types of programs with the Highway Safety
9 Improvement Program, includes the NEVI program, the Off-System
10 Bridge Program, along with the Transportation Alternative
11 Program.

12 Next slide.

13 So the distribution for Greater Arizona,
14 excluding Maricopa and Pima Counties, we have -- in
15 preservation, we have 64 percent in preservation, we have 20
16 percent in the modernization, with the 16 percent in expansion.

17 CHAIRMAN KNIGHT: Paul, can I stop you for just a
18 minute? Do any of these numbers include the earmarked funds
19 that the Legislature has thrown into the system?

20 MR. PATANE: No, they do not at this time.

21 CHAIRMAN KNIGHT: Okay.

22 MR. PATANE: This was developed back in --

23 CHAIRMAN KNIGHT: Yeah.

24 MR. PATANE: -- February, I believe, and so
25 that's (inaudible).

1 CHAIRMAN KNIGHT: Thank you.

2 MR. PATANE: Yes, Chairman.

3 So now I'll get into some of the projects that
4 are within the program.

5 Next slide, please.

6 And so, again, I think maybe you've seen this
7 slide before. This is (inaudible) will be the number one
8 priority for the agency (inaudible) I-10 expansion from the 202
9 to 387. And so things are moving along quite positively the
10 right direction, and so we still -- there's some -- a little bit
11 of funding shortfall, but we're working on that to get the
12 project fully funded. The project consists of, you know,
13 reconstructing traffic interchanges, widening the main line
14 along with (inaudible) changes (inaudible) crossroads that will
15 (inaudible).

16 Next slide, please.

17 So when it's all said and done, we look forward
18 to, you know, a new six-lane section from Loop 202 to Riggs
19 Road. We'll have six general purpose lanes along with the HOV
20 lanes, and as we get south of Riggs Road, the HOV lanes will
21 drop off and we'll have six general purpose lanes.

22 Next slide, please.

23 So for FY '24, some of the expansion projects we
24 have. We have the I-40 West Kingman TI. We have US-93, some
25 design work at Cane Springs, and we're looking at also on State

1 Route 260, some design work or right-of-way work for Lion
2 Springs, and also US-191, the Cochise Railroad overpass. Then
3 we had some funding dedicated for the I-10 corridor.

4 Next slide, please.

5 So in FY '25, expansion construction continues.
6 Along US-93, with the projects, Cane Springs and some design
7 work for Vista Royale and Big Jim Wash, along with further
8 funding investment in US-191 and Cochise Railroad overpass.

9 Next slide, please.

10 So in 2026, expansion projects consist of the
11 SR-260, the Lion Springs, and further expansion along US-93.
12 These are projects for construction on (inaudible) Springs and
13 Vista Royale.

14 Next slide, please.

15 FY '27. 2027, we have the remainder of the Lion
16 Springs for that section along with the Big Jim Wash on US-93.

17 Next slide, please.

18 Unfortunately, in FY '28, we currently have no
19 expansion construction.

20 Next slide.

21 So next, I'll go to the tentative program for
22 Maricopa County.

23 MR. MAXWELL: Mr. Chair.

24 CHAIRMAN KNIGHT: Yes. Member Maxwell.

25 MR. MAXWELL: Mr. Chair, Paul, if you don't mind

1 before we go on to the next construction, I had a quick question
2 about the five-year plan.

3 The one thing we noticed, the percentages of how
4 the funds were being allocated was really a significant increase
5 in the amount of percentage of the funds that are going to
6 modernization. Now, those don't show up as pavement
7 preservation; doesn't show up as new construction either. So
8 can you just talk to us a little bit about what those projects
9 are and potentially why that this five-year plan versus last
10 year's, it takes up a much larger, significant portion of the
11 budget?

12 MR. PATANE: As far as the investment in
13 modernization?

14 MR. MAXWELL: Yeah. Well, like, what types of
15 projects are and why is there such an increase versus putting
16 more money in preservation.

17 MR. PATANE: Well, there's various types of
18 projects we look at for the modernization. You know, we have --
19 because it can go anywhere from traffic signal improvements, you
20 know, intersection improvements, turn lanes and dynamic message
21 boards. All those are considered modernization, and so as we --
22 there seems to be a bigger need right now for modernization-type
23 of projects, so...

24 MR. MAXWELL: All right. Thank you.

25 I'm still concerned with the decreasing

1 percentage on preservation with the numbers we just saw again.

2 MR. PATANE: Right.

3 MR. MAXWELL: We're not -- 5 percent will just
4 keep us in our shape, which right now is not good on many of our
5 state highways, and at 1 percent, 1 and a half, it's just going
6 to get worse. So at some point I think it might be something we
7 need to have a good understanding of where that tradeoff is and
8 why it's -- don't get me wrong modernization's great critical.
9 We heard from speakers today about it. I'm just a little
10 worried.

11 MR. PATANE: Your point's right on, Board Member
12 Maxwell. So we have to make those tough decisions where we have
13 to increase the investment in rehabilitation, because
14 preservation only moves the needle a little bit, and you know,
15 we put a significant amount of money in preservation, but
16 preservation, that category covers many other of the other
17 subprograms. And so what we need to focus in -- how much are we
18 putting in rehabilitation, not preservation. Preservation is a
19 lump sum category, (inaudible) in rehabilitation.

20 MR. MAXWELL: Thank you, Paul. Thank you,
21 Mr. Chair.

22 MS. DANIELS: Chair.

23 CHAIRMAN KNIGHT: Thank you. Yes, Jesse.

24 MR. THOMPSON: Paul, during this five-year plan,
25 definitely I see there may be some changes from time to time.

1 What is one reason that you can think of that requires you to
2 make these funding adjustments or adjust your (inaudible)?

3 MR. PATANE: I guess when we consider making
4 changes to the program, you know, it's based on the need and
5 severity of how necessary is the project. And so, you know,
6 that goes into consideration whenever we look at projects. You
7 know, is the project -- is this the right project, is it the
8 right time for the project, and is it going to improve the
9 overall functionality of the state highway system?

10 Because there's several needs, you know, as we
11 develop our long range plan. Our funding only covers 30 percent
12 of the need throughout the state highway system, and so that's
13 why we use the planning-to-programming process to prioritize the
14 projects that we (inaudible). And so if -- that's just, you
15 know, our way. We're -- it's -- we're not just picking the
16 projects. They're being scored both from a technical, safety
17 standpoint, policy standpoint. All those factors go in into the
18 project selection.

19 MR. THOMPSON: I do appreciate your response on
20 that, and also involving the stakeholders, to review these
21 projects throughout the year. So thank you very much.

22 MR. PATANE: Yes.

23 CHAIRMAN KNIGHT: Thank you, Member Thompson.

24 I believe Member Daniels has a question.

25 MS. DANIELS: And I'm going to go way back to,

1 like, your first slide, Paul. We don't have to go back there.

2 When we are talking about our system being
3 evaluated or appraised, I guess, if you will, at \$24.4 billion,
4 that actually seems really low, because the replacement value of
5 the system would be substantially, I would imagine, multiples of
6 that dollar amount. How exactly are we getting to that
7 \$24.4 billion, and why are we utilizing that number instead of a
8 replacement cost or a replacement value?

9 MR. PATANE: I'll have to phone a friend
10 (inaudible).

11 MS. DANIELS: I love it when you phone friends.
12 It's always helpful. That's why we (inaudible).

13 MR. ROEHRICH: You're making Kristine walk with
14 that leg, Paul?

15 MS. WARD: Good morning, Board Members,
16 Mr. Knight -- Mr. Chairman, Ms. Daniels.

17 That \$23.4 billion is -- actually comes right out
18 of our financial statements. That is -- that is the amount of
19 investment that has improved (inaudible) year. Your point is
20 spot on, however. To actually replace the system is much, much
21 greater, and 300 billion or something like that, I think it
22 comes out like. That's really the number to focus on. But yes,
23 you are correct, our financials, our financial statements will
24 show a system of about 24 billion, but to replace that system is
25 much, much greater. Does that --

1 MS. DANIELS: Why the massive discrepancy in the
2 two numbers? When you say \$24 billion -- and granted, that is
3 still a huge sum of money, but that in no way to me reflects the
4 value of our system.

5 MS. WARD: Mr. Knight, Ms. Daniels, I regret to
6 say it's accounting. It's the way -- it's the way that the
7 accounting methodology of saying, okay, here's what we've
8 invested in this -- in this roadway over time. So we take how
9 much we actually spent --

10 MS. DANIELS: In what -- in what period of time?

11 MS. WARD: You know, I don't remember the precise
12 period of time. I can get that for you, though. I think it's
13 the existing roadways --

14 MS. DANIELS: I feel like we're underselling the
15 value of the system by saying that it's a \$24 billion system.
16 So I guess I'll just leave it at that. That just seems like
17 municipality -- I'm used to municipal budgeting and bond, you
18 know, we have to create valuations that we have asking for
19 bonding and things like that. We're assessing, you know, the
20 assets within every community, but we're also looking at what
21 repair and replacement costs are long-term, and that \$24 billion
22 (inaudible) would get us vastly off the mark if we were
23 preparing for repair and replacement in the coming years.

24 MS. WARD: Mr. Knight, Ms. Daniels, your point is
25 very well taken. It's very -- it's kind of very much like,

1 okay, this is how much we paid for this product, for this
2 facility, but this is what -- how much that facility has
3 appreciated over time and how much it would cost to replace, and
4 very much like (inaudible). But what we could do is kind of
5 (inaudible) that emphasis --

6 MS. DANIELS: I think I might just say the way
7 that we've always done it might not be the best way that's
8 serving the state. So I'll just leave it at that.

9 MS. WARD: So noted.

10 MS. DANIELS: Okay. Thanks.

11 CHAIRMAN KNIGHT: Any other questions?

12 Go ahead, Paul.

13 MR. PATANE: So now we'll talk about with the
14 Maricopa County with the MAG program. And so based on the
15 latest information with the tentative program, the tentative
16 program was constructed, these are the projects scheduled for
17 the Maricopa County Regional Transportation Freeway Program.
18 It's a mixture of new traffic interchanges (inaudible) site
19 projects improvements, along with freeway improvements.

20 Next slide, please.

21 So here we have the tentative program for Pima
22 County.

23 Next slide, please. No, two slides. One more.

24 And so here we have -- we're showing projects in
25 FY '24, the Irvington with I-19 Irvington TI, along with

1 improvements along I-10 for Country Club and Kino TI, along with
2 another improvement for I-19 (inaudible) Valencia Road and
3 (inaudible).

4 Next slide, please.

5 So next we have the Airport Capital Improvement
6 Program. In conjunction with the Arizona public airports and
7 the Federal Aviation Administration, ADOT develops the tentative
8 five-year Airport Capital Improvement Program to parallel FAA's
9 Airport Capital Improvement Program, and so the program has a
10 dual objective of maximizing the use of state and federal
11 dollars for funding of -- for Arizona airports.

12 Next slide, please.

13 And so for -- you know, based on the current
14 tentative program, the federal, state and the FSL program, the
15 local match is \$8 million. The state/local program is currently
16 at \$10 million. Along with the Airport Pavement Management
17 System known as the APMS programs is currently funded at 5
18 million with the air -- Grand Canyon national air park -- Grand
19 Canyon National Park Airport currently is a little over
20 20 million programmed, along with state planning services at
21 \$1 million. Again the total Airport Capital Improvement Program
22 was 44,705,000.

23 MR. MAXWELL: Mr. Chair.

24 CHAIRMAN KNIGHT: Yes. Member Maxwell.

25 MR. MAXWELL: Mr. Chair, thank you.

1 Paul, as a private pilot, I'm curious. What is
2 the \$20 million plus going into the Grand Canyon National Park
3 Airport doing right now?

4 MR. PATANE: Well, actually, you know, that
5 number is going to change. They -- we're not ready for the
6 project. The project was for some terminal runway improvements,
7 but based on latest conversations, when we present the final
8 program at the Board study session (inaudible).

9 MR. MAXWELL: So will those funds go elsewhere
10 inside of our Capital Improvement Program, or are they federal
11 dollars designated just for the Grand Canyon National Park?

12 MR. PATANE: Yeah. This is just an (inaudible)
13 amount of (inaudible) funding that's dedicated for (inaudible).

14 MR. MAXWELL: So we won't see that move
15 elsewhere. Just slide to another fiscal year --

16 MR. PATANE: Yes.

17 MR. MAXWELL: -- or the feds may not ever
18 actually -- it's appropriated, but they may not actually provide
19 us the funds?

20 MR. PATANE: Correct.

21 MR. MAXWELL: Thank you. Thank you, Mr. Chair.

22 CHAIRMAN KNIGHT: Thank you, Mr. Maxwell.

23 Any other questions at this point?

24 Continue, Paul.

25 MR. PATANE: Thank you, Chairman.

1 So looking out for the 6 to 10 year program --
2 next slide, please -- we're (inaudible) expansion based on the
3 currently long range investment strategies, but we'll carry the
4 same dollar amount from the fifth year of the program through
5 years six through ten.

6 Next slide, please.

7 So next steps moving forward is, you know, today
8 we have the public hearing. So we're still in the public
9 comment period, which is March through May. We have an upcoming
10 Board study session to show -- present the revisions based on
11 public comments and feedback to the tentative five-year program.
12 We present to the Board the recommendation for approval on
13 June 16th at the State Board -- Transportation Board meeting,
14 and the fiscal year will start July 1st, 2023.

15 CHAIRMAN KNIGHT: Does any board member have
16 questions for Paul?

17 Hearing none. Floyd, either one of those two
18 speakers wanted to speak before we close the public hearing, did
19 they want to speak on the five-year plan?

20 MR. ROEHRICH: Mr. Chairman, Mr. Moffatt had to
21 leave. He had another commitment. He couldn't stay on, but he
22 did ask me to follow up with him after the meeting, if I will,
23 and the other speaker has not shown up.

24 CHAIRMAN KNIGHT: Okay. Thank you.

25 In that case --

1 WEBEX HOST: Floyd, it does look like Mr. Moffatt
2 is here and raised his hand.

3 MR. ROEHRICH: Okay. Mr. Chairman, he is back.
4 So if you want to open the call to the audience, Mr. Moffatt can
5 make his comments.

6 CHAIRMAN KNIGHT: Okay. Is he -- is he here to
7 speak on the five-year plan?

8 MR. ROEHRICH: I don't know.

9 CHAIRMAN KNIGHT: Okay.

10 MR. ROEHRICH: He just requested to speak and --

11 CHAIRMAN KNIGHT: Okay. Go ahead.

12 MR. ROEHRICH: -- (inaudible). So please unmute
13 Mr. Moffatt, Bryce, and he will get his comments.

14 WEBEX HOST: All right. You are now unmuted.
15 You may speak.

16 MR. MOFFATT: Thank you very much. Good morning
17 Chairman Knight and Board Members. My name is John Moffatt.
18 Today I'm speaking for myself, as I have been involved in the
19 planning and promotion of the Sonoran Corridor for nearly ten
20 years at this point. My comments today are focused on the
21 tentative five-year transportation plan, and thank you for
22 bringing me back into the picture here.

23 First of all, thank you for including the
24 billion -- 817 million for PAG projects, most of which are out
25 around the Tucson International Airport. In the past few

1 months, I've highlighted the need to plan for the timely
2 construction of the Sonoran Corridor once the Tier 2 study is
3 completed, which is scheduled for three years beginning this
4 month. We continue to see increased manufacturing and logistics
5 development in the vicinity of the planned Sonoran Corridor,
6 primarily south and east of Tucson International Airport,
7 including a new 1.2 million square foot logistics center that
8 just broke ground.

9 Tucson Airport Authority continues to make
10 progress with the FAA to develop approximately 4,000 acres
11 adjacent to the planned Sonoran Corridor route. State Land
12 Trust has over 16 sections of land positively impacted by the
13 Sonoran Corridor. Sierrita continues to grow as a bedroom
14 community, with jobs primarily in Tucson, thus increasing new
15 commute traffic load on I-19. And Tech Park Arizona, that Rita
16 Road terminus of the planned corridor continues to flourish with
17 new tenants and startups, driving increased traffic.

18 This was -- the long range plan of route -- State
19 Route 202 and Mesa Gateway Airport have been critical to
20 Gilbert. The Sonoran Corridor, State Route 410, is critical for
21 the orderly long range development of the region south and east
22 of Tucson and Tucson International Airport.

23 I speak specifically today about page 220, where
24 there's roughly 68 million in unprogrammed PAG regional funds in
25 fiscal years 2027 and 2028. The community will be working with

1 PAG to begin focusing some of those funds to continue the
2 development of the Sonoran Corridor following the Tier 2 study.

3 As I have stated in past meetings, it is critical
4 for ADOT to stay focused on the timely implementation of the
5 Sonoran Corridor , as it has significant impact not only in Pima
6 County, but also regionally and for the state for Santa Cruz
7 County and our increasing international trade.

8 Thank you very much for allowing me to speak.
9 Have a great day.

10 CHAIRMAN KNIGHT: Thank you Mr. Moffatt.

11 MR. ROEHRICH: The only other speaker that we
12 didn't hear from was Ms. Katelynn Peterson, and so
13 Ms. Peterson -- I do not see her on the attendee list, but
14 Ms. Peterson, if you're there, if you raise your hand, we will
15 get your comments.

16 WEBEX HOST: I do not (inaudible) I do not see
17 her on the list of attendees either.

18 MR. ROEHRICH: I don't believe she's there,
19 Mr. Chairman.

20 CHAIRMAN KNIGHT: Thank you. Thank you, Floyd.

21 In that case, do I have -- do -- does any other
22 board member have any comments to make while we have the public
23 hearing open?

24 In that case, do I have a motion to adjourn the
25 public hearing on the FY 2024-2028 Tentative Five-Year

1 Transportation Facilities Construction Program?

2 MS. DANIELS: So moved.

3 MR. MECK: Second.

4 CHAIRMAN KNIGHT: I have a motion from Member
5 Daniels and a second from Member Meck to close the public
6 hearing.

7 All those in favor signify by saying aye.

8 BOARD MEMBERS: Aye.

9 CHAIRMAN KNIGHT: Anyone opposed?

10 The meeting is now closed.

11 (Public Hearing adjourned at 10:27 a.m.)

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1 STATE OF ARIZONA)
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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 56 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 19th day of September 2023.

 /s/ Teresa A. Watson

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

Adjournment

Chairman Gary Knight adjourned the State Transportation Board Public Hearing Meeting on May 19, 2023.

Meeting adjourned at 10:27 a.m. PST.

Not Available for Signature

Gary Knight, Chairman
State Transportation Board

Not Available for Signature

Jennifer Toth, Director
Arizona Department of Transportation