

STATE TRANSPORTATION PUBLIC HEARING BOARD MEETING
TELEPHONIC/WEBEX ATTENDANCE
9:00am, May 17, 2024
City of Tucson
255 W Alameda Street
Tucson, Arizona 85701

Call to Order

Chairman Richard Searle 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 Floyd Roehrich, Jr.

A quorum of the State Transportation Board was present. **In attendance:** Chairman Richard Searle, Vice Chair Jenn Daniels, Board Member Ted Maxwell, and Board Member Jenny Howard. Board Member Sam Elters, Board Member Jackie Meck and Board Member Jesse Thompson attended virtually. There were approximately 79 members of the public on-line and approximately 48 attendees in person.

Opening Remarks

Chairman Searle 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

PUBLIC HEARING

VIA WEBEX AND IN PERSON AT:

City of Tucson
255 West Alameda Street
Tucson, Arizona 85701

May 17, 2024
9:00 a.m.

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

Perfecta Reporting
(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 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 Richard Searle, Chairman
10 Jenn Daniels, Vice Chair
11 Jenny Howard, Board Member
12 Jackie Meck, Board Member (via WebEx)
13 Ted Maxwell, Board Member
14 Jesse Thompson, Board Member (via WebEx)
15 Sam Elters, Board Member (via WebEx)

16

17

18

19

20

21

22

23

24

25

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

CALL TO THE AUDIENCE

<u>In-Person Speakers:</u>	PAGE:
Ron Angerame, Maricopa Resident.....	4
Allen Kinnison, VP Southern Arizona Leadership Council.....	6
Bruce Bracker, Santa Cruz County Supervisor.....	9
Alton Joe Shepherd, Apache County Supervisor.....	10
Brad Anderson, President/CEO Vail Chamber.....	13
Priscilla Storm, Spokesperson for Diamond Ventures, Inc....	14
Fernanda Quintanilla, Director of Special Projects, Diamond Ventures.....	16
Zach Yertzler, Tucson Metro Chamber, VP of Business Advocacy.....	17
Joe Pollock, Tucson Resident.....	19

<u>WebEx/Telephonic Speakers:</u>	PAGE:
Sandra Tavel, Transportation Planner.....	22

AGENDA ITEMS

Overview of the Tentative FY 2025-2029 Five-Year Transportation Construction Program, Paul Patane, Multimodal Planning Division Director.....	23
---	----

1 (Beginning of excerpt.)

2 CHAIRMAN SEARLE: At this time we'll now move to
3 the call the audience, and please note that this call is for
4 both our board meeting and for the public hearing on the
5 transportation plan. We have a number that will be
6 telephonically, and we have a number in person. We'll do the
7 in-person first. Those that are online or are doing
8 telephonically, you will be muted and -- until your name is
9 called. The instructions are on the agenda, and we will have
10 some of -- our host will help guide you through the process.

11 So with that, Mr. Roehrich, I will turn this over
12 to you as you call the speakers.

13 MR. ROEHRICH: Yes, Mr. Chairman. Our first
14 speaker is Mr. Ron Angerame.

15 CHAIRMAN SEARLE: And please note there is a
16 three minute time limit

17 MR. ANGERAME: Thank you.

18 My name is Ron Angerame. I'm from Maricopa, and
19 I'd like to talk about 347 this morning. Thank you for your
20 time.

21 They say a picture's worth a thousand words. In
22 the deck that I've presented to you, Slides 1 through 5 show a
23 series of accidents and traffic delays on 347. The scary part
24 is all these accidents have occurred in the May -- in the
25 April/May time frame. Most have occurred since the last ADOT

1 board meeting. What's not included in this presentation is the
2 accident that occurred on Tuesday of this week between a truck
3 and a motorcyclist.

4 I wanted to take this time to convey to you the
5 severity of driving on 347. I believe the Board -- if -- I
6 believe that the Board understands the true severity, as well as
7 the commuters in Maricopa do, you would prioritize the required
8 work to alleviate the situation. While we appreciate the
9 efforts at Riggs Road, it is not enough.

10 In addition to the dangers of commuting on 347,
11 there is now an unpredictability to the commute time. Maricopa
12 residents have no idea how long the drive to work, school or
13 back home will take. Will it take 40 minutes? An hour? Two
14 hours? Imagine your situation if you didn't know how long your
15 morning or evening commute would last. How do you explain your
16 tardiness to your boss, school officials, daycare providers or
17 your own children. The unpredictability of the commute time not
18 only affects the daily lives of Maricopa residents, but also
19 poses significant challenges for businesses, schools and other
20 essential services in our communities.

21 Social media is a great barometer of what people
22 are thinking. Slide 6 through 8 give you some ideas on what our
23 residents are thinking.

24 Slide 9 is the -- is from the ADOT State Route
25 347 Corridor Profile Study completed in March of 2018. As you

1 can see, for mobility there was a high level of need based on
2 existing peak hours and future performance. Safety indicated a
3 hotspot problem, as well as a safety index significantly above
4 the statewide average. However, at the time, there was no
5 programmed project to address the mobility, safety or freight
6 needs. ADOT knew in 2018 that 347 required safety and capacity
7 changes. Let's not repeat the decisions of six years ago that
8 lead us to our current situation. In 2018 Maricopa had 50,000
9 residents. Today we are closer to 80,000.

10 Finally, slide 10 highlights the one-year
11 anniversary of Hydie Fernandez. She was the 10-year-old girl
12 killed on 347. Her accident was not at a traffic light
13 intersection.

14 Please consider changing the five-year plan and
15 make the required safety and capacity changes to 347. We
16 understand how difficult and challenging this would be. With
17 your help, we can make Maricopa the jewel of Pinal County, not
18 the source of bad traffic jokes or more tragedies. Thank you

19 CHAIRMAN SEARLE: (Inaudible.)

20 MR. ROEHRICH: Our next speaker is Mr. Chuck
21 Uniger (phonetic). Mr. Uniger? Don't see him.

22 Next speaker is Mr. Allen Kinnison.

23 MR. KINNISON: Good morning, Mr. Chair, members
24 of the Board. My name is Allen Kinnison. I'm the vice
25 president of the Southern Arizona Leadership Council. We are a

1 member-led organization of over 150 business executives and
2 community leaders in southern Arizona. Our mission is to
3 connect leadership and resources to improve greater Tucson and
4 state of Arizona, both our economic climate and our quality of
5 life through our diverse communities.

6 SALC is grateful to see ADOT begin the tier two
7 environmental study for the Sonoran Corridor. The proposed
8 State Route 410 will connect I-10 to I-19, looping around a
9 burgeoning commercial and industrial zone with the Tucson
10 International Airport at its center.

11 Currently, the corridor does not have an
12 identified funding plan. As the tier two study progresses, SALC
13 is committed to exploring funding options, and we ask you to
14 keep the corridor in mind for Arizona's five-year plan. The
15 value proposition for the Sonoran Corridor is compelling. SALC
16 sees improved access to the airport and its proximate employment
17 centers as the key to optimizing current trends and future
18 opportunities.

19 Currently, Tucson International Airport is
20 undergoing a \$1 billion expansion, beginning with the addition
21 of a parallel commercial runway, which will greatly expand its
22 freight and passenger capacity. In the past three years,
23 logistics and industrial development capacity near the airport
24 has exceeded 4 million new square feet. Existing stakeholders
25 include Raytheon, IBM, UA Tech Park and the Port of Tucson.

1 American Battery Factory, our newest stakeholder, is on track to
2 complete its first battery gigafactory next year. This is all
3 happening within three miles of the expected Sonoran Corridor
4 route.

5 Regarding quality of life, the Sonoran Corridor
6 creates an efficient route to and through this high growth area
7 from the east and the south, while greatly increasing regional
8 highway capacity. The corridor shaves approximately 12 miles
9 compared to the current route. Removing 12 miles of travel for
10 40 percent of freight to and from Mexico has a significant
11 impact on fuel consumption, emissions, road wear and driver
12 safety.

13 For the local residents, the Sonoran Corridor
14 stands to improve workforce and regional travel for the
15 surrounding communities of Nogales, Vail, Sahuarita, tribal
16 communities and the Tucson (inaudible).

17 The unique combination of the corridor, airport
18 improvements, land development, current industry and existing
19 infrastructure provide an optimal multimodal hub for our region.

20 Thank you again for supporting the Sonoran
21 Corridor through the tier two study phase. SALC commits to
22 remain engaged and active throughout the tier two process, and
23 we look forward to working with ADOT and the Board to complete
24 this project. The Sonoran Corridor is a vital component of
25 regional and economic -- sorry -- regional economic development

1 of southern Arizona. Thank you again for your time.

2 MR. ROEHRICH: Before I call the next speaker,
3 could the speakers please use the taller microphone and get a
4 little closer so we can make sure to pick up your speaking? We
5 are recording this, and we will need you to get closer to the
6 microphone. Thank you.

7 Our next speaker is Mr. Bruce Bracker.

8 MR. BRACKER: Taller microphone, right?

9 MR. ROEHRICH: Yes, sir.

10 MR. BRACKER. Good morning, everybody. Chairman
11 Searle, thank you very much for the opportunity to speak,
12 Mr. Maxwell, Ms. Daniels, Ms. Howard, and congratulations to Sam
13 Elters. We look forward to working with you over the next six
14 years, and a special reach out to Supervisor Thompson. Thank
15 you very much for all your years of service, not only as a
16 county supervisor, but also as a member of the Arizona
17 Department of Transportation Board. You've done great, great
18 work for us and for our state.

19 Just very quickly, Santa Cruz County is in
20 support of the Sonora Corridor. This route, right now we have
21 trucks that are using SR-83 -- 82, which is a scenic highway.
22 This corridor would actually provide them a much safer route to
23 get back to Nogales and to the produce warehouses and also to
24 the maquilas, manufacturing, warehousing, and get those on to
25 I-19 either going east. So that is a very important thing for

1 us, and so we look forward to that coming to fruition when
2 somebody decides to fund ADOT appropriately so ADOT has the
3 money to do what they need to do.

4 And we want to thank the ADOT staff for a lot
5 of -- we have a lot of projects that are happening in Santa Cruz
6 County. We have SR-83, which is a special allocation. So we'd
7 like to thank the ADOT staff for working with us on the rebuild
8 of that.

9 Again, thank the ADOT board for the AZ SMART
10 grant for the study, for Ruby Road, Rio Rico Drive. We are --
11 we would like to advance the east frontage road portion of that
12 study, if we could, so we could get that portion worked on. We
13 can start applying for federal grants to do that portion before
14 we start working on the bridges. So we're working on that.

15 The grade separated crossing over -- on Ruby Road
16 over the railroad -- again, another AZ SMART grant that helped
17 us pull that -- the final money together on that, but that's
18 also going to be an ADOT-administered program. So again,
19 there's so many things that we're working with ADOT on, and we
20 just really appreciate the staff that you have in southern
21 Arizona, and also Mr. Byres for working with us on these things.
22 So thank you for all the work that you do.

23 MR. ROEHRICH: Our next speaker is Mr. Alton Joe
24 Shepherd.

25 MR. SHEPHERD: Good morning, and yá'át'ééh from

1 northern Arizona. I'm glad to be here on behalf of -- as a
2 Board of Supervisor for District 2 and Apache County and also
3 our Northern Arizona Council of Governments chairperson as well.

4 So I just wanted to provide some comments in
5 support. As we know from last year's 2050 Long-Range
6 Transportation Plan that the funding needs for transportation
7 infrastructure in Arizona outweighs the funding ability --
8 funding availability. The plan shows about \$231 billion, the
9 need for the next 25 years, with that -- with only 69 billion in
10 revenue, which leaves a funding gap of \$162 billion. With such
11 limited funds, the tentative five-year plan construction program
12 is of critical importance, because it demonstrates the best
13 chances for projects to be implemented into the short term.

14 Today I'd like to talk about deterioration to
15 pavement and conditions of our roadways, especially on
16 non-national highway systems. Only 17 percent of those roadways
17 have pavements that are in good condition. In northern Arizona,
18 some of these main routes that connect our communities are in
19 the worst condition, including State Route 264, State Route 87,
20 that goes through Hopi, Hopi lands, US-191, State Route 98 that
21 goes through the Navajo Nation, and Arizona -- and Arizona
22 Route 564, which provides access to the Navajo Nation --
23 national -- Navajo National Monument. These corridors are not
24 just important for local communities, but also are essential for
25 serving our tourism travel in our state and federal lands and

1 parks and monuments in northern Arizona.

2 There is much work to be done to get the
3 remaining 83 percent of our non-national highway system's
4 corridors that are in poor to fair conditions up to good. I am
5 grateful that for the 57 projects that are listed in the five-
6 year plan for NACOG that are on the list for -- in our plan,
7 which includes eight safety projects throughout the Highway
8 Safety Improvement Program and seven off-system bridge projects.

9 I'm also here to voice a strong support in the
10 following projects to help ensure that they stay on the five-
11 year -- tentative five-year plan: 24 miles of pavement
12 rehabilitation on US-160 in the northeast Arizona near Mexican
13 Water; 13 miles of pavement rehabilitation along US-160 near
14 Tuba City, Arizona; 20 miles of pavement rehabilitation along
15 State Route 64, I-40 towards Grand Canyon; 31 miles of pavement
16 rehabilitation along US-93 from Wickenburg northeast to the
17 Yavapai County border.

18 And so, again, I just want to take this time to
19 say thank you and also, you know, to -- we were just recently
20 informed and we were awarded the reconstruction of a new bridge,
21 (inaudible) Querino Bridge in Houck, Arizona, so I'm very, very
22 grateful of that.

23 And then also, lastly, to Jesse Thompson, thank
24 you. We look up to you as a young person here, and you've done
25 a great deed for our state of Arizona. So, you know, this is

1 your last meeting. I was hoping to meet him here, but I just
2 want to say thank you for all that you've done and also to the
3 Board. Thank you.

4 CHAIRMAN SEARLE: Thank you, Supervisor Shepherd.

5 MR. ROEHRICH: Our next speaker is Mr. Brad
6 Anderson. Mr. Anderson

7 MR. ANDERSON: Thank you.

8 I'm Brad Anderson. I'm the president and CEO of
9 the Vail Chamber of Commerce. First thing I want to do, though,
10 is welcome you to Tucson. For those of us in Vail, we feel that
11 Tucson is a great suburb of Vail. So we do appreciate you being
12 here today.

13 As you know, the growth in our area of southeast
14 Pima County has been tremendous over the past few years, and
15 transportation is one of the challenges that we're having in
16 that area. The growth, the opportunity for our future growth,
17 for economic development in south Pima County is great. If you
18 take a look -- and we'd love to host you down in Vail sometime,
19 too, so that you can take a look around and see how wonderful
20 our community is. But as we look at the Sonoran corridor and
21 the opportunities that that brings to us in the Vail area, to
22 the businesses, to the entire county is tremendous. So we are
23 just here to support the Long Range Plan and the Sonoran
24 Corridor being a very major portion of that. Thank you.

25 MR. ROEHRICH: Our next speaker is Ms. Priscilla

1 Storm.

2 MS. STORM: Thank you. Brad's a tough act to
3 follow, but I'll do my best.

4 Chairman Searle and Vice Chairman Daniels and
5 members of the ADOT Board, my name is Priscilla Storm. I work
6 for Diamond Ventures. That is a locally-owned real estate
7 development and investment company.

8 I want to thank you for your volunteer service on
9 one if not the most state board -- important state boards that
10 we have. Along with ADWR and the State Land Department, you're
11 making decisions today that is really creating Arizona of the
12 22nd century, so I thank you for that.

13 My remarks today are focused on the importance
14 statewide benefits of this and future ADOT five-year plans and
15 ADOT's continued focus investment in southern Arizona.
16 Investment in ADOT Districts 6, 2, and 3, will bring benefits to
17 the entire state.

18 In 2023, Mexico became the US's largest trading
19 partner, with \$462 billion in trade. The nearshoring trend in
20 Mexico will continue, and the trade volume through our Arizona
21 ports of entry along our border will continue to grow. Mexico
22 imports into Arizona have grown in double digits for the last
23 three years, and they totaled 23.8 billion in 1923 (sic), and
24 our exports into Mexico totaled 11.9 billion. ADOT's
25 \$134 million investment in 189A -- try to say that fast three

1 times -- linking the Nogales Mariposa Port of Entry to I-19 was
2 key in making these astounding Arizona international trade
3 numbers possible. So we thank you for that.

4 Arizona ports of entry from Mexico include: San
5 Luis with SR-195, Lukeville with SR-85, Sasabe with SR-286,
6 Naco, Douglas with Highway 191, and of course, Nogales that is
7 served by Arizona State Route 189 and also has the Union Pacific
8 rail crossing, which is the largest and most economically
9 significant to our state.

10 The Nogales port's connection to I-19 and I-10
11 and access to rail and the Tucson International Airport accounts
12 for the majority of our state's international trade, but in the
13 years ahead, each one of our state's ports of entry will become
14 more relevant to Arizona's future.

15 In closing, I want to thank you for ADOT's
16 continued commitment to fund the EIS studies for the Sonoran
17 Corridor and State Route 410, and companioned with the major
18 infrastructure that's being planned and made by our Mexico trade
19 partners in the state of Sonora. ADOT's current and ongoing
20 commitment to analyzing and funding the high capacity highway
21 linkage between I-19 and I-10 is an essential investment in
22 international trade, our statewide economy, Arizona's future,
23 and it will benefit our state for decades, if not centuries to
24 come. Thank you.

25 And before I leave, I have to give a shout-out to

1 Floyd Roehrich, who has taken my calls for 20 years and done an
2 excellent job. And --

3 CHAIRMAN SEARLE: Your time is up.

4 MR. ROEHRICH: That was about a minute ago. I
5 will tell you, Ms. Storm, it's always a pleasure to talk to you,
6 because you come in with a lot of solutions and suggestions, and
7 you're always a pleasure to work with. So thank you.

8 MS. STORM: Well, when I got his email last
9 night, I went, oh, I hope he's in the room tomorrow. So thank
10 you. It's great to see you, Floyd. Thank you.

11 MR. ROEHRICH: Thank you.

12 Our next speaker is Ms. Fernanda Quintanilla. If
13 I said that wrong, I apologize.

14 MS. QUINTANILLA: It's okay. I'm used to it.

15 Good morning, Mr. Chair, members of the Board.
16 My name is Fernanda Quintanilla, Director of Special Projects
17 for Diamond Ventures. I'm speaking today in my capacity as a
18 board member of the Greater Vail Area Chamber of Commerce and
19 the Chair of the Government Affairs Committee.

20 For the Greater Vail Area Chamber of Commerce,
21 the inclusion of the Sonoran Corridor in ADOT's five-year
22 transportation facilities construction program is a pivotal
23 opportunity to catalyze economic prosperity. By integrating
24 this corridor to the state's transportation infrastructure, the
25 Chamber can unlock new avenues for local businesses to expand

1 their markets and streamline logistical operations.

2 Improved access to key transportation routes will
3 not only enhance the region's connectivity with major trade
4 hubs, but also attract new businesses, investors and visitors to
5 southeast Pima County.

6 Additionally, the Sonoran Corridor will alleviate
7 congestion on existing roads, ensuring smoother commutes for
8 residents and businesses alike. As a result, the Chamber stands
9 to benefit from increased economic activity, job creation and a
10 more vibrant local economy. Embracing the Sonoran Corridor
11 aligns with the Chamber's mission to foster growth, innovation,
12 and prosperity in the greater Vail area, positioning it as a
13 thriving hub for commerce and community development in Arizona.
14 Thank you.

15 MR. ROEHRICH: Our next speaker is Mr. Zach
16 Yertzer.

17 MR. YERTZER: Good morning, Mr. Chair, members of
18 the Board. Thanks for being in Tucson. Good to see you.

19 My name is Zach Yertzer. I'm the vice president
20 of business advocacy for the Tucson Metro Chamber of Commerce,
21 the region's voice of business. We have over 1,400 members
22 across industries here in the region, and our work is to create
23 the enabling conditions that -- for business to thrive and our
24 community to prosper.

25 And there are six of those for us. One of those

1 big ones is transportation, infrastructure, and water, and we
2 look to support and promote reliable regional infrastructure
3 that is coordinated and expanded across local jurisdictions, and
4 as well, look to future growth areas, current and future growth
5 areas, and also areas where there will be primary jobs and
6 primary employers and make sure that we are forecasting and
7 setting up infrastructure dollars, infrastructure development in
8 those areas appropriately. And that is something that we've, I
9 think, often struggled to do in the region where it's been
10 somewhat reactive.

11 And so I'm here today to support the Sonoran
12 Corridor as a really future forward-looking glance at the
13 future. We're excited that ADOT is beginning the tier two
14 environmental study for the Sonoran Corridor and just want to
15 encourage this body to make sure to keep the corridor in mind
16 for Arizona's five-year plan. And we're working with other
17 stakeholders as well to seek funding options and a funding plan
18 for the corridor.

19 The Sonoran Corridor, as you all know, would
20 simplify access to the Tucson International Airport from the
21 south and the east, as well as create connectivity from Vail and
22 Sahuarita. But there's also obviously an economic development
23 international trade component of this as well. We really see
24 the convergence and the connection of the I-19 international
25 trade corridor with the only all-weather transcontinental

1 interstate, which is the I-10, and really the opportunity to
2 create an international gateway that taps into what we've heard
3 today. Incredible. For example, one billion dollar expansion
4 being undergone at the Tucson International Airport.

5 It's been exciting for us to see the logistics
6 and industrial development near the airport in recent years.
7 You've already heard this morning IBM, Raytheon, UA Tech Park,
8 Port of Tucson. This really all represents the present and
9 future of an area that will continue to thrive if we plan for
10 growth well, and so please consider the Tucson Metro Chamber,
11 one of many partners in the region throughout this tier two
12 process, and we certainly look forward to working with ADOT and
13 the Board through the completion of this project. So thank you,
14 again, for being in Tucson

15 MR. ROEHRICH: Next speaker will be Mr. Chuck
16 Clevinger (phonetic). Checking if he came back. Looks like we
17 have one more that just came in. I don't see Mr. Clevinger.

18 Mr. Joe Pollock. Mr. Pollock.

19 MR. POLLOCK: Greetings. I appreciate the chance
20 to be here. I'm totally not prepared, so it'd be quite simple,
21 what I have to say. I just got the news on my phone this
22 morning, so...

23 I live on the back side of Ryan Airfield. It is
24 slated to go through there. I worry about a few things back
25 there for that particular path. It's a critical water junction

1 point for the city of Tucson with them the huge water, water
2 infrastructure that we just had put in last couple of years.
3 And then the sensitivity of -- oh, just on the backside of Gates
4 Pass and things like that, there's a lot of wildlife. I'm
5 concerned with that.

6 And then the other thing that I am also concerned
7 with, and this is an existential problem for me, is I'm 58 years
8 old, and I was just wondering if there could be some
9 consideration to those of us that are getting older, we've paid
10 off our places, but perhaps, you know, doing a land swap or
11 something. I understand the importance of this project. And
12 yeah. So I guess I just wanted to throw that out there and see
13 if the -- if ADOT could help with, you know, us aging kind of
14 people and -- but with, you know, giving respect to the project
15 and what is going to take place. So I appreciate the
16 opportunity to come here and speak.

17 MR. ROEHRICH: Mr. Chairman, those are the
18 in-person requests that I have online. Our first speaker is
19 Tina Heatherton. Ms. Heatherton, please raise your hand.

20 WEBEX HOST: As a reminder, please press star 3
21 to raise your hand or you can go to the raise hand signal on the
22 bottom of your desktop.

23 MR. ROEHRICH: We'll come back and see if she's
24 online.

25 Our next speaker is Mr. Mark Stringer.

1 Mr. Stringer, please raise your hand.

2 WEBEX HOST: I don't see a Mark Stringer on the
3 list.

4 MR. ROEHRICH: Thank you. Ms. Carrie Hyatt
5 (phonetic). Carrie Hyatt, please raise your hand.

6 WEBEX HOST: Carrie Hyatt did email me and said
7 that she could not attend today.

8 MR. ROEHRICH: My apologies. Okay. Thank you.
9 Kristen Grantham (phonetic). Ms. Grantham,
10 please raise your hand. I don't see that either.

11 How about Ms. Shelly Waterbury (phonetic)?
12 Ms. Waterbury?

13 WEBEX HOST: I see a Shelly, but not the same
14 last name.

15 MR. ROEHRICH: Okay. How about Mr. Colten Rifel
16 (phonetic)?

17 Those are all the online requests that I have. I
18 don't...

19 All right. So did you see -- one -- both of
20 those names again, see if they're registered?

21 WEBEX HOST: Yeah. Let's get the one -- oh, we
22 did get a --

23 MR. ROEHRICH: Ms. Sandra Tavel. Okay.

24 WEBEX HOST: Oh, perfect. Let me unmute them.
25 You are now unmuted.

1 MS. TAVEL: Thank you.

2 Mr. Chairman and members of the Board, my name is
3 Sandra Tavel, and I am a transportation planner with MetroPlan
4 Flagstaff. On behalf of the MetroPlan Flagstaff region, we
5 would like to thank you for your service on the Board, for this
6 opportunity to engage with you, and for making remote access
7 available.

8 ADOT has provided tremendous support in our
9 region in the following ways: The nearly \$260 million
10 tentatively programmed into Coconino County; I-17 system
11 interchange repairs; numerous improvements to I-40 within our
12 region, including ITS, lighting, and bridge and pavement
13 preservation.

14 We are pleased with the investment in lighting
15 and the dark skies consideration. Flagstaff is home to two
16 major observatories, Lowell and the U.S. Naval Observatory.
17 Maintaining dark skies in Flagstaff is important for scientific
18 and military research and activities for the natural world and
19 for tourism, which all contribute to the greater Arizona
20 economy. So thank you.

21 MetroPlan respectfully requests that pedestrian
22 improvements to US-180 be reinstated through the former Carbon
23 Reduction Program funds that were pulled presumably due to other
24 priorities. Per the US-180 Corridor Master Plan, projects were
25 identified and a long study. Ongoing ADOT at SAP effort showed

1 state highways in the Flagstaff region, including US-180 as
2 being high priority.

3 For the tentative five-year construction program,
4 we nominated the following projects for US-180. Ladder, high
5 visibility crosswalks, ADA compliant programs, pedestrian
6 crossing improvements, increasing pedestrian seating areas as
7 needed, pedestrian warning signage, and widening the shoulder at
8 (inaudible) and flood mitigation.

9 In conclusion, we ask the proposed modernization
10 projects that affect safety on US-180 be considered in your
11 five-year construction program. Thank you.

12 MR. ROEHRICH: So Mr. Chairman, those are the
13 requests that I have, and I do not see any of the other names
14 that I've called as being registered. So unless somebody comes
15 in later and you want to hold the call the audience later, I
16 believe you've satisfied all the requests to speak.

17 CHAIRMAN SEARLE: All right. Thank you,
18 Mr. Roehrich. If the host does notice one of these come back
19 online, please let me know.

20 WEBEX HOST: Will do. Thank you.

21 CHAIRMAN SEARLE: Very good. We'll now move to
22 our public hearing, the tentative five-year transportation plan,
23 and Mr. Patane. (Inaudible.)

24 MR. PATANE: Good morning, Chairman Searle, Board
25 Members. I'm Paul Patane, today here to present the Five-Year

1 Transportation Facilities Construction Program, the tentative
2 program for 2025-2029.

3 MR. ROEHRICH: Paul, could you please make sure
4 you're closer to the mic? Thank you.

5 MR. PATANE: So the five-year transportation
6 facilities construction program, it's one of the requirements
7 pursuant to Arizona Revised Statutes. This program is updated
8 on an annual basis and presented to the Board every June for
9 approval.

10 So the items that I'll be covering today are the
11 Long Range Transportation overview and kind of the connection
12 with the Long Range Plan in our planning to programming process,
13 kind of go over our bridge and pavement condition overview.
14 These two elements here really set the foundation and how we
15 develop the five-year program. Then we'll get into the
16 development of the program status, where we're at and the next
17 steps. We'll talk about the recommended investment choices that
18 guide staff on putting the program together. Then we'll do an
19 overview of the program for Greater Arizona, Maricopa County,
20 Pima County, the Airport Capital Improvement Program. Then
21 we'll touch on the public comments, then the next steps over the
22 next month.

23 So here, just wanted to touch on -- we've seen
24 this on past presentations, but really, the link between the
25 Long Range Plan, the planning the programming and the five-year

1 program. You know that this past October, we approved the most
2 recent Long Range Transportation Plan where we develop the
3 recommended investment choices for our targets for the areas of
4 preservation, modernization, and expansion. Then the link is
5 when we do the planning to programming, this is how we kind of
6 select our projects as far as what we can deliver in the five-
7 year program. Then they actually -- these projects get into the
8 program where they are approved by the Board.

9 Just touching on the -- some of the results as
10 far as the system funding needs. I think there were some
11 comments made earlier. And so the state highway system needs,
12 when we -- when we did this study, one of the major outputs of
13 the study is to determine the system funding needs. So for the
14 overall ADOT infrastructure needs, these are the highways we
15 drive on, the bridges. We're looking at \$174 billion. Then
16 we -- when we throw in our ADOT stewardship programs, these are
17 programs such as the Highway Safety Improvement Program, the
18 Transportation Alternative Program, along with the off-system
19 bridge programs. These are -- we are the stewards of these
20 programs, and we assist the locals on delivery, and so the needs
21 there are at \$57 million, making the overall total need for the
22 entire transportation system at \$231 million.

23 And so when we did the revenue forecasting, our
24 revenues determined what the gap was, is 162 billion plus as far
25 as the funding gap. And so, you know, based on over the past

1 years, as far as inflation, construction cost increases, all led
2 to kind of a higher -- along with the increase in system needs
3 as well led to the increase in the funding gap.

4 So touch on the bridge and pavement condition
5 overview. This -- real quick, on our bridge ratings, they're
6 typically classified in good, fair, and poor, and just want to
7 emphasize that on poor bridges, that doesn't mean the bridge is
8 unsafe. When bridges are unsafe, the unsafe bridges are closed.

9 So looking at the metrics as far as the amount of
10 bridges throughout the state. There's -- statewide there's
11 approximately 8,000 bridges, and over 5,000 of those are on the
12 ADOT system. So our current investment levels for the bridge --
13 for our bridge program is at 60 -- is at 60 million. This is
14 for the preservation-type projects. Based on the scoring here
15 or the metrics, we have 66 percent of our bridges are in good
16 condition. We have 34 percent in fair condition, and right
17 around 1 percent in poor condition.

18 Next, we'll look at our pavement ratings, similar
19 as far as the -- how we rate them as good, fair, and poor. And
20 the three areas that we measure when we're looking at our
21 pavement conditions are the smoothness, the rutting, along with
22 the cracking of each of these segments.

23 So first, when we look at the overall condition
24 of our system, we'll start with the interstates, where -- based
25 on the most current information from 2022, we have 51 percent of

1 our interstates are in good condition, and we have the 47
2 percent in fair, and 1 and a half percent in poor condition.

3 Now we -- next we look at our non-interstate
4 national highway system routes. Again, you know, similar to the
5 interstate, you know, the condition is on the downward trend.
6 And so here we have only 32 percent in good condition, the 64
7 percent in fair, and 4 and a half percent in poor condition.
8 Again, going on the -- going on the downward trend, limited
9 resources.

10 And finally, this was spoken about earlier as
11 well as far as the non-national highway system. These are a lot
12 of our secondary routes that transverse through a lot of our
13 rural areas throughout Arizona. As you can see on the map,
14 it -- these routes are statewide, and so here, our pavement
15 condition is at 70 percent in good. We have 75 percent -- or 74
16 percent in fair condition, then close to 9 percent in poor
17 condition.

18 So what one of the strategies that we're doing to
19 try to reverse that trend, it may have a minor impact, but we
20 are -- this program, tentative program, we are proposing to
21 increase the preservation funding dedicated for rehab,
22 rehabilitation-type projects. We're anticipating -- last
23 program it was at 320 million. We raised the -- we added 70
24 million to this year's -- to this year's tentative program for
25 approval to the Board to be considered, with a total for just

1 pavement alone would be \$390 million.

2 A little bit on the -- where we are in the
3 process. We're here today for the public hearing and, you know,
4 it's really crunch time for staff to get us ready, prepared for
5 the Board for the -- for June approval.

6 So now I'll talk a little bit about the
7 overall -- the overall program, the tentative program. This
8 year's total is approaching \$7.9 billion. I think we exceeded
9 last year's amount. I'll go over the Greater Arizona, the
10 Maricopa County, the Pima County plans along with the Airport
11 Capital Improvement plan as well.

12 Just a real quick recap on -- showing the RIC
13 investment choices. We -- when we -- looking to construct a
14 program, we -- our targets are 78 percent for preservation, then
15 the 15 percent for modernization, and 7 percent for expansion.
16 And this year, as you recall, the last program, there was zero
17 expansion, or as far as the last Long Range Transportation Plan
18 there was zero -- used zero for expansion. This recently-
19 approved plan is 7 percent for expansion.

20 So when we look at how -- with the \$7.9 billion,
21 how it breaks down in the current tentative program, as you can
22 see, our target is that -- we're at 72 percent for the current
23 preservation program. Then we have the modernization at 16
24 percent, approaching 736 million. Then it's also -- we have
25 expansion at close to 531 million. This is the Greater Arizona

1 portion of the program. Then for preservation, we have
2 3.2 billion there for preservation. As you can see, our -- we
3 have a huge investment in the preservation, as dictated by the
4 color green.

5 And when we look at the MAG and PAG -- the MAG
6 and PAG programs, you know, they're not finishing fully
7 programming their projects based on some internal processes
8 they're working through, but as you can see, a lot of their
9 program is dedicated toward expansion.

10 So we'll dig a little deeper into the Greater
11 Arizona portion of the program. This is 50 percent of the
12 program. This is programmed by the Board. This excludes the
13 Maricopa and Pima Counties. This includes the subprograms, our
14 local projects that we administer and some of the other -- the
15 other projects that are currently programmed.

16 So here's a breakdown of the Greater Arizona
17 portion of the program. As you can see on the right, we have
18 our preservation targets. As mentioned earlier, we have the
19 pavement rehab at 390. Than I alluded to earlier as far as what
20 we invest in our bridges. So the total showing there at this --
21 for the preservation as part of the green is, you know, close to
22 450 million. Then we look at the subprograms. We have -- the
23 green is preservation. Then the red is the modernization, as
24 far as the funding amounts over the five years, followed by the
25 expansion in blue, and the purple is statewide project

1 development. Then we have statewide planning as well as -- in
2 yellow.

3 Just going to highlight some of the expansion
4 projects that are currently a part of the tentative program.
5 The tentative program was developed in February, and then at the
6 June 7th meeting, we'll discuss some of the proposed changes to
7 the tentative and go over those with the Board, but for -- as
8 far as 2025, the current tentative program has expansion,
9 investment and expansion on US-93 and Interstate 10, followed by
10 the 191 project, which is a -- classified as a major
11 preservation -- that's the Cochise Railroad Overpass project --
12 are (inaudible) show in 2025.

13 Similar our future investments and expansion
14 still are focused on US-93, but also in the 2026, we're going to
15 State Route 260, Lion Springs area to begin to get that section,
16 four lanes throughout the whole area there.

17 2027, similar to '26 were investments still on
18 Lion Springs and US-93.

19 2028, similar, 260 and US-93, different segments
20 along the corridor. The earlier ones were for design, and these
21 ones in the later years, '27 or '28, are for construction.

22 And currently, in the 2029 year, fiscal year
23 2029, there is no projects programmed for expansion.

24 CHAIRMAN SEARLE: Paul, let's take a break, see
25 if there's any questions. All right.

1 MR. PATANE: So just to recap, some of the -- we
2 showed this slide earlier when we did -- when we presented the
3 tentative. I didn't have the breakdown for all the districts
4 for this presentation. We'll have that at the June 7th meeting,
5 and so -- but here's a breakdown within the current tentative
6 of -- per transportation board district as far as funding
7 amounts for the region. The districts are on the top followed
8 by the fiscal year on the left there.

9 So looking at the Maricopa County Regional
10 Transportation Program, you know, MAG is the responsible
11 planning agency for developing their program that we add to our
12 five-year program, and so this year, their five-year total is
13 around 2.5 billion, and this is that 37 percent of the
14 allocation from the overall 7.9 billion. This includes projects
15 that only run through 2025. That's as far as they programmed
16 out.

17 Then I'll share with you some of the projects
18 they have throughout the region. Some of their bigger projects
19 are the expansion on Interstate 10. We've got SR-303. MC-85 to
20 Van Buren. That's at 608 million. Then we have the I-10/101
21 interchange improvements. That's approaching 253 million. And
22 you can see some other projects both on their arterial system as
23 well. They're looking at doing a lot of improvements to the
24 traffic interchanges along I-17.

25 Then this is the project, the I-10 project. The

1 Wild Horse Pass. I've shared this slide a few times, but the
2 projects are moving forward. The corridor is fully funded. The
3 Gila River Bridge Project is currently the one under
4 construction. Things are -- contract's been awarded and things
5 are progressing.

6 Looking at the Pima County Regional
7 Transportation Plan. Their five-year program total was right --
8 approaching 850 million. This is the 13 percent allocated to
9 PEG from -- as far as the distribution of funding. Their TIP
10 also runs only through 2025.

11 And so some of the projects within the PAG region
12 are the I-10 widening, the I-19 widening is Valencia Road, along
13 with the I-19 Irvington TI, in addition to the Alvernon Way to
14 Valencia Road.

15 And this is the big project I think many of you
16 heard of, the I-10 Country Club widening and Kino Road TIs.
17 This project is approaching 500 million in cost, and we're
18 excited to have the -- our teams working together to deliver
19 this project for the community.

20 So just going to touch on the Airport Capital
21 Improvement Program. Under the five-year total is that
22 173.6 million. These projects were identified in conjunction
23 working with our Federal Aviation Administration partners, and
24 just wanted to shout out to -- and bring this to your attention
25 as far as the recently named airport of the year was the Show

1 Low Regional Airport. And so congratulations to them. And some
2 of the things they -- we did a news release earlier this week,
3 and some of their big accomplishments are just upgrading the
4 runway with LED lighting, just improving the signage. They got
5 through their own striping equipment. So they're very, very
6 proactive in how they administer their airport operations.

7 So this shows the funding over the five years.
8 There's five programs that are part of the Airport Capital
9 Improvement Program. We have the federal/state/local program,
10 known as the FSL. We also have the state-funded development
11 grants. That's known as the SL program. Then we have our
12 Airport Pavement Management Systems, APMS. That's for
13 preservation of the airport of infrastructure as well. Then we
14 have the Grand Canyon National Airport, and we have dollars in
15 there for planning as far as airport planning as well.

16 Then just a little -- touch real quick on our
17 public comment period. It does end next week, May 24th, at
18 5:00 p.m. So we're still soliciting comments on the program and
19 look forward to getting those in, and we've -- there's many ways
20 where you can reach out. We've got online comments. You can
21 call in. You can write letters. We'll take your comments any
22 way we can get them, and those will be incorporated into the
23 program and -- they will be incorporated and will be addressed
24 and responded to by ADOT.

25 Then I -- we think -- we shared with you the file

1 real quick as far as the public comment files received, and just
2 real quick, as far as navigating, you know, we have them broken
3 down by route. We have the board summaries and all the
4 responses that we'll -- that we'll -- that we'll be putting out
5 just to help make it -- navigate through some of the routes, if
6 you're interested in a particular route in the comments we got
7 in.

8 So comments received to date. We've done two
9 news releases. You know, we do the GOVDelivery, social media,
10 Facebook, and our website, but total today, we've seen 588 total
11 comments. There's the -- excuse me -- a breakdown how a
12 majority of the comments were highway related on the right. We
13 have 45 local, transit, airports. So it covers, you know,
14 multimodal set of comments there. They cover all areas that
15 we're responsible for.

16 Then some of the major themes as far as routes,
17 and number of comments. As far as -- SR-347 by far led the way
18 with 189 comments. I-10 had 93 comments. Then those were the
19 bulk of the areas where we see most of the comments, but all of
20 them are important, and we'll go through each of these and try
21 to address them.

22 So some of the -- you know, based on the themes,
23 we kind of did a little cross-checking to see what was in the
24 program. You know, these are some of the projects that are in
25 the tentative program as far as SR-347. We're showing currently

1 about 77 million in the tentative program. Then when we look at
2 the I-10 along with various locations, we're approaching
3 720 million for some of those improvements.

4 Then other major themes are SR- -- US-60 where
5 there's -- we have projects programmed for rehabilitation, and
6 SR-61. We have improvements for Little Mormon Lake Road to Bell
7 Spring. That's where we're going to construct a passing lane.

8 And then I-17, there's various locations where
9 we're doing some rehabilitation improvements.

10 On the State Route 260 as well, there's some
11 significant improvements going on there as far as pavement
12 rehabilitations, and in conjunction with the Lion Springs
13 project in the future.

14 We have projects currently the program are -- as
15 far as SR-87, Western Canal to Baseline Road, there's 5 million
16 programmed for pavement rehab. Looking at a Payson traffic
17 signal upgrade, also at SR-87 and Kleck Road. We got a hundred
18 and -- about 1.5 million programmed to do some modernization-
19 type improvements.

20 So the next steps are we'll do the -- finish out
21 the public comment period. That'll end in May. Then we have
22 the board study session, which we're really excited about to
23 kind of show you some of the changes we were proposing. Then --
24 that's on June 6th. Then the final program, we bring to the
25 Board with a recommendation for approval on June 21st, and the

1 fiscal year starts July 1.

2 All right. Thank you. Mr. Patane. Is there
3 questions, comments from the Board on the presentation?

4 Sorry to see that Mayor Smith is not here from
5 Maricopa. We could give her the award for the public comment
6 reports on 347, so...

7 MR. THOMPSON: Chairman.

8 CHAIRMAN SEARLE: Mr. Thompson, yes.

9 MR. THOMPSON: Yes. I did have one question,
10 maybe resulting from all the comments that had been made. Are
11 there any major changes or modifications to the plan that we
12 have in place?

13 MR. PATANE: Yes, Chairman Searle, Board Member
14 Thompson. Yes. There'll be some changes, and we'll bring those
15 to the Board the study session on June 6th. You'll get them
16 before the meeting. You'll get some of the proposed changes
17 before the meeting, but that's kind of the focus of the study
18 session is to share that -- those proposed changes.

19 MR. THOMPSON: Thank you very much.

20 CHAIRMAN SEARLE: Thank you, Jesse.

21 Mr. Elters, Mr. Meck, any questions?

22 MR. MECK: No, sir.

23 CHAIRMAN SEARLE: All right.

24 MR. ELTERS: Mr. Chairman, no questions from me.

25 CHAIRMAN SEARLE: All right. So since this was a

1 public hearing, there is a request on my strip to have a motion
2 to adjourn the public hearing.

3 VICE CHAIR DANIELS: So moved.

4 CHAIRMAN SEARLE: I have a motion by Board Member
5 Daniels.

6 MS. HOWARD: Second.

7 CHAIRMAN SEARLE: Second by Board Member Howard.
8 If there is no other discussion or comments, I'll call for the
9 vote.

10 All those in favor say aye.

11 BOARD MEMBERS: Aye.

12 CHAIRMAN SEARLE: Any opposed?

13 Hearing none, the motion passes, and maybe from
14 here on out, as we do our vote, I'm going to -- since we have
15 three members online, I'm going to ask if there's any opposition
16 first, but anyhow....

17 (Meeting adjourned at 10:01 a.m.)

18

19

20

21

22

23

24

25

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

C E R T I F I C A T E

BE IT KNOWN that the foregoing proceedings were reported by Teresa A. Watson, RMR, Certified Reporter, Certificate No. 50876, State of Arizona, from an electronic recording and to reduced written form under my direction; that the foregoing 37 pages constitute a full, true, and accurate transcript of said electronic recording, all done to the best of my skill and ability.

DATED at Phoenix, Arizona this 24th day of July 2024.

 /s/ Teresa A. Watson
Teresa A. Watson, RMR
Certified Court Reporter
Certificate No. 50876

Adjournment

Chairman Richard Searle adjourned the State Transportation Public Hearing Board Meeting on May 17, 2024.

Meeting adjourned at 10:02a.m. PST.

Not Available for Signature

Richard Searle, Chairman
State Transportation Board

Not Available for Signature

Jennifer Toth, Director
Arizona Department of Transportation