

STATE TRANSPORTATION PUBLIC HEARING MINUTES

**9:00 a.m., Friday, April 20, 2018
City of Flagstaff Council Chambers
211 W. Aspen Avenue
Flagstaff, AZ 86001**

Pledge

The Pledge of Allegiance was led by Board Member Thompson.

Roll call by Board Secretary Linda Priano

In attendance: William Cuthbertson, Jack Sellers, Mike Hammond, Steve Stratton, Jesse Thompson, Sam Elters, and Gary Knight. **Absent:** None. There were approximately 55 people in the audience.

Opening Remarks

Chairman Cuthbertson gave a special thanks to the City of Flagstaff Mayor, Coral Evans, and Flagstaff Council Members for hosting the dinner on Thursday evening and the board meeting today. Board member Thompson added that he appreciated all the various city representatives and tribal leadership that were in attendance.

Title VI of the Civil Rights Act

Floyd Roehrich reminded all attendees to fill out the optional survey cards to assist our Civil Rights Department.

Call to the Audience for the 2019-2023 ADOT Tentative Five Year Transportation Facilities Construction Program:

The following members of the public addressed the Board:

1. Coral Evans, Mayor, City of Flagstaff
2. Charlie Odegaard, Flagstaff City Council
3. Randy Garrison, Yavapai County Supervisor, District 3
4. Craig Brown, Yavapai County Supervisor and CYMPO Chairman
5. Bruce Bracker, Board of Supervisor, Santa Cruz County & Board of Directors Greater Nogales/Santa Cruz County Port Authority
6. Terry Nolan, Mayor, Dewey-Humboldt & CYMPO Board
7. Alicyn Gitlin, Sierra Club, Grand Canyon Chapter
8. Arlando Teller, Deputy Director, Navajo Department of Transportation
9. Shane Hemesath, City Engineer, Show Low (provided handout to board)
10. John Hansen, President of Kingman Mohave and Manufacturing Association
11. Katherine Arthur, Chapter President, Many Farms (gave handout to board)
12. Glenn Kephant, Navajo County Manager (handout)
13. Michael Lomayaktewa, Director, Hopi Department of Transportation
14. Steve Nelson, Citizen of Flagstaff
15. William Senon, Dark Skies Citizen, Flagstaff
16. Garret Silversmith, Division Director, Navajo Division of Transportation
17. Zane James, Navajo Nations, Tsaille Wheatfields Chapter President
18. Clarinda Vail, resident of Tusayan, President of the Grand Canyon Chamber and Visitors Bureau and past member of Grand Canyon Airport Committee

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REPORTER'S TRANSCRIPT OF EXCERPT OF ELECTRONIC
PROCEEDINGS, ADOT - STATE TRANSPORTATION BOARD PUBLIC HEARING,
was reported from electronic media.

Board Members:

- Bill Cuthbertson, Chair
- Jack Sellers, Vice Chair
- Sam Elters, Board Member
- Gary Knight, Board Member
- Michael Hammond, Board Member
- Steve Stratton, Board Member
- Jesse Thompson, Board Member

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CALL TO THE AUDIENCE

2019-2023 ADOT TENTATIVE FIVE-YEAR TRANSPORTATION FACILITIES
CONSTRUCTION PROGRAM

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1 (Beginning of excerpt.)

2
3 CHAIRMAN CUTHBERTSON: Okay. So we'll now begin
4 with the call to the audience for the public meeting here. So
5 it gives us an opportunity to discuss items with interest to the
6 Board, including the tentative five-year program. If you'd like
7 to speak, you should fill out a yellow card if you haven't
8 already. If you want to speak later at the regular meeting,
9 you'll fill out a white card, and you'll be given the
10 opportunity to speak later when we start the public meeting.

11 In the interest of time and fairness to all those
12 wishing to speak, a three-minute limit will be imposed on all of
13 the speakers. We have a big number of speakers today, so I
14 think we'll need to adhere to that just so that we don't drag on
15 too far.

16 So to begin, I would like to invite Mayor Coral
17 Evans to come.

18 CORAL EVANS: Good morning. Good morning
19 Chairman and members of the State Transportation Board. Welcome
20 to Flagstaff, and thank you for making yourselves so accessible
21 across the state. I'd also like to recognize my counterparts
22 that are in the room. The mayors from Greater Arizona, as well
23 as our Native American tribal representatives.

24 We are proud here in Flagstaff to count ADOT and
25 the State as our partners in delivering much needed

1 transportation projects to our city and our region.

2 Tuesday night, the Flagstaff city council
3 strengthened that partnership with a 7-0 vote approving our
4 intergovernmental agreement with ADOT for the design of the
5 Fourth Street Bridge over I-40. And we're excited to see that
6 project tentatively scheduled for 2020.

7 Tuesday we also moved forward with the last leg
8 in the 3P partnership regarding the ADOT home on Milton and the
9 realignment of University Avenue.

10 I'd like to recognize Audra Merrick, the ADOT
11 Central -- Northcentral District engineer. She is a champion
12 for her district and this region. Audra, the ADOT leadership
13 and the State Board recognize the condition of our snow country
14 interstates and have worked tirelessly to accelerate and deliver
15 vital pavement preservation projects. Thank you for all of
16 those investments. They keep us safe and our economics sound.

17 The State is investing in Milton Road, partnering
18 with the City on Business 40, here on Humphreys, and delivering
19 a trail project along the Fourth Street corridor where the City
20 is acquiring right-of-way and providing a local match.

21 These partners show continuous improvements --
22 these partnerships show continuous improvement in our model for
23 greater things to come. I look forward to welcoming you in the
24 years ahead and praising the future partnerships that we will
25 create. Thank you.

1 CHAIRMAN CUTHBERTSON: Thank you.

2 Next, Charlie Odegaard, City Council Member from
3 Flagstaff.

4 CHARLIE ODEGAARD: Good morning, Chair, and good
5 morning board members. Again, Charlie Odegaard, City of
6 Flagstaff Council.

7 I just wanted to say thank you for coming up to
8 Flagstaff today, and thank you for coming to our host event last
9 night explaining to you our projects that we had in the works.
10 And really I wanted to thank you for all your service,
11 especially working with us on the Fourth Street Bridge project.

12 We looked at an assessment between ADOT and the
13 City of Flagstaff to see if it's feasible to go to a bridge
14 widening project and it was. And then we came back, as the
15 mayor had spoke. We approved an IGA with a 50/50 cost share
16 with design of that bridge, and the City provided 500,000 for
17 that cost share. And then with the design, we'll be looking at
18 a construction project, hopefully tentatively set in 2020, and
19 the City of Flagstaff will be providing over \$5 million for that
20 50/50 cost share.

21 And so, you know, I really believe in
22 relationship building, you know, relationship with the City of
23 Flagstaff, with ADOT, and with our relationship building, we're
24 creating a good partnership. And with that partnership, I
25 really believe we're going to create good policy for our

1 communities. And so I just want to say thank you, and enjoy the
2 rest of your day here in Flagstaff.

3 CHAIRMAN CUTHBERTSON: Thank you.

4 Randy Garrison, Yavapai County Supervisor.

5 RANDY GARRISON: Good morning, Chairman, board
6 members. Thank you for giving us the opportunity to talk to you
7 today. First off, I want to thank you very much. I'm Randy
8 Garrison, the Yavapai County Supervisor. I serve District 3,
9 which basically makes up the Upper Verde Valley, including
10 Sedona and the village of Oak Creek.

11 I want to thank you, first off, for your work
12 you're doing on 260. If you haven't seen that work and you
13 haven't driven it on your way up here, you definitely need to
14 take a detour and go down that road on your way home. The
15 contractor you have working on that job is doing an amazing,
16 amazing job. It changes daily. It's going to be a
17 well-deserved and well -- a needed asset for the Verde Valley.
18 So thank you very much for that.

19 What I want to talk to you about is the Verde
20 Valley is overwhelmed with traffic, as most of the state. We
21 have about 90,000 residents in the Verde Valley, but our impact,
22 we have two of the large -- two of the highest -- two of the
23 five highest impacted communities in my district for tourism,
24 which is Jerome and Sedona. Sedona itself is reaching about a
25 4 million person a year impact coming in to visit that area. We

1 only have three highways and an interstate that feed the whole
2 Verde Valley. So the impact to those roads is extreme. Most of
3 them are two-lane. 260 will be the first four-lane all the way
4 into the valley. So that will be a huge help for us.

5 179, though, is the road that leads off of I-17
6 and directly into Sedona, and it comes through the village of
7 Oak Creek. That road alone receives about half of the tourist
8 traffic. So about 2 million cars a year are coming up that
9 road.

10 We have, as the County, have been building roads
11 inside of that network of highways to try and move people around
12 a little more efficiently. One of the roads that we built back
13 with a prior board was the Beaverhead Flat. I gave you a map
14 and some pictures of a specific intersection I wanted to talk
15 about.

16 We're going to be actually looking to and we
17 started the design on extending the Beaverhead Flat Road. Right
18 now it goes from 179 up to the Cornville Road. We're going to
19 be extending that from the Cornville Road into 260. Hopefully
20 we'll see that happen within the next seven to eight years.
21 We'll see. We just started the study on that.

22 So the impact to Beaverhead Flat and 179
23 intersection is going to only increase as time goes on, as that
24 traffic starts to understand that corridor. And it's mostly a
25 local road, because the locals try and stay off highways as much

1 as possible. So it gives them another route, stay off of 179,
2 which is overcompacted now or overused, and not have to go
3 through uptown Sedona. So they'll actually go out Beaverhead
4 Flat, all the way into Cornville or into Cottonwood, and all the
5 way back into Sedona on the west end to keep off the 179.

6 What I wanted to show you with those pictures is
7 we have an intersection at Beaverhead Flat and 179 that I would
8 like to see if we couldn't get a longer decel lane and get that
9 lane moved off of the highway a few feet so that we have clear
10 visibility heading north, as the cars are trying to make a
11 left-hand turn off of Beaverhead Flat on to 179. The road going
12 to your right that heads on to I-17 is on a curve. That's a
13 55-mile-an-hour stretch.

14 So I gave you some pictures of the impact.
15 That's a very dangerous intersection. I'm not asking you to
16 rebuild the intersection. I'm asking you to work with us and
17 allow us to rebuild that intersection. So I'd just like to have
18 you take a little better look at that intersection and see if we
19 couldn't get a little more cooperation to get that work done.
20 So thank you very much.

21 CHAIRMAN CUTHBERTSON: Thank you.

22 I'll remind the speakers of the three minute
23 limit. You'll hear a little audio alarm go off as you're
24 speaking, and that will give you a cue to wrap it up. Okay?
25 Otherwise, we'll cut you off. I don't want to do that.

1 So anyway, thank you.

2 Next we have Craig Brown, Yavapai County
3 Supervisor and CYMPO Chairman.

4 CRAIG BROWN: Good morning, gentlemen, and
5 thanks for being here in Flagstaff tonight. It was a nice
6 drive up, and I was looking at the progress being made on I-40,
7 which is, as I recall, the last time we were up here, everybody
8 was up here complaining about I-40. So now we only complain
9 about that we have to slow down a little bit while they're doing
10 the work, but it looks great.

11 Thank you, and I wanted to say to Gary
12 congratulations publicly, and being, you know, asked to sit on
13 this board, and it's a big change and a long ways from Yuma.

14 MR. KNIGHT: Thank you.

15 CRAIG BROWN: So thank you, Gary.

16 And thank you to all of you. We just want to
17 urge you to, you know, continue forward with the plans that we
18 have for the next five-year plan and move forward with that as
19 much as we possibly can. Obviously it's a great challenge to
20 the State of Arizona because of the funding issues that we are
21 faced with, and we see that things are not getting better, but
22 actually a little worse, in my opinion. So I want to thank you
23 for all the efforts that you make to try to make things balance
24 out, and we really do appreciate it in Yavapai County. Thank
25 you.

1 CHAIRMAN CUTHBERTSON: Thank you.

2 Next, Bruce Bracker, the Supervisor from Santa
3 Cruz County.

4 BRUCE BRACKER: Good morning, Mr. Chairman and
5 members of the Transportation Board. My name is Bruce Bracker.
6 I'm a member of the Board of Supervisors in Santa Cruz County.
7 I also sit on the Board of Directors for the Greater
8 Nogales/Santa Cruz County Port Authority.

9 In the audience this morning are Jeff Sandquist
10 and Jeremy (inaudible) from the -- representing the Fresh
11 Produce Association as well.

12 The Nogales/Santa Cruz County community has come
13 together in full support of the build-out of 189. This means
14 having Phase I and Phase II done at the same time to create
15 economies of scale that will save millions of dollars for ADOT.

16 Additionally, the full build-out addresses two
17 critical issues not addressed in Phase I: An overpass for
18 southbound traffic exiting I-19, and merging on to 189, and
19 grade separation of Frank Reed Road to help eliminate the safety
20 and congestion issues associated with the traffic that is
21 destined/originating from our local high school.

22 The City of Nogales and Santa Cruz County have
23 indicated their commitment to contribute 50 percent of their
24 overweight fee, which currently translates to over \$800,000 a
25 year, for a period of 15 years. It equates to \$12 million. It

1 is worth mentioning that this fee since its inception has
2 increased -- experienced substantial annual growth.

3 I also want to congratulate ADOT for securing a
4 \$25 million TIGER grant. That will go a long ways towards
5 paying part of the costs of the SR-189 project. This is new
6 money coming into the State of Arizona.

7 This grant application was actively supported
8 by our community and key members of our Congressional
9 delegation, including Congresswoman McSally and Grijalva.

10 I want to inform you that our industry in our
11 community, particularly the Fresh Produce Association, the
12 maquila association, and the Customs House Brokers had agreed to
13 pay an axle fee in order to help fund the improvements at the
14 interchanges of I-19. But after expending a great amount of
15 resources and energy, we were unable to secure the passage of
16 the language that would have allowed for these fees to be set
17 aside for our infrastructure needs.

18 However, we were able to secure passage of an
19 amendment, amended version of SB 1065 that will allow for ADOT
20 to enter into an intergovernmental agreement with the City and
21 the County so that ADOT can receive our portion of the
22 overweight funds. This will allow ADOT to receive these funds
23 through the State Highway Fund, and therefore, ADOT will be able
24 to bond against this revenue stream. This is a great
25 contribution towards paying for the full build-out of 189.

1 You have a difficult task before you as you look
2 at projects through the lens of limited funds, but it is hard to
3 deny that the SR-189 project has tremendous safety, trade,
4 congestion and statewide implications. Additionally, local
5 contributions and the TIGER grant create a unique funding
6 package that can be a model for funding future projects
7 throughout Arizona.

8 Finally, having the state-of-the-art
9 infrastructure allows Arizona to effectively compete with Texas,
10 New Mexico and California for growth in commercial traffic
11 originating in Mexico. We understand that there is still
12 outstanding balance to cover for the full build-out, and hope
13 that you will give it every consideration to making up that
14 balance. I know that this outstanding balance is a topic for
15 discussion with ADOT staff. We are grateful to have the
16 partnership we have with Director Halikowski and his team and
17 finding innovative ways to get this project done. The economic
18 well-being of our state and our community is at stake. The
19 safety of truckers and the traveling public are of paramount
20 importance to all of us.

21 Thank you for your attention, and we'd be happy
22 to address any questions you have.

23 CHAIRMAN CUTHBERTSON: Thank you.

24 Terry Nolan, Mayor of Dewey-Humboldt and CYMPO
25 board.

1 TERRY NOLAN: Good afternoon, Chairman, Board. I
2 appreciate Mr. Knight. Congratulations on your appointment.
3 We're going to look forward to working with you very much, all
4 of you.

5 I want to thank you for putting a 69 project into
6 the plan, and you know, so that we can get started on it, and we
7 really appreciate all your cooperation with that.

8 We do have a nice, nice group of cities and
9 towns that cooperate with all this and get together and help out
10 the whole thing. In all, we're kind of on the same project. So
11 I appreciate the partnership that we have, the partnership we
12 have with you, and I really appreciate what you guys do. You
13 know, it's hard to make a decision where you want to go, so --
14 but thank you very much.

15 CHAIRMAN CUTHBERTSON: Thank you.

16 Alicyn Gitlin. I'm sorry if I mispronounced your
17 name. Sierra Club, Grand Canyon Chapter.

18 ALICYN GITLIN: It's Alicyn.

19 CHAIRMAN CUTHBERTSON: Oh, I'm sorry.

20 ALICYN GITLIN: My handwriting is probably
21 atrocious.

22 Thank you for being here, coming to Flagstaff and
23 for hearing my comments.

24 I'm essentially here to plead with you. I don't
25 know what else to do. I and others are very afraid that ADOT's

1 plans for the Grand Canyon National Park Airport will harm Grand
2 Canyon National Park, and that is a place that is the cultural
3 and the economic heart of Arizona.

4 Since 2012 when multiple stories broke about the
5 airport expansion at Grand Canyon National Park Airport,
6 including one that said the terminal would expand from the
7 current size of 8,800 feet -- square feet to a long-term goal of
8 72,000 square feet, with a goal of 270,000 enplanements, nine
9 times the short-term goal of 31,000. I watched year after year
10 as business owners, agency officials, private citizens and
11 conservation groups have repeatedly asked that the airport not
12 grow to a size where its impact will be irreversible and severe
13 on Grand Canyon National Park.

14 Now we see the Draft Airport Master Plan with a
15 long-term goal of 125,000 enplanements with a short-term goal of
16 42,000. This is still too much. The projected numbers in the
17 master plan are unjustified, unexplained, and greater than
18 what's appropriate for Grand Canyon. The noise and traffic, the
19 increase in multi-day visitors on aging park infrastructure and
20 the damage to night skies will be unacceptable. These are
21 things we are so lucky to have, and we just can't let them slip
22 away.

23 The 2019 five-year program evidently is based on
24 this master plan, and it says in there the Grand Canyon is a
25 world-class tourist destination, and stakeholders determined

1 that the Grand Canyon deserves an airport that is also world
2 class. I'm not sure who the stakeholders are that are being
3 referred to here, but I really fear that "world class" in this
4 case is a code word for massively-increased capacity.

5 Sierra Club participated in the master planning
6 process for the Grand Canyon airport, and during the process, we
7 attended public meetings, we submitted written comment, and we
8 didn't receive any indication that any of our comments were
9 considered. We included substantive suggestions there on
10 lighting, noise, water use and more.

11 Last year new lights were installed at the
12 airport that are clearly visible from the North Rim, just a
13 single (inaudible) step in the process that could drastically
14 change Grand Canyon's night skies.

15 Sierra Club has repeatedly been told that the
16 master planning process is not a NEPA -- National Environmental
17 Policy Act -- process, and that the NEPA process will occur when
18 airport improvements are to be made.

19 We've repeatedly expressed concern that the NEPA
20 will be applied piecemeal rather than on a full action of --
21 that is being proposed for the airport, and it appears that the
22 suggestions in the master plan may be adopted before the draft
23 is even complete, as indicated by this current five-year
24 program.

25 Most frightening to me this year is that for some

1 reason, ADOT chose not to disclose what specifically is planned
2 for the airport. There's no line items for any of the budget
3 items. There's just numbers. Previous five-year programs have
4 identified that ADOT plans to drill a new well, and this is a
5 severe concern.

6 So I'm pleading with you to think about this
7 carefully, and really, you guys have the power to keep the
8 airport at a capacity that's appropriate for its place on the
9 edge of such a national natural treasure. Thank you.

10 CHAIRMAN CUTHBERTSON: Thank you.

11 Mr. Arlando Teller, Deputy Director of the Navajo
12 Division of Transportation.

13 ARLANDO TELLER: Good morning. Good morning.
14 Good morning, Chair, board members, ADOT staff, City of
15 Flagstaff and visitors. My name is Arlando Teller. I'm the
16 deputy division director for Navajo Division of Transportation.
17 I appreciate this opportunity to share with you.

18 Number one, the partnership between Navajo DOT
19 and ADOT, it works. The dialogue is there. The collaboration
20 is there. The communication is there, and we want to continue
21 this opportunity with our state partners addressing
22 transportation assets throughout Navajo Nation, and that means
23 the size of West Virginia. It's a pretty large land base. We
24 have a lot of miles. We have a lot of school bus routes. We
25 have a lot of communities, community members, elders, children,

1 young adults, professionals that have to traverse some of the
2 routes that we have to do on a daily basis, and so this
3 partnership addresses that, fractions of that. That includes
4 the airport system on Navajo. So the dialogue and collaboration
5 is sincerely appreciated and encouraged.

6 In reviewing the STIP, I've noticed that there
7 are some issues that I'd like the State Board to consider and as
8 well as ADOT. Preservation dollars to assets north of I-40 is
9 lacking. I see that on the STIP. Expansion improvements to
10 routes north of I-40 are also dismal.

11 I'd like to see consideration at State Route 160.
12 As you heard from my -- our other colleagues here, state agency
13 colleagues, we welcome visitors from all over the world to see
14 our natural beauty. Also to participate in our heritage,
15 cultural heritage from 24 tribes here in Arizona, and so they
16 come in droves, and starting now. But though this weather is
17 windy and gray, our visitors are here, and they're driving our
18 routes, and the routes between Tuba City and Kayenta to the Four
19 Corners, State Route 160 is a constant, constant for Navajo DOT,
20 Navajo Nation, Navajo citizens, because though -- that route
21 does not have passing -- minimal passing lanes, minimal bus
22 turnouts.

23 The 264 between Window Rock and Burnside, thank
24 you very much to Lynn and his crew, Mr. Halikowski for
25 considering improvements to that route. We also want to implore

1 additional expansion dollars to that route from Burnside to
2 Keams Canyon. That was also a highly traveled route for
3 visitors and citizens.

4 191 between Chinle and Many Farms, that's a high
5 traffic route for central Navajo. Again, we appreciate ADOT for
6 improving (inaudible) 191.

7 Additionally, I'd like to also share with you
8 -- I apologize. I apologize for extending this. The mobile
9 weigh station program that was initiated in the winter of 2016,
10 let me tell you, that was a success. I'd like to encourage a
11 consideration of ADOT and the State to have another go around
12 with that mobile weigh station on Navajo. We received over 100
13 citations. That's money to the state.

14 And then I'd like to then -- I appreciate the
15 State for the state dollars to the airport system. So thank you
16 very much. I encourage that airport improvement system with
17 state funding. So thank you very much and have a wonderful day.

18 CHAIRMAN CUTHBERTSON: Thank you.

19 Shane Hemesath, Show Low City Engineer.

20 (Inaudible conversation.)

21 UNIDENTIFIED SPEAKER: This is the letter and map
22 of support. Sorry about that.

23 UNIDENTIFIED SPEAKER: (Inaudible.)

24 SHANE HEMESATH: Good morning. Shane from the
25 City of Show Low. Excuse me. I have a frog in my throat this

1 morning.

2 I decided to speak here today to support a few of
3 the projects we have in the White Mountain region. There's a
4 couple pavement preservation projects, mill overlays. On U.S.
5 -- State Route 260 from Show Low, heading out east to Vernon,
6 State Route 1 -- or 61, as well as a mill and overlay for 260,
7 starting in Show Low, heading down to Pinetop. Both these
8 roadways are ready for work. Please keep the funding in place.
9 Keep it in the schedule. We're excited to see those happen.

10 I'm mostly here to advocate for a new project in
11 the five-year plan. We're asking for the intersection
12 improvement/reconstruction of State Route 260 at Show Low Lake
13 Road. Now, if you've been to the White Mountains and you've
14 been to Show Low, you know this intersection. It's at the
15 Wal-Mart intersection. The Summit Healthcare, who's recently
16 started a \$50 million expansion in Summit Healthcare. You got
17 Walgreens. You got all the residential behind this. This is
18 the most dangerous intersection in the northeast district of
19 ADOT. Most of the highest accidents, 92 in the last five years.

20 We're excited to see something move forward with
21 this. We've worked with our local ADOT partners for the past
22 two years going after district (inaudible) money, HSIP money.
23 We're doing everything we can to push this project forward.
24 We've just missed HSIP (inaudible). I'm surprised we haven't
25 had a facility there. Some would say because it's 100 feet from

1 the emergency room. Others would say we've just been very
2 lucky.

3 Regardless, we're not trying to wait for a
4 certain pot of money. We want to move forward. The City of
5 Show Low, we've -- we're not here with our hands out asking for
6 -- for the whole project. One of my hands has got money in it.
7 The whole region has scratched together. We carved out \$300,000
8 in the NACOG TIP to put towards the construction of this
9 intersection project.

10 The original preliminary estimates in the
11 District Minor application was 675,000. So it's almost half the
12 funding to build the improvements needed here. We're excited to
13 get this done. We're excited to partner with you. We want to
14 make a safer intersection, not only for the residents, but for
15 all the visitors we get. We get a good amount of tourists up in
16 our neck of the woods, and we want to have a safe access for
17 them -- intersection for them. Excuse me.

18 But thank you for your time, and I'll close by
19 saying we look forward to having you guys in July. Good pick.
20 July in Show Low for the State Transportation Board meeting. We
21 look forward to having you guys up, seeing all the other impacts
22 you've been doing to our region, as well as some other ones that
23 we can work on like this intersection. So thank you for your
24 time.

25 CHAIRMAN CUTHBERTSON: Thank you.

1 I've got John Hansen, the president of Kingman.

2 JOHN HANSEN: Good morning. Thank you so much
3 for your work. We really appreciate it. I'm John Hansen. I'm
4 the president of Kingman and Mohave Manufacturing Association in
5 Kingman, Arizona.

6 We represent manufacturing and industrial
7 interests in Kingman and Mojave County. We're the largest
8 concentration of industry in the industrial park at Kingman
9 outside of Maricopa County in the state of Arizona. So we have
10 an important task in front of us. Our whole reason for being
11 KAMMA is to help build our community. We believe that KAMMA --
12 we believe that Kingman is uniquely situated to act as a
13 transportation hub. It connects railroad, highway and airport
14 infrastructures. It could serve the state in areas that are not
15 being served well right now.

16 Right now we're working to try and build an
17 interchange connection on the west side of Kingman for the I-11.
18 I'm really concerned about that. I see that as a huge
19 opportunity for bottleneck for traffic coming from Las Vegas
20 into our state. Right now, it's bad. I was in Las Vegas over
21 Easter weekend, and I happened to drive underneath the I-11
22 underpass in Boulder City. It's very nearing -- it's getting --
23 it's looking pretty good. It's getting close to being complete.
24 And the reason I drove underneath that is there were traffic way
25 backed out of Boulder City. So all that backup's going to

1 Kathleen Arthur, President of Many Farms Chapter
2 of the Navajo Nation.

3 KATHERINE ARTHUR: Good morning, Mr. Chair, and
4 members of the Board. I'm Katherine Arthur, Many Farms Chapter
5 president from Many Farms, Arizona. I am here with my -- with
6 our chapter vice president, Mr. Alijerino Tsedah.

7 We are advocating on behalf of State Highway 191.
8 Thank you board members for adding the project for the Chinle
9 Wash project that you have added to your 2019-2023 five-year
10 plan. That is located at the Milepost 470. It's north of Many
11 Farms, the town of Many Farms where we are located. We are
12 thankful for that one.

13 You have been in the presence in the Many Farms
14 area in the times past dealing with fencing and cattle guard, so
15 keep our livestock off our highway there, which we are
16 appreciative. There was the one done in 2011 and another one
17 done in 2015.

18 Chip seal was also done way back in 2012, and
19 then there was a power study done for -- that included Many
20 Farms and Chinle area and Twin Trails, for which we are all
21 thankful for.

22 We need more preservation project, chip sealing
23 project that needs to be completed, and we're asking that a
24 particular project be added to your 2019-2023 five-year program,
25 and that is a project for pavement preservation. This project

1 was added in 2011 and 2015 five-year transportation facility,
2 but it never come to pass. So the last time a road preservation
3 project was done in Many Farms is back in 2000, the year 2000.
4 Since then, there has been none other.

5 We're also asking for modernization and safety
6 projects in the following. Like Deputy Director Teller was
7 saying, the conditions of traffic between Chinle and Many Farms
8 is just overwhelming. We have three schools located in our
9 chapter. Turning lanes is what is needed on that stretch of
10 road there. Bus pullouts. Bus pullouts. Like I was
11 mentioning, we have three schools. Chinle Unified School
12 District is -- we have an elementary school there, BIA Many
13 Farms High School, as well as a community school. So all the
14 schools as well as the public and the headstart programs, they
15 use this -- we all get on 191 to get either going north or
16 south.

17 Upgrade signs and enforcement of speeding,
18 especially in the school zone. They're out there doing that
19 right now.

20 Junction of N59 and 191, which is what I call
21 downtown Many Farms, that needs improvement as well, and we were
22 asking for that one.

23 Shoulder widening, that's a project we're asking
24 for, for Milepost 448 to 462, which is a turnout to Many Farms
25 High School in Many Farms.

1 Drainage improvement. There's an area where we
2 have flooding sometimes back, and it just -- it overtook the
3 road, and we had a young gal on a motorcycle that had an
4 accident there when the road was going over the highway, and
5 it's located at Milepost 465. So we -- we're asking for more
6 improvements so the water will flow freer in that one.

7 And we're also asking for drainage safety
8 improvement on -- I thought it was a bridge, but it turned out
9 to be a culvert that's south of Many Farms town there, at around
10 Milepost 460.

11 But I do appreciate Transportation Board coming
12 out to my chapter at Many Farms and spending time with us a
13 couple years back, and thank you for your consideration, and I
14 appreciate you all listening to me. Thank you so much.

15 CHAIRMAN CUTHBERTSON: Thank you.

16 Glenn Kephart, Navajo Nation -- Navajo County
17 Manager.

18 GLENN KEPHART: Thank you. Glenn Kephart,
19 Manager, Navajo County. And thank you, Chairman, and members of
20 the Board for the opportunity to speak before you today, and
21 ADOT staff, thank you for all that you do.

22 I know -- we know -- I'm here today -- you've
23 received a letter recently from the White Mountain Regional
24 Transportation Committee. That's a committee that represents
25 eight communities in the White Mountain region, including Navajo

1 County and Apache County, and we get together and we talk about
2 priorities that are important. And in that letter, we want to
3 thank you for what you do, because we know you have a really
4 tough job, and you're -- the needs of the state and the wants
5 exceed your financial capacity to achieve all them, but it's
6 important to focus, and we appreciate your efforts.

7 I wanted to highlight just a couple things in the
8 letter. One, we thank you for the existing projects that we
9 have in the five-year plan. A couple of them that we have
10 highlighted is Route -- is SR-61, which is US-60 through Show
11 Low to the Y, into Apache County. That's an important project,
12 and we're grateful that it's in there.

13 And the Lion Springs project, an improvement on
14 260, as people travel from the valley up to our wonderful,
15 beautiful region. That's an important safety project that we're
16 glad it's still in the prep -- plan, and we want to see it
17 continue.

18 There's a project, it's Church Street to
19 Knottingham Lane. It's SR-260 through -- through Show Low.
20 That project previously went all the way up through Pinetop, and
21 we're not sure if that was an administrative dropoff or whether
22 that was intentional. We'd like to request that that entire
23 project be put back in.

24 And we are also very supportive of, as the City
25 of Show Low expressed, that intersection on SR-260 near Summit

1 Healthcare and Wal-Mart. That is an important project, and
2 whether you find a way to do that through the Highway Safety
3 Improvement Plan projects, or possibly a path could be to add it
4 to the SR-260 pavement preservation project and do those
5 together and move some money into that, we would -- we would
6 really appreciate that.

7 Again, thank you for all that you do. I know
8 it's a tough job, and asking you to continue to remember the
9 beautiful White Mountain region, and it's important to the
10 entire state of Arizona. And I guess I would echo what Shane
11 said. We look forward to you coming up to visit us in July.
12 It's a nice time to come to come to the White Mountains. So
13 thank you again.

14 CHAIRMAN CUTHBERTSON: Thank you.

15 Michael Lomayaktewa. Sorry if I mispronounced
16 your name. He's Hopi Department of Transportation.

17 MICHAEL LOMAYAKTEWA: Good morning, Chair,
18 members of the Transportation Board. It's a pleasure to once
19 again come before the Board. We had a wonderful time with
20 having you come out to our Hopi land, and we again welcome you
21 at some point to come out and visit us again.

22 A couple things I wanted to bring before the
23 Board is two projects. One that we're requesting for your
24 support, the H60 project, as we call it, the Low Mountain Road.
25 It's an important corridor that we're looking at having to have

1 improvement at some point. It serves a lot of members of the
2 nations of Hopi and the Navajo tribe, our partners.

3 The other second project is an upcoming HSIP
4 project, the Arizona 264 and BIA Route 4, the pedestrian safety
5 project. Unfortunately, having to have encountered several
6 fatalities on there, as a result, we're having this project.
7 Though it's very minimal, we appreciate this project upcoming,
8 and we ask for your support.

9 Overall, I ask for and seek your partnership and
10 support to address safety on our two main corridors running
11 through Hopi land. Arizona State 264 and Arizona State 87.
12 Both of these corridors have really been unattended for numerous
13 years. We have various issues, and we ask that we're not -- we
14 are not forgotten, and we ask for your support in addressing
15 safety throughout this area. And so again, it's my pleasure to
16 come before you, and thank you for your support.

17 CHAIRMAN CUTHBERTSON: Thank you.

18 Steve Nelson, a citizen from Flagstaff wishes to
19 speak on the dark -- Flagstaff Dark Skies Coalition.

20 STEVE NELSON: Good morning, Mr. Chairman, and
21 board members. My name is Steve Nelson. I'm a member of the
22 Flagstaff Dark Skies Coalition. I'm a long-time resident of
23 Flagstaff. I was a public school teacher for 28 years. I'm
24 also a member of the Standing Rock Sioux tribe, and I have many
25 friends in Navajo and Hopi country.

1 Well, today I'd like to talk to you, briefly --
2 you're only giving me three minutes -- I'd like to talk to you
3 briefly about our beautiful state, Arizona, and we're all aware
4 of that, but specifically, I'd like to talk to you about the
5 aesthetic of the night. We have daytime, and our tourists that
6 come to our state, they appreciate our state, not only in the
7 daytime, but they come to Flagstaff because Flagstaff, among
8 other things, is the first international dark sky city. I
9 brought with me today a copy of a past issue of *National*
10 *Geographic*. Let me show it to the audience as well. *National*
11 *Geographic*. This is November 2008, and I would like to read to
12 you just a couple of paragraphs.

13 "It was once thought that light pollution only
14 affected astronomers who need to see the night sky in all its
15 glorious clarity. And in fact, some of the earliest civic
16 efforts to control light pollution in Flagstaff, Arizona, half a
17 century ago were made to protect the view from Lowell
18 Observatory, which sits high above that city. Flagstaff has
19 tightened its regulations since then, and in 2001, Flagstaff was
20 declared the first international dark sky city. By now the
21 effort to control light pollution has spread around the globe.
22 More and more cities and even entire countries have committed
23 themselves to reducing unwanted glare."

24 Just one more paragraph. I'm talking to you
25 about the aesthetic of the night and light pollution that we can

1 control, and we don't have to make our nighttime into daytime.

2 "Of all the pollutions we face, light pollution
3 is perhaps the most easily remedied. Simple changes in lighting
4 design and installation yield immediate changes in the amount of
5 light spilled into the atmosphere and often immediate energy
6 savings."

7 In other words, it can be cost effective to
8 control the amount and type of lighting that we put at our
9 interchanges. And I've driven up to the North Rim of the Grand
10 Canyon many times, and when I drive through Cameron, in recent
11 years, a set of masts with incredibly bright lights have been
12 placed at the interchange in Cameron. I hope that in the future
13 we can consider bringing down those lights so that we can walk
14 out at night, so our tourists can walk out at night and see the
15 Milky Way and the incredible starry nights of Arizona.

16 Thank you, gentlemen.

17 CHAIRMAN CUTHBERTSON: Thank you.

18 Next, William Senon, also a Flagstaff citizen to
19 talk about dark skies.

20 WILLIAM SENON: Gentlemen, author and lecturer
21 and teacher on science and cultural astronomy, and here in the
22 first dark sky city in the world, Flagstaff, children come from
23 all over the world to hear lectures and to understand why the
24 night sky is important.

25 You have to consider the fact that if you're

1 looking at a five-year plan, imagine 25 years from now. Imagine
2 30 years ago when everybody smoked in restaurants and indoors
3 constantly, and now it's a completely different world, because
4 we've been educated. We're a little bit wiser and smarter.

5 Dark skies is not just a fanciful notion, but
6 it's an actual real environmental issue. Like air pollution and
7 water pollution, it's a quality of life issue. More and more of
8 the world is starting to join us. Where that phenomenon had
9 started here so many years ago, the world is catching up.
10 Ecotourists spend more money and stay longer than any other type
11 of tourists. We, right here, right now, have an opportunity to
12 actually make an impact in the right direction rather than waste
13 a lot of energy and money shining light instead of where it
14 needs to go, shining it up over property lines, light trespass
15 into the sky, causing light pollution. Thank you.

16 CHAIRMAN CUTHBERTSON: Thank you.

17 Garret Silversmith, Division Director of Navajo
18 Division of Transportation.

19 GARRET SILVERSMITH: Good morning, Mr. Chairman,
20 board members, and audience here as well. Thank you for
21 allowing me this opportunity to speak on behalf of the Navajo
22 Nation. I'm Garret SilverSmith, Division Director for Navajo
23 Division of Transportation.

24 Our division is primarily responsible, we aid in
25 the improvement efforts of new construction and reconstruction

1 efforts on our transportation infrastructure across the Navajo
2 Nation, and also, we provide maintenance services as well, too.
3 But I'm only here to speak to the Board on a couple issues here.

4 Thank you in the past for your past efforts and
5 support for providing funding for some various projects across
6 the Navajo Nation. One is we had -- we received an enormous
7 amount from the State of Arizona for our Tuba City airport
8 rehabilitation. Thank you.

9 264, Highway 264 from Ganado to Burnside,
10 reconstruction efforts that were just completed just last year.
11 Highway 264, again, current crack sealing that is going on right
12 now. So we appreciate that. Also, Highway 191, a recent effort
13 that was done just south of Chinle. It was completed last year.
14 Wonderful job. Great job by the construction crew, so thank
15 you. We appreciate that.

16 But I'm also here to -- and a couple more
17 projects that we want to thank you for. One more is the asphalt
18 millings that we received from ADOT just recently. We used that
19 in partnership with Navajo County, Mr. Jesse Thompson and his
20 staff, we just recently completed some asphalt millings lay down
21 for bus turnouts near Dilkon. So thank you for that effort as
22 well, too.

23 Lastly, I want to advocate here for -- it's not
24 on the STIP, but two improvement projects from Highway 264, from
25 Palatka to Low Mountain. 13.5 mile route that is not there, but

1 it's a dirt route. It's a highly-traversed route, so I'm
2 pushing for the advocacy for that to be included sometime in the
3 very near future. It serves both tribes, both the Navajo and
4 Hopi tribe.

5 And also a -- I want to echo the staff or the
6 personnel that were here from Many Farms. I want to advocate
7 for the pavement preservation project as well from -- on Highway
8 191 from Many Farms to Chinle.

9 And then finally, I would -- our division was
10 recently approached by chapters, Dennehotso Chapter and Kayenta
11 Chapter about -- recently about possible efforts of a highway
12 widening project, Highway 164 from Kayenta to Monument Valley.
13 Again, that's a highly-traveled route, so I know that the
14 shoulders are thin, but I'm here on behalf of those chapters as
15 well just to push for the improvement efforts in the widening
16 shoulders from Highway 163 from Kayenta on north to the Monument
17 Valley.

18 So thank you very much for this time, again.
19 Have a great day.

20 CHAIRMAN CUTHBERTSON: Thank you.

21 Mr. Zane James, the Chapter President of the
22 Scenic Byway Routes. Apache County.

23 ZANE JAMES: Good morning. My name is Zane
24 James.

25 (Speaking Navajo.)

1 Thank you, Mr. Chair, and also members of the
2 Transportation Board for allowing me to speak here. I represent
3 the -- I am the chapter president for the Tsaile/Wheatfields
4 Chapter of the Navajo Nation in the central agency of the Navajo
5 Nation. It's home to Diné College, the first Native American
6 college of the United States.

7 I want to say thank you first to Arizona
8 Department of Transportation, specifically a gentleman by the
9 name of Mike Blickenship, who in 2012 spearheaded a road safety
10 assessment on Navajo Route 12. Although it was not a state
11 transportation route, we did coordinate with Mr. Blickenship,
12 Arizona Department of Transportation, Federal Highways, Colorado
13 State University, Apache County, various stakeholders to do a
14 road safety assessment on a stretch of Navajo Route 12 from
15 Wheatfields, Arizona, all the way down into the Round Rock
16 community where Navajo Route 12 adjoins back up to 191 state
17 route.

18 We're happy to say that as a result of that
19 road safety assessment, we have secured \$36 million to redesign
20 and reconstruct Navajo Route 12, and I always say that a lot of
21 that began with the planning of Mr. Blickenship. So thank you
22 for Arizona Department of Transportation assisting us in that
23 way.

24 With that said, the Diné Tah Scenic Byway Route
25 is a route that comes off of I-40 on Navajo Route 12 and leads

1 into the Canyon de Chelly area of Chinle community. One of the
2 things that we would like to do moving forward is to put that
3 Diné Tah Scenic Byway back on the table and start addressing how
4 we, the Navajo Nation, specifically Tsaile/Wheatfields Chapter,
5 can coordinate with Arizona Department of Transportation in
6 really bringing up these routes to standards of -- a couple
7 years ago I drove into Sedona for a wedding with my wife, and I
8 was amazed at the scenic byway route into Sedona. Very nice and
9 very well kept, and we have dreams and aspirations of that for
10 our scenic byway route as well.

11 And I mentioned in my opening that Navajo Route
12 12 leads into Diné College. Diné College is -- if you're not
13 aware, is home to many students from not just the Navajo Nation,
14 but across the universe who come there to study. So that is our
15 dream moving forward, and a lot of the planning, again, begin
16 with Arizona Department of Transportation.

17 We want to thank you, and as my colleagues from
18 -- my brother from the Hopi Nation said, we'd like to extend
19 that same courtesy invitation to your -- to you members as well
20 at some point. We'd like to see you come on to the
21 Tsaile/Wheatfields community, maybe to the Diné College. That
22 invitation is always open.

23 So thank you again, and welcome to Mount -- San
24 Francisco Peak. Dook'o'oosliid is one of the four sacred
25 mountains of Navajo Nation, and welcome to this area. Thank you

1 again, and God bless each and every one of you. Thank you.

2 CHAIRMAN CUTHBERTSON: Thank you.

3 Clarinda Vail. She's a citizen to talk about --
4 let's see. Grand Canyon Chamber and Visitors Bureau. Okay.

5 CLARINDA VAIL: Hi. Hello. Good morning. I'm
6 Clarinda Vail, lifelong resident of the Grand Canyon/Tusayan
7 area. I'm also the president of the Grand Canyon Chamber and
8 Visitors Bureau.

9 First of all, I also sat on the Grand Canyon
10 Airport Committee and would like to reiterate kind of the
11 confusion serving on that committee has been. Any comments
12 that were received, we never saw changes in the documents to
13 them, never received a change to the -- any changes.
14 Afterwards, didn't really even understand where some of the
15 things were, some of the other obligation easements and stuff
16 that you've made other agreements with locally that I provided
17 information for, I've never received anything back. So I
18 would also like to say I'm a little confused in that process
19 going on with the airport.

20 I'm here today to speak to the Highway 64 and
21 180. Just about every trip that I come down, including today,
22 at Milepost 116, there was a bus in my lane. It's -- almost
23 every single person on that highway has not traveled it before.
24 They're all tourists. They don't know it, and it's a very, very
25 dangerous road. I have watched countless friends, family

1 members, local children be killed on both Highway 64 and 180.
2 And we became a headlight highway, I think it was about 25 years
3 ago or more, and that was about three or four million visitors
4 ago that in -- I think that all we had added during that time is
5 one passing lane.

6 Grand Canyon, as you all know, is really the
7 heart of our tourism in Arizona, and we have tourists being very
8 frustrated often, in lines and behind slow moving motor homes
9 and all kind of things without passing lanes, and I feel that
10 I've watched all kinds of other local highways gets lots of
11 other improvements since we have had many improvements to -- to
12 such an important area for all of our local communities.

13 There was a regional meeting this week at the
14 canyon where we discussed many -- lots of the Park Service,
15 Forest Service. Many agencies were involved where we discussed
16 extra lanes that can go from Grand Canyon to Tusayan to help
17 some other things. All kinds of different traffic things that
18 we will be preparing a letter for you before your comment period
19 is up to talk about some of those things.

20 I don't know much about the safety corridors, but
21 I think that that is one thing for you to consider, for it to be
22 designated a safety corridor. Other passing lanes. Whatever
23 the numbers that we have there with over 6 million visitors
24 already, maybe seven coming this year very soon, whatever the
25 numbers justify, that we need to do improvements to that road,

1 both Highway 64 and 180. I think we have the numbers to justify
2 it, and I hope that this board will really be considering that
3 main artery coming to the heart of our Grand Canyon tourism
4 area. And I thank you for your service to our state.

5 CHAIRMAN CUTHBERTSON: Thank you.

6 Okay. Having worked our way through the pile of
7 yellow cards, that will conclude the call to the audience for
8 the five-year plan comments. We will have another call to the
9 audience when we start our regular board meeting.

10 So we'll move along. Board Member Thompson, do
11 you have a --

12 MR. THOMPSON: May I introduce an individual in
13 the audience I'd like to acknowledge?

14 CHAIRMAN CUTHBERTSON: Yeah. Yeah. Okay.

15 MR. THOMPSON: Acknowledge the presence of a
16 representative from the Congress man of (inaudible). Thank you
17 for being here.

18 UNIDENTIFIED SPEAKER: Thank you.

19 MR. THOMPSON: He's a former Arizona state
20 (inaudible) legislature, sir.

21 CHAIRMAN CUTHBERTSON: Okay. Thank you, board
22 member.

23 So we'll move along to the public hearing. This
24 will be the second of three consecutive hearings for the
25 2019-2023 Tentative Five-Year Program Facilities Construction

1 Program recommendations that were supplied by ADOT. And I'll
2 remind board members that we've had a chance to look at these
3 and discuss them before we went over that. So we'll be rolling
4 this out hopefully in a very consistent way to the three
5 different audiences over the next three months, and so this
6 isn't really the time to -- if you have questions or discussion
7 on the items that are presented, that's fine, but you know,
8 we'll wait until we've rolled it out to all three members, and
9 then we'll have an opportunity to discuss them more --
10 particular changes or things like that that we want to make. So
11 that will come in our main board meeting. So any questions
12 about how that will work?

13 Okay. Hearing none, Mr. Greg Byres, the Division
14 Director of the Multimodal Planning Division will provide us
15 with staff's recommendation for the fiscal year 2019-2023 ADOT
16 Tentative Five-Year Transportation Facilities Construction
17 Program.

18 MR. BYRES: Thank you, Mr. Chairman, board
19 members. I'll address Items A through E in the agenda with this
20 presentation.

21 So I'm going to go through the background, the
22 overview of asset conditions, our P2P process, which is planning
23 to programming, tentative five-year highway delivery program,
24 our MAG tentative program, the PAG tentative program, our
25 airport program, as well as the next steps of reviewing our

1 five-year program altogether.

2 So just as part of the background, this was
3 developed collaboratively between the State Transportation
4 Board, all of our divisions within ADOT, as well as our regional
5 partners. It demonstrates how federal and state dollars will be
6 obligated over the next five years and planned for in the
7 following five years. This plan is approved on an annual basis,
8 and is a -- starts on a fiscal year of July 1. The entire plan
9 must be -- or not the entire plan. The plan has to be fiscally
10 constrained upon its completion.

11 So just a quick overview of the assets that we're
12 talking about. Our current highway system infrastructure is
13 roughly valued at \$21.5 billion. However, the replacement value
14 is upwards of about \$200 billion.

15 So just looking at the different conditions of
16 our assets. If we start with the bridge condition, if you look
17 at our -- that pie chart. We've got 57 percent that's in good
18 condition, 42 percent that's in fair condition, and about 1
19 percent that's in poor question.

20 Looking at the interstate highway system, the
21 pavement conditions, again, if you look at the pie chart, we're
22 at about 32 percent fair condition, 67 percent good condition,
23 and about 1 percent in the poor condition.

24 The non-interstate highway system, we're at about
25 46 percent in the fair condition, 52 percent in the good

1 condition, and about 2 percent in the poor condition.

2 So looking at the -- as we go through this,
3 there's a couple of terms that we're going to utilize. I just
4 want to make sure that we've got the definitions defined.
5 Preservation is the investment to keep pavement smooth and
6 maintain bridges. Modernization is the non-capacity investment
7 that improves safety and operations. And expansion is
8 investment that adds capacity to the highway system. Those are
9 kind of important just as we kind of go through the different
10 investment categories.

11 So looking at our five-year program, 2019 through
12 2023, you'll see that our -- the past target that we were
13 looking for in preservation was \$260 million a year, which we've
14 -- if you look at 2021, we've achieved that, but with the long
15 range transportation plan that was approved by this board, we
16 bumped that target up to 320 million, which is the black line
17 that you see across this slide. But however, we still have
18 expansion projects. We still have development projects,
19 modernization projects, along with those preservation projects.

20 So part of our P2P or just kind of an explanation
21 of our P2P, our planning to programming, how it works and how
22 projects get into our program, we start off with collecting all
23 the different projects, and those come out of our corridor
24 studies. They come out of all of the different studies that we
25 do, as well as coming from different entities, the districts,

1 the MPOs, the COGs and so the forth. So we get a massive number
2 of projects that come through.

3 We take and categorize each of these projects
4 into modernization, expansion, preservation and non-highway
5 modes. Then once we get them all categorized, we take and start
6 the process of going through and ranking the projects in each of
7 the different categories. Once we've got those ranked, we take
8 and prioritize them as well. So it's a pretty engaging system.

9 So as part of the process of trying to rank the
10 projects, we basically break out four different categories that
11 we score these projects in, the technical score, the policy
12 score, safety score and district scores. Each of these are
13 evenly distributed at 25 percent each.

14 Once we take and have ranked these projects, we
15 take and compare them to the long range transportation plan
16 recommendations as far as breaking them into the different
17 investment categories, and that's how we take and put them into
18 our five-year program. That's kind of a quick synopsis of how
19 our P2P process works.

20 So looking at a comparison of the previous five-
21 year program to this tentative program, you'll see that there's
22 -- they're basically about the same. There's a 1 percent change
23 between expansion and preservation between the two. But
24 otherwise, we basically just maintain the extension of the
25 existing five-year program.

1 If you go through the different investment
2 categories that we have in the greater Arizona area, we're
3 looking at 17 percent expansion, 20 percent modernization, and
4 63 percent preservation.

5 We start off in the FY '19, just to give you a
6 few examples of the expansion projects. We have the 189 project
7 down in Nogales. We have the 93 project, which includes the
8 West Kingman design, West Kingman TI design, as well as I-17,
9 which runs from Anthem to Sun Point -- Sunset Point. There's
10 also a portion of that included in the MAG region, which they
11 are funding as well.

12 In FY '20, the expansion projects that we have
13 there include the Fourth Street bridge project here in
14 Flagstaff, which is a 50/50 match between the City and the
15 funding coming from ADOT. We also have a couple of 93 projects,
16 including the West Kingman TI and right-of-way for that, as well
17 as the gap project, the US-93 gap project. We also have --
18 again, there's modernization and preservation projects in each
19 of these years.

20 Looking at FY '21 and FY '22, FY '21 being the
21 column that you see on the left, '22 on the right, the numbers
22 are really hard to see on the bottom. But we also have
23 expansion projects that include SR-69, Prescott Lakes Parkway.
24 We also have, again, US-93, Cane Springs design project. The
25 SR-260 Lion Springs design project, and again, the I-17 Anthem

1 to Sunset Point, as well as the wide -- you'll see here there's
2 also additional funding noted from -- that's coming from MAG as
3 part of that project.

4 This is kind of a -- just a quick overlay of the
5 segments of I-17 project that we're talking about that run
6 from -- segment one that starts at the northern edges of the
7 Phoenix region on I-17, running all the way up to Cordes
8 Junction, but we're stopping the project at Sunset Point.
9 Looking at the different funding that we have. The 62.4 million
10 that runs through FY '21, 65.9 million running through FY '22.
11 And again, the 50 million that's coming out of the PAG region.

12 So FY '23, expansion projects. We're looking at,
13 again, the projects on 93, the Cane Springs project, as well as
14 the Big Jim Wash design that would be started in '23. And then
15 the 260 project, the Lion Springs project is currently scheduled
16 for FY '23.

17 Looking out in the developing years, again, we
18 still have some expansion projects that are extending out
19 through '27. In 2028, we basically on the -- the statewide
20 region, we've basically zeroed out our expansion projects, which
21 falls in line with the long range transportation plan. But we
22 still have in 2024 the 93 projects, 2025, we still have 93. We
23 have an I-19 project out in 2026, as well as I-10 that we're
24 looking at in 2027. That's the last section of the I-10 between
25 Tucson and Phoenix that is still two lanes in each direction.

1 In the MAG region, again, MAG does its own
2 planning, and we have taken -- put their planning into our
3 program. They have projects on I-10, I-17, State Route 24,
4 State Route 30, US-60, State Route 85, on the Loop 101, the Loop
5 202, as well as the 303.

6 In the PAG region, they also do their planning,
7 and we've taken and incorporated into our program. And they
8 have projects on I-10, I-19, State Route 77, State Route 87, and
9 State Route 210.

10 As part of the program, we also include our
11 airport capital improvements program. For 2018, we took and
12 postponed several of our airport programs, including the
13 state/local program as well as our APMS program and our loan
14 programs. The only active program we did have was our
15 federal/state/local program, which was funded at 3.5 million.

16 In 2019, we're bringing back our APMS program, as
17 -- which will be funded out of \$5 million. We're also bumping
18 our FSL program. It's now going to be at roughly about \$5
19 million as well.

20 For the Grand Canyon National Park Airport, it's
21 being funded at 785,000, and ADOT airport development, which is
22 at 800,000.

23 The next steps that we have in going through this
24 process for the five-year program, we have previous projects in
25 Sahuarita, we're having this one here. Our next hearing will be

1 May 18th in Phoenix, with a study session June 5th in Phoenix.
2 The final program to the State Transportation Board is on June
3 15th. That will be presented in Globe, and the program must be
4 delivered to the governor by June 30th, with our fiscal year '19
5 beginning July 1st.

6 So that concludes my presentation to the Board.

7 CHAIRMAN CUTHBERTSON: Okay. Board Member
8 Stratton has a question, I believe.

9 MR. STRATTON: Yeah. Thank you, Mr. Chairman.

10 Last year just due to my lack of my own
11 knowledge, there was some misunderstanding about a couple of
12 projects with myself and staff. So for my own edification,
13 today the mayor of Flagstaff said they had passed an IGA
14 Tuesday, I believe. Does that take care of all the paperwork
15 necessary between ADOT and Flagstaff, and is all the paperwork
16 for -- between ADOT and CYMPO done for those two projects, the
17 Fourth Street and SR-69?

18 MR. BYRES: I'm not real familiar with it, but as
19 far as I know, that basically sets the basis for funding at
20 50/50 for the project.

21 MR. STRATTON: Okay.

22 MR. BYRES: With a limited amount.

23 MR. ROEHRICH: Mr. Chair, Mr. Stratton, if I
24 could, the IGA, the agreement that the City of Flagstaff did
25 this week was for the design. It was to accelerate and then

1 fund the design. So the IGA for the construction is still -- we
2 have a -- if you will, a memorandum of understanding or
3 agreement between them, but the IGA has not been completed. So
4 that's still going to have to happen before construction.

5 But again, realizing that that's a couple years
6 down, as now we start the design process, then we will move in
7 to that construction IGA as we get the design better, we get the
8 dollars more solidified so we can finalize that.

9 CHAIRMAN CUTHBERTSON: State Route 69, I believe,
10 I don't know. Did we (inaudible)?

11 MR. ROEHRICH: That as well was a design IGA.
12 There's -- we still have to do one for construction. The
13 construction funding comes later on.

14 MR. STRATTON: But what is necessary to keep it
15 in the five-year plan has been completed?

16 MR. ROEHRICH: Mr. Chair, Mr. Stratton, we have
17 completed the paperwork necessary to date for the phases that we
18 are working on, yes.

19 MR. STRATTON: Thank you very much.

20 CHAIRMAN CUTHBERTSON: Okay. Thanks.

21 Yeah. Board Member Hammond.

22 MR. HAMMOND: Am I on? Am I live?

23 MR. BYRES: Yes.

24 MR. HAMMOND: Just a question. We're saving this
25 in the -- in the PAG region on bidding coming in, 10, 15, 20

1 percent higher. Contractors are very busy. I'm curious how
2 ADOT has taken into consideration, I think, some of this obvious
3 increasing in pricing when it's valuing the projects as we go
4 forward. Has there been a conscious effort to recognize the --
5 this phenomenon, and it's probably not going to go away for
6 awhile?

7 MS. WARD: Yes. Excuse me, Mr. Chair.

8 CHAIRMAN CUTHBERTSON: Yes. Yes, please.

9 MS. WARD: Mr. Hammond, yes, that is a standard
10 part of our process to apply -- to -- we'd get assistance from a
11 contractor, HGR, to get escalators in to account for increasing
12 costs. Does that -- excuse me, Mr. Chair. Does that answer
13 your question?

14 MR. HAMMOND: Yes. I had noted the amount of
15 agenda items today, that they're significantly over budget, and
16 my sense is that's going to be the new norm moving forward. So
17 we have to be careful that we don't come in so short that we
18 have to start cutting some of these fine projects that we're
19 projecting.

20 MS. WARD: I appreciate your concern. Thank you.

21 CHAIRMAN CUTHBERTSON: Board Member Sellers,
22 question?

23 MR. SELLERS: Thank you, Mr. Chair.

24 Maybe a comment or perhaps even a little bit of a
25 question that really was brought home to me with the magnitude

1 of the South Mountain Freeway project. When we talk about MAG
2 setting their own funding priorities and PAG, and as these
3 different regions come up with additional funding, how does ADOT
4 compensate for the additional effort that they're going to have
5 to put in to addressing those new funds coming into the general
6 transportation infrastructure funding system?

7 MR. HALIKOWSKI: Mr. Chairman, Mr. Sellers, I
8 think that's an excellent question, and it's a policy question
9 we're currently wrestling with, because as you know, in the MAG
10 region, the Regional Area Road Fund was largely designed and
11 spent for construction, and ADOT -- the way the agreement worked
12 was in charge of the maintenance and upkeep of those facilities.
13 But as we continue into the new era and into Prop 500, it's
14 becoming increasingly difficult, given our revenue stream, to
15 maintain and modernize those facilities, especially as you start
16 looking at some pieces of the regional freeway system. Pumps,
17 for instance, go back to the 1960s. So it's an excellent
18 question and one that obviously we're going to have to have more
19 discussion on as we move further.

20 MR. SELLERS: Thank you.

21 CHAIRMAN CUTHBERTSON: Any further questions?

22 Okay. Hearing none -- well, thank you,

23 Mr. Byres.

24 MR. BYRES: Uh-huh.

25 CHAIRMAN CUTHBERTSON: We've been -- worked

1 through all the items on the agenda for the public hearing.
2 Looking for a motion to adjourn the public hearing on the
3 2019-2023 Tentative Five-Year Transportation Construction
4 Program.

5 MR. THOMPSON: I would so move.

6 MR. KNIGHT: Second.

7 CHAIRMAN CUTHBERTSON: Okay. Moved by Board
8 Member Thompson, seconded by Board Member Knight.

9 All in favor say aye.

10 BOARD MEMBERS: Aye.

11 CHAIRMAN CUTHBERTSON: Any opposed, say nay.

12 The motion passes. The public meeting -- public
13 hearing is adjourned.

14 (End of excerpt.)
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Adjournment

A motion to adjourn the April 20, 2018 State Transportation Board public hearing was made by Board Member Thompson and seconded by Board Member Knight. In a voice vote, the motion carried.

Meeting adjourned at 10:20 a.m. MST.



William F. Cuthbertson, Chairman
State Transportation Board



John Halikowski, Director
Arizona Department of Transportation