

**STATE TRANSPORTATION SPECIAL BOARD MEETING  
AND STUDY SESSION  
Tuesday, June 5, 2018 at 9:00 a.m.  
Human Resource Development Center (HRDC)  
Grand Canyon Room  
130 N. 22nd Avenue  
Phoenix, AZ 85009**

**BOARD MEMBERS IN ATTENDANCE:**

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

**Pledge**

The Pledge of Allegiance was led by Board Member Sellers.

**Roll call by Board Secretary Linda Priano**

All members were in attendance. There were approximately 30 people in the audience.

**Opening Remarks:** Chairman Cuthbertson welcomed everyone to the special board meeting and study session. Chairman Cuthbertson stated he would do the call to the audience for the study session once the special board meeting was adjourned and the study session begins.

**Title VI of the Civil Rights Act**

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

ARIZONA STATE TRANSPORTATION BOARD  
SPECIAL MEETING AND STUDY SESSION

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Human Resource Development Center (HRDC)  
Grand Canyon Room  
1130 North 22nd Avenue  
Phoenix, Arizona 85009

June 5, 2018

PREPARED FOR:  
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

JUNE 6, 2018 STUDY SESSION

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CALL TO THE AUDIENCE:

PAGE:

Craig H. McFarland.....7

Bruce Bracker.....9

Dr. Marcelino Varona, Jr.....10

Greg Lucero.....12

Richard Rubin.....15

Lance Jungmeyer.....18

Guillermo Valencia.....20

Miles Begay.....21

Mike Humphrey.....22

Minerva Peters.....25

Cecilia McCollough.....27

Shellie Ginn.....28

Rob Corbin.....28

Paul Ward.....29

Bertha Melendez.....31

Anne Rogers.....32

Robert Trumbull.....37

Mary Trumbull.....37

Rudy Molvera.....37

1 (Beginning of excerpt.)

2

3 CHAIRMAN CUTHBERTSON: There's normally a call to  
4 the audience. There is no request for comment on the special  
5 board meeting. So we'll hold on the request for comments on the  
6 study session until we starting that meeting.

7 So with that, we'll move on to Item 1 on the  
8 agenda. Greg Byres, the division director of the Multimodal  
9 Planning Division will present recommended PPAC changes to the  
10 Board, including consideration of changes to the 2018-2022 State  
11 Transportation Facilities Construction Program. For  
12 consideration and possible action by the Board.

13 MR. BYRES: Thank you, Mr. Chairman, board  
14 members.

15 The PPAC committee brings forth a total of -- I  
16 think we've got a total of 11 -- or I'm sorry -- 14 items. So  
17 I'd kind of like to do this in three different sections.

18 Item 1A is an adjustment. There is a transfer of  
19 balances to the Statewide Contingency Fund, and PPAC brings that  
20 forward with a recommendation of approval to the Board.

21 CHAIRMAN CUTHBERTSON: Any comments or --

22 MR. HAMMOND: I make a motion to approve.

23 CHAIRMAN CUTHBERTSON: Okay. I've got a motion  
24 to approve by --

25 MR. SELLERS: Second.

1 CHAIRMAN CUTHBERTSON: -- Board Member Hammond,  
2 second by Vice Chair Sellers. Any discussion?

3 Okay. The item's been properly moved and  
4 seconded. In all in favor signify by saying aye.

5 BOARD MEMBERS: Aye.

6 CHAIRMAN CUTHBERTSON: All opposed, nay.

7 The ayes have it. Motion passes.

8 MR. BYRES: The next items I bring forward is  
9 Items 1B through 1I. These are modifications to the program.  
10 Again, this comes forward with a recommendation of approval from  
11 the Priority Planning Advisory Committee.

12 CHAIRMAN CUTHBERTSON: Comments or questions by  
13 staff?

14 MR. SELLERS: Move for approval.

15 MR. STRATTON: I vote -- second.

16 CHAIRMAN CUTHBERTSON: Moved to approve by Vice  
17 Chair Sellers, seconded by Board Member Stratton.

18 All in favor to accept and approve the project  
19 modifications Items 1B through 1I -- 1B through 1I, signify by  
20 say aye.

21 BOARD MEMBERS: Aye.

22 CHAIRMAN CUTHBERTSON: All opposed, nay. The  
23 ayes have it. Motion passes.

24 MR. BYRES: And the last items that we're  
25 bringing forward is Items 1J through 1N. These are new projects

1 that would be coming forward into the program. Again, these  
2 come forward with the recommendation of approval from the  
3 Priority Planning Advisory Committee.

4 CHAIRMAN CUTHBERTSON: Questions? Do I have a  
5 motion to accept and approve new project Items 1J through 1N as  
6 presented?

7 MR. STRATTON: So moved.

8 CHAIRMAN CUTHBERTSON: Moved by Board Member  
9 Stratton.

10 MR. ELTERS: Second.

11 CHAIRMAN CUTHBERTSON: Seconded by Board Member  
12 Elters.

13 All in favor signify by saying aye.

14 BOARD MEMBERS: Aye.

15 CHAIRMAN CUTHBERTSON: Opposed, nay.

16 Ayes have it. The motion passes.

17 MR. BYRES: Thank you.

18 CHAIRMAN CUTHBERTSON: Thank you.

19 So we've addressed all the items on the special  
20 agenda. Is there a motion to move -- to adjourn the June 5th  
21 special meeting of the State Transportation Board?

22 MR. STRATTON: So moved.

23 CHAIRMAN CUTHBERTSON: Board by Board Member  
24 Stratton.

25 MR. THOMPSON: Second.

1                   CHAIRMAN CUTHBERTSON:  Seconded by Board Member  
2 Thompson.  The motion carries.  The special meeting is  
3 adjourned.

4                   (Special meeting adjourned.)

5                   CHAIRMAN CUTHBERTSON:  Okay.  So we'll move  
6 straight into the study session, and we'll begin with a call to  
7 the audience.  As always, if you have comments that you'd like  
8 to make, fill out one of the white forms here.  I have a large  
9 stack of these forms, so a lot of interest in comments.  I'll  
10 remind speakers that we have a three minute time limit on the  
11 comments, and as many speakers as we have today, it will be  
12 important for us to impose it and we will.  So please do not run  
13 over, and if so, we'll ask you to wrap your comments up and  
14 allow somebody else a chance.

15                   So I'll begin with the first speaker, Craig  
16 H. McFarland, Mayor of the City of Casa Grande.

17                   CRAIG MCFARLAND:  Sorry.  It's hard to hear you  
18 guys back there.

19                   MR. ROEHRICH:  You've got to get the mic real  
20 close.

21                   MR. MCFARLAND:  Does it work?

22                   UNIDENTIFIED SPEAKER:  It works.

23                   MR. MCFARLAND:  Good morning, Mr. Chair and board  
24 members and Director Halikowski.  Good to see you this morning,  
25 and ADOT staff.  My name is Craig McFarland.  I am the mayor of

1 Casa Grande, and I'm here this morning to talk to you about the  
2 Kortsen TI, which I have spoken to you all before in hopes that  
3 we can get it on the five-year plan.

4 Also, Director, thank you for issuing the RFP.  
5 It came out last year. We appreciate that so we can get started  
6 maybe on the I-10 piece as well. So thank you.

7 The City of Casa Grande would like to request  
8 that the Kortsen traffic interchange be added to the tentative  
9 ADOT five-year transportation construction program. The purpose  
10 of the Kortsen TI is vital. It's a missing link, really, for  
11 our east/west connections to the east side of our community, and  
12 as it's becoming a more important connection route for the Sun  
13 Corridor MPO as well.

14 It connects our east/west -- east side and west  
15 side. It also provides linkage for pedestrian transit. It's  
16 also the major form of transportation for on/off and I-10. It  
17 provides additional connections between Casa Grande and Coolidge  
18 and Maricopa. It ties our planned future Coolidge Parkway to  
19 I-10. The travel demand forecast for the Florence -- Florence  
20 Boulevard and McCartney traffic interchanges actually will be  
21 over capacity by 2025. So construction of the Kortsen TI will  
22 effectively extend the life of those two interchanges to 2040.  
23 It also relieves traffic pressure on State Route 287 by  
24 providing an alternate route.

25 Significant improvements access and rapidly

1 developing east side of Casa Grande with our Phoenix mark  
2 actually picking back up. That interchange will be a vital  
3 route to that facility. It provides redundancy in reducing  
4 transit times, public safety response for our public safety.

5           The amount and estimated for the NEPA and design  
6 construction for the Kortsen TI, including the approaches, is  
7 \$30.2 million. The City of Casa Grande has programmed 2.7  
8 million, and Pinal RTA has 20.8 million. Today I'm requesting  
9 that ADOT program \$7 million for construction to be -- to make  
10 the project whole so that we can complete it. And I strongly  
11 urge the Board and include -- to include the project in the  
12 tentative ADOT five-year transportation construction program.

13           And I just want to really again thank you all for  
14 everything you do. I know that this is a high paid job, and  
15 that you all deserve a great deal of thanks for everything you  
16 do for the state. So thank you.

17           CHAIRMAN CUTHBERTSON: Thank you.

18           Next is Bruce Bracker, County Supervisor for  
19 Santa Cruz County.

20           BRUCE BRACKER: Good morning, Chairman  
21 Cuthbertson and members of the Board. There's a large Santa  
22 Cruz County/Nogales contingent today, so I will keep my remarks  
23 short. We have worked very hard with ADOT in trying to build  
24 the 189 plan for both northbound and southbound, and we truly  
25 appreciate your consideration of both this morning. Thank you

1 very much.

2 CHAIRMAN CUTHBERTSON: Thank you.

3 Marcelino Varona, Junior, Nogales City Council.

4 MARCELINO VARONA, JUNIOR: Good morning, members  
5 of the Board. My name is Dr. Marcelino Varona. I am a member  
6 of the Nogales City Council. I am also a member of the  
7 governing board of the Nogales Unified School District and the  
8 Santa Cruz County Provisional Community College Board. I am  
9 also here joined by Councilman Greg Lucero, who will also be  
10 addressing you this morning.

11 I stand before you today to urge you to support  
12 the full build out of SR-189 project. This is a local project  
13 with regional and binational implications. This project is  
14 essential on many fronts. The volume of traffic on Mariposa  
15 Road to and from I-19 continuously backs up. It is not uncommon  
16 to wait for several cycles of the stoplights before being able  
17 to proceed. When you hear this, please do not hear this as a  
18 simple complaint from a local resident. But rather, see it as  
19 forcing thousands of trucks that are servicing just  
20 anti-manufacturing supply chains and billions of pounds of fresh  
21 produce that is designated for store shelves all over North  
22 America. Waiting for three or four cycles of lights does not  
23 seem like much, but when you multiply by the thousands of cars  
24 and trucks that line up every day, the backups quickly add up to  
25 the major congestion, and idling trucks and cars have a definite

1 negative impact on the air quality in the entire community.

2 It used to be that we would have heavy truck  
3 traffic for about three or four months of the year. But with  
4 the expansion of the maquila industry and fresh produce, we now  
5 constantly see 1,200 trucks per day in each direction. And for  
6 about six months of the year, that number grows to 1,800 to  
7 2,000 per day.

8 Mariposa Road is also the main access point for  
9 our high school, and thousands of students in buses, cars, or on  
10 foot must intermingle with thousands of fully-loaded trucks  
11 every day. We live with a constant fear of accidents between  
12 trucks and our student body and their families. This situation  
13 is simply untenable. As a former principal of Nogales High  
14 School, I have personally had to deal with the complaints and  
15 consequences of this situation. The full build out brings the  
16 much-needed grade separation to ensure the safety of our  
17 students and their parents that transverse Mariposa Road every  
18 day.

19 Earlier this year we heard extensively from the  
20 trucking industry about how unfair it would be to assess an axle  
21 fee on trucks that cross the border. But with the truckers are  
22 going to be among the biggest beneficiaries of this project.  
23 With the new e-logs for truck drivers, every minute is literally  
24 of great importance to a driver.

25 The modernization of SR-189 will also bring great

1 safety enhancements for truckers that rely on this road to  
2 access to and from I-19.

3 Let me make one final point. Arizona is in  
4 competition with California, New Mexico and Texas for trade and  
5 tourism with Mexico. The Mexican government recently completed  
6 a new connector between Mazatlan and Durango, allowing produce  
7 trucks from Sinaloa and Nayarit to use the road to access the  
8 U.S. market via the Texas border.

9 CHAIRMAN CUTHBERTSON: Dr. Varona, if you could  
10 start finishing up your comments.

11 MARCELINO VERONA, JUNIOR: Texans are also  
12 continuously visiting Sonora, Sinaloa, Nayarit and selling their  
13 borders over ours. New Mexico is also investing heavily to  
14 expand Santa Teresa, Columbus ports of entry. All California is  
15 now deploying the unified cargo processor for trucks, a system  
16 that was created in Arizona.

17 Our traditional commercial corridor with Mexico  
18 is under attack, and we must invest in our infrastructure. If  
19 we fail to do that, I fear that we will see Arizona lose market  
20 share in Mexico, trade and tourism, and we lose the relative  
21 investment and the jobs that we so desperately need. Thank you.

22 CHAIRMAN CUTHBERTSON: Greg Lucero, Council  
23 Member, City of Nogales.

24 GREG LUCERO: Good morning, Mr. Chairman, members  
25 of the Board. My name is Greg Lucero. I am a member of the

1 Nogales City Council and the Nogales Unified School District  
2 governing board. I'm also vice president of Arizona Minerals, a  
3 Canadian mining company that has started operation on a new  
4 lead, zinc, silver and manganese mine just outside of Nogales.

5           On behalf of Arizona Mining, I wanted to inform  
6 you that once we are fully operational, we expect between 150  
7 and 200 trucks will be using portions of I-19 and SR-189 to  
8 cross at Mariposa port of entry into Mexico 24/7, in both  
9 directions for the next 30-plus year. We expect to be at full  
10 capacity by the end of 2020. To put this into perspective, our  
11 project will add about 110,000 more trucks per year to SR-189.  
12 I suspect that the studies that were conducted to justify the  
13 investments in SR-189 did not take this new volume into  
14 consideration, but it will soon be a reality.

15           Arizona and the federal government have invested  
16 over 250 million to date to modernize the Mariposa port of  
17 entry. The modernization completed in 2013 expanded this port  
18 from 4 car lanes to 12, from 4 truck lanes to 8, from 20 truck  
19 docks in secondary inspection to 56, and has a fully-dedicated  
20 pedestrian crossing facility, where before people had to walk  
21 between cars to get to customs officers.

22           This is all also part -- the first part of the  
23 entire U.S. border that has a dedicated bus lane. This port  
24 also has the latest in design and is full of innovative  
25 technologies that make it one of the most efficient ports on the

1 U.S. border. U.S. Customs and Border Protection and GSA have on  
2 multiple instances expressed that the port of entry is ready for  
3 growth, but that without major investments on SR-189, we are  
4 simply moving the bottleneck from one location to another.

5 Over the past five years, according to the U.S.  
6 Department of Transportation, the Mariposa port of entry  
7 processed close to 20,000 more trucks per year, from 311,000 in  
8 2013, to 333,000 in 2017. That's over a 7 percent growth. But  
9 this is only northbound data. The reality is that you have to  
10 double that number to account for both north and southbound  
11 traffic to get a better picture of what happens at the port of  
12 entry and on SR-189. That means that we are processing over  
13 650,000 trucks at Nogales.

14 By the way, this -- sorry about that.

15 MR. ROEHRICH: (Inaudible) and you're all done?  
16 Hey, that counts towards your time, buddy. That counts towards  
17 your time.

18 GREG LUCERO: I get to start over?

19 By the way, this is does not include the impact  
20 from our mining project. CBP estimates that over 26 billion  
21 worth of goods cross at Nogales each year.

22 While Mexico invested in the Mazatlan-Durango  
23 corridor, Director Halikowski fought for the Mexican government  
24 to invest on Mexico Highway 15 that connects Nogales to Mexico  
25 City. The Mexican government is finishing close to \$2 billion

1 in improvements, including bypasses at Guadalajara, Tepic,  
2 Mazatlan, Culiacan, Ciudad Obregon and Hermosillo, and  
3 converting the entire portion of MX 15 through Sonora, from  
4 pavement to concrete, making the trip for truck from Mexico City  
5 to Nogales faster, by some estimates as much as 12 hours or  
6 more.

7 Our corridor is poised for --

8 CHAIRMAN CUTHBERTSON: Mr. Lucero, if you could  
9 please start wrapping up you comments.

10 GREG LUCERO: The physical demands on SR-189  
11 cannot be overstated. Without an effective, efficient and safe  
12 connector between I-19 and the Mariposa port of entry, SR-189  
13 will be the bottleneck for the corridor. The full build out  
14 ensures that we can continue to grow and compete against Texas,  
15 New Mexico and California. Thank you.

16 CHAIRMAN CUTHBERTSON: Richard Rubin, Maquila  
17 Board of Directors, spokesman for INDEX (inaudible) Nogales.

18 RICHARD RUBIN: Mr. Chairman, members of the  
19 Board, my name's Richard Rubin, and I am representing INDEX  
20 Nogales, which is the maquila association, as well as my  
21 company, Javid de Mexico, Javid LLC, which is a shelter company  
22 in Mexico. I also sit on the Board of Directors of the Nogales  
23 Port Authority and Economic Development Foundation. Four -- I  
24 have four free jobs besides working my regular business.

25 The maquila industry is the single largest

1 industry in all of Mexico, shipping over 255 billion, that's  
2 with a B, at cost back to the United States of America. The  
3 maquiladora industry is the largest industry in Mexico, larger  
4 than oil and tourism combined. Here in Nogales, at the port of  
5 entry, the maquiladora industry is shipping \$23 billion annually  
6 across the border at cost.

7           The merchandise in our trucks is extremely time  
8 sensitive. As the more turns they can get, the more product  
9 their customers can purchase and sell. Every minute we gain in  
10 efficiency translates into increased revenues, and this can only  
11 be done if we continue to improve our infrastructure through  
12 better roads, as we have done by the \$250 million investment  
13 made at the port -- the Mariposa port of entry by U.S. Customs,  
14 the most modern port of entry along the entire U.S./Mexican  
15 border.

16           We have over 100 maquiladoras just in Nogales,  
17 and their only avenue to and from Mexico is the Mariposa port of  
18 entry and SR-189. When ADOT first came down to our community to  
19 discuss this very valuable improvement, you asked that the  
20 community band together from the City, the county in Nogales,  
21 and produce association and the maquiladora association private  
22 sector. We were able to get 100 percent buy in from all  
23 business members in the private sector as requested by ADOT.  
24 Now that we have, what we need is your buy in and support to  
25 push this extremely important project through the full build out

1 of SR-189.

2           Personally, I own a shelter manufacturing  
3 business in Nogales that has more than 3,000 workers in Mexico  
4 supporting 26 U.S. companies in 1.5 million square feet. A lot  
5 of our -- a lot of the companies we have down in Nogales are  
6 MTD, which is in Tempe, Avnet, \$35 million up here in Phoenix,  
7 and personally, over 10 businesses in my shelter program are  
8 from Arizona.

9           An interesting fact is 40 percent of every dollar  
10 shipped back to the United States originates in the U.S.,  
11 creating, according to Wharton School of Management and the U.S.  
12 Commerce, 6.6 million jobs. And this is from the entire  
13 maquiladora industry. If these businesses were to go to China,  
14 these numbers would go to zero. When I bring new customers to  
15 Nogales, one of the first things they want to see is the  
16 logistics.

17           MR. ROEHRICH: Mr. Rubin, I'll ask you to wrap  
18 your comments up.

19           RICHARD RUBIN: Okay. So one of their first  
20 comments is they want to see the logistics, and they say to me,  
21 I thought you said Nogales had the most modern port of entry.  
22 Why is it that they didn't fix I-19 at the same time knowing  
23 there would be an increase to their truck volume? I would love  
24 to stop saying, It's in the works, and say that the project is  
25 going to be built in 2019. I hope the ADOT board sees the

1 importance of this project and the urgency of getting this done  
2 in 2019 as our business life depends on it. Thank you very much  
3 for your consideration.

4 CHAIRMAN CUTHBERTSON: Lance Jungmeyer, Fresh  
5 Produce Association of the Americas.

6 LANCE JUNGMEYER: Thank you, Mr. Chairman and  
7 members of the Board. My name is Lance Jungmeyer, and I'm  
8 president of the Fresh Produce Association of the Americas.  
9 We're based in Nogales, Arizona, representing the importers and  
10 distributors of Mexican produce. We've been around since 1944  
11 helping them with their issues at the border.

12 The Fresh Produce Association represents over 6.2  
13 billion pounds of fresh produce imported through Nogales. The  
14 industry represents over 2,000 jobs in Santa Cruz County, and  
15 according to the University of Arizona, over \$450 million in  
16 direct and secondary economic output in Santa Cruz County, and  
17 almost \$50 million in state and local taxes. That's according  
18 to a 2013 study. I'm sure those numbers are up a little bit.

19 The products in our trucks are perishable and  
20 therefore extremely time sensitive, or else the product will not  
21 reach consumers. Every minute we gain in efficiency translates  
22 into a direct value and long shelf life for each tomato, bell  
23 pepper and cucumber.

24 We have over 110 warehouses in the Nogales/Rio  
25 Rico area, and the principle gateway to North America from the

1 fields in Mexico is the Mariposa port of entry and the SR-189.  
2 This is our welcome mat.

3           The importance for our jobs and the safety of our  
4 residents of the region cannot be overstated. The industry in  
5 many ways is under attack from the continued threat of seasonal  
6 provisions to be included in the NAFTA agreement to increase  
7 competition from Texas, New Mexico and California. Since Mexico  
8 completed the Mazatlan-Durango bypass to get to the Texas  
9 border, Nogales has been on the losing end of the proportional  
10 share of U.S./Mexico trade, with cities like McAllen, Laredo and  
11 El Paso being the biggest beneficiaries.

12           I'm very sad to note that in the past year  
13 (inaudible) Texas actually surpassed Nogales in terms of total  
14 pounds imported. We want to get that back.

15           Our Arizona-based members are in strong support  
16 of the full build out of SR-189. So much so they actively  
17 advocated for the Arizona Legislature to pass a bill that would  
18 have assessed a \$1 per axle fee on every truck crossing at  
19 Nogales. Unfortunately, the Legislature failed to pass the  
20 legislation, in great part due to threats made and falsities  
21 made by a small but powerful group in opposition of this effort.

22           Yet the issues and the urgency remain. We don't  
23 have a complete package that would include not just the full  
24 build out of SR-189, but also the modernization of interchanges  
25 on I-19 and Ruby Road and Rico. Unfortunately the interchanges

1 will have to wait, but the full build out of SR-189 cannot wait.  
2 Completing both phase one and phase two of this or 189 flyover  
3 should be a top priority of the five-year plan.

4           Successfully completing this positions Arizona as  
5 the location of choice for companies looking to relocate. The  
6 anticipated time savings of the flyover, about 13 minutes  
7 northbound, 9 minutes southbound, demonstrates magnitudes of  
8 improvement for companies who are looking for a return on their  
9 own warehouse and infrastructure investments.

10           By the state of Arizona, a strong investment in  
11 SR-189 sends a clear message to corporate and individual  
12 investors that Arizona is open for business. Thank you for your  
13 attention, and we look forward to your vote. Thank you.

14           CHAIRMAN CUTHBERTSON: Thank you.

15           Guillermo Valencia, Chairman of the Port  
16 Authority, Greater Nogales Santa Cruz County Port Authority.

17           GUILLERMO VALENCIA: Thank you. Thank you  
18 Chairman, board members. Director Halikowski, thank you for all  
19 the work that you've done throughout -- with us throughout the  
20 years.

21           My name is Guillermo Valencia. I am the chairman  
22 of the Greater Nogales Santa Cruz Port Authority. I'm also a --  
23 in private business, I'm a customs broker with offices in  
24 California and Texas.

25           I have hopes right up here to tell you about why

1 we think SR-189 is the way to go, why we need it. I think  
2 everybody's said their statistics in their sleep. I'm going to  
3 leave you with just this. I traveled to Texas last week. My  
4 job takes me there. Two weeks ago, I was invited by the Mexican  
5 Consulate to travel with them in the Calle Baja region, and to  
6 see what's going on in Texas and California is fantastic.  
7 That's why I opened offices there. But I'm from Arizona, and I  
8 want Arizona to prosper. And we're in competition. We're under  
9 assault. We're under attack by California and Texas and now New  
10 Mexico, and we've got to do something about it.

11 If we want to keep our competitive edge, we have  
12 to build State Route 189. That's what's holding us back. So I  
13 am grateful to you, the ADOT, for the commitment to build phase  
14 one of SR-189 modernization, but it does not address all the  
15 critical issues that impact north and southbound traffic.

16 This project enjoys the support of many  
17 stakeholders, including Pima County, the City of Tucson, MAG, to  
18 name a few. Again, I urge you to support the full build out of  
19 SR-189. It is essential to Arizona's ability to continue to  
20 grow in a safe, efficient, and competitive manner. Thank you.

21 CHAIRMAN CUTHBERTSON: Miles Begay, Navajo Tribal  
22 Manager For Navajo County.

23 MILES BEGAY: Good morning, Chairman, board  
24 members. I'm just here to reiterate the SR-260. There was  
25 emails that came to the ADOT email just from the White Mountain

1 community that they shared their concerns and issues about that  
2 road that has been on the -- on plans to be improved along in  
3 the past few years, but has been learned to find out that it has  
4 been taken off.

5           So just to show their -- just to reiterate the  
6 concerns of how they ensure the lane widenings, they would like  
7 to see our better improvement on the turnouts that have caused  
8 many people to run into animals. And this is becoming like a  
9 tourist spot now for the valley to go up to towards the White  
10 Mountain as well. That has created long lines of people, and  
11 some daredevils are willing to pass in a no passing zone as  
12 well, and then just emergencies as well.

13           As I was -- had to re- -- go through this road  
14 just today -- or yesterday because of the fire, fire that's up  
15 there. And there's long lines out there, and I'm -- with the  
16 minimum width and everything, people are pulling off the road  
17 just to be curious about the fire. It's kind of becoming a  
18 hazard of people traveling through there just to get from one  
19 spot to another. Then the Heber and Show Low, Pinetop areas as  
20 well. So just to put that on there. Hopefully see some funds  
21 go up there at some point through the year. So thank you very  
22 much. Bye.

23           CHAIRMAN CUTHBERTSON: Mike Humphrey, a citizen  
24 making comment on the median barriers on I-10.

25           MIKE HUMPHREY: Thank you for allowing me to

1 speak today. This is to Chairman Cuthbertson and the members of  
2 the Transportation Board.

3 On May 14th, 2008, my wife, Pam, and sister, Ann,  
4 were killed in a cross-median crash on I-10 on Milepost 171.  
5 They would be alive today if there had been median cable  
6 barriers installed in that section of the interstate.

7 My wife and sister's crossover crash is not an  
8 isolated incident. According to a new report by ABC 15 here in  
9 Phoenix, since 2001, there have been at least 155 crossover  
10 crashes with 153 injuries and 46 fatalities in two uncabled  
11 sections of I-10 between Tucson and Phoenix, which are Milepost  
12 160 to 180 and Milepost 200 to 220. Among those fatalities were  
13 a father and his daughter who died just a couple of hundred  
14 yards from where my wife and my sister lost their lives.

15 Besides a lack of cable median barriers, this  
16 section of I-10, which is a portion of the Safety Corridor, does  
17 not have adequate warning signage alerting drivers to the danger  
18 posed by oncoming cross-median vehicles. The signs that we have  
19 says, No median barriers next 37 miles. Doesn't tell you one  
20 thing about what you should do, what you should be looking for  
21 and how you should behave as a driver.

22 It does not have a posted speed limit, which is  
23 consistent with the maximum rated speed for this section of the  
24 highway, which is 65 miles an hour. It does not have a highway  
25 designed and constructed to accommodate current and future

1 traffic volumes. The current volume on this section of I-10 is  
2 twice the design construction limit, and it does not have a  
3 median width which can safely prevent a vehicle from crossing  
4 into oncoming traffic.

5 At our crash site, the median is 81 feet.  
6 According to the National Highway Safety Administration, a  
7 vehicle going 70 miles an hour requires 387 feet to stop.

8 My understanding is that ADOT has known about the  
9 dangers of this section of I-10 for some time, perhaps as far  
10 back as 1999. Why, given the unsafe conditions on this section  
11 of I-10, as reflected in the numbers of high -- high number of  
12 cross-median crashes and fatalities, has this agency failed to  
13 take action to mitigate the danger?

14 Median barrier cables are a highly effective,  
15 relatively low cost technology which can positively impact the  
16 safety of this roadway. Research has shown that median barrier  
17 cables can reduce cross-median crashes by up to 95 percent.  
18 Research has also shown that for every installed mile of the  
19 median barrier cable, which costs approximately 200,000 per  
20 mile, the overall cost benefit is \$420,000.

21 The Arizona State Board of Transportation must  
22 address this critical highway safety issue with the agency it is  
23 legally mandated to oversee. I request that you place this item  
24 on the Arizona board of transportation agenda for discussion and  
25 action. Prompt action will save the lives of many Arizona

1 residents and visitors. I look forward to working with you and  
2 the Board on this issue. Thank you.

3 CHAIRMAN CUTHBERTSON: Minerva Peters, Chief of  
4 Staff, Yuma Proving Grounds.

5 MINERVA PETERS: Good morning, Chairman and  
6 members of the Board. I'm here from Yuma Proving Ground, as you  
7 stated, to advocate for expansion of Highway 95 from Yuma to  
8 Quartzsite, but particularly to Aberdeen Road, which is our most  
9 dangerous area.

10 Our primary reason for advocating is for safety.  
11 YPG is home to the Army's BCS test center. Basically, anything  
12 that a soldier touches comes through YPG at some point during  
13 its life cycle. As such, we have an extensive economic impact  
14 to the Yuma community, and actually, to the state of Arizona.

15 To accomplish this testing, YPG has approximately  
16 2,400 permanent employees, and we generate over 2,100 shipments  
17 each year back and forth from YPG. These packages may be  
18 something as simple as UPS shipments, but they can also be major  
19 Army vehicles such as the joint life tactical vehicle.

20 In addition, YPG is also a training site for more  
21 than 4,200 troops. Some are Marines. Some are military  
22 freefall school trainees. The testing and training events  
23 combine to bring an additional 35,000 visitors to the Proving  
24 Grounds each year.

25 All of these individuals use Highway 95, a

1 two-lane highway, as their primary means of travel to and from  
2 YPG. But this doesn't account for all the traffic. As I'm sure  
3 this board is aware, Yuma has a large population of winter  
4 visitors. I saw an estimate last night around 300,000 per year.  
5 Between April -- September and April each year, who also add to  
6 the traffic volume.

7           Finally, because Yuma is also a farming  
8 community, we also have a variety of farm equipment traveling  
9 through the road each day. For YPG employees, that means that  
10 on a given day, we encounter a mix of POVs, farm equipment,  
11 military equipment and RVs, some of them towing their own POVs.

12           All of this leads to a dangerous situation that  
13 is exacerbated by the traffic moving between 25 miles an hour  
14 for the farm equipment, and 70 miles per hour for some of the  
15 employees trying to go back and forth. I know the speed limit  
16 is not 70, but they do it. Add to that blind curves and  
17 ill-defined passing lanes, and you have the potential for tragic  
18 consequences.

19           For example, just last month on May 24th, there  
20 was such an incident when a Ford pickup truck missed a curve and  
21 struck head on a motorcyclist traveling in the opposite  
22 direction. They killed the cyclist at the scene.

23           At YPG, we've done what we can. Many of our  
24 employees now participate in V ride (phonetic) -- in the V ride  
25 program to reduce the traffic, but it's not enough, and it

1 doesn't take care of the problem we need YPG highway 95  
2 expanded. Thank you.

3 CHAIRMAN CUTHBERTSON: Cecilia McCollough, Mayor  
4 of the town of Wellton to speak on behalf of the YMPO.

5 CECILIA MCCOLLOUGH: Good morning, Mr. Chairman  
6 and members of the State Transportation Board and Director  
7 Halikowski. Hello. I serve as mayor for the Town of Wellton  
8 and currently Chairman of the Yuma Metropolitan Planning  
9 Organization. I also serve as a board member for the Greater  
10 Yuma Economic Development Council, and as a member of the board  
11 of the Western Arizona Council of Governments.

12 I'm here today to -- in support in person of the  
13 addition to -- of the improvements to US-95 to the State Highway  
14 Transportation program. YMPO has adopted improvements to US-95  
15 as the highest transportation priority in our region. Our  
16 initial priority for improvements is the segment between 9 --  
17 Avenue 9E in Yuma and Aberdeen Road. Ms. -- the YPG (inaudible)  
18 kind of elaborated on that.

19 It's not a new request. The Yuma region and ADOT  
20 have been looking for improvements to US-95 for well over 10  
21 years; however, it is now our highest priority that we're  
22 working on. You will have received letters from other  
23 regional representatives supporting this request, and I in  
24 person on behalf of YMPO have come to urge you and ADOT senior  
25 staff to consider our request and proceed with the appropriate

1 action needed to include US-95 in the next five-year plan.

2 Thank you very much.

3 CHAIRMAN CUTHBERTSON: Next, Shellie Ginn, Tucson  
4 DOT Interim Department Director.

5 SHELLIE GINN: Good morning, Mr. Chair, members  
6 of the Board. My name is Shelly Ginn, and I'm an interim deputy  
7 director with the City of Tucson, Department of Transportation.  
8 I'm here today representing the City of Tucson and Mayor  
9 Rothschild regarding the State Route 189 project.

10 The City of Tucson is in full support of the  
11 build out of SR-189. We strongly encourage the Arizona State  
12 Transportation Board to reallocate additional funding to close  
13 the gap in the upcoming five-year plan. This is an important  
14 project for our region and our state and is a major trade route  
15 for imports and exports from and to Mexico.

16 You will be receiving a letter of support from  
17 Mayor Rothschild expressing our strong support for the full  
18 build out option. So thank you for the opportunity to share the  
19 City of Tucson's recommendation for the full build out of  
20 SR-189. I had to say that like seven times. They say that if  
21 you say that enough times, that it sticks. Full build out of  
22 SR-189. Thank you.

23 CHAIRMAN CUTHBERTSON: Thank you.

24 Rob Corbin, Deputy City Administrator, City of  
25 Yuma.

1                   ROB CORBIN: Good morning, Mr. Chair and members  
2 of the Board. Ron Corbin, Deputy City Administrator for the  
3 City of Yuma. I wanted to come down here on behalf of Greg  
4 Wilkinson, our city administrator who couldn't make it today,  
5 and urge the adding of the expansion of Highway 95 to the plan.

6                   You've heard a couple speakers talk about the  
7 safety issue, and that's really what I wanted to make sure you  
8 guys were aware of, was the recent accident where a motorcyclist  
9 was killed when a truck swerved into the other lane, because  
10 it's a two-lane highway.

11                   I believe that the members of the Board that were  
12 in Yuma not too long ago saw the video of the traffic and have  
13 seen that backup that happens at least twice a day coming and  
14 going from Yuma, and we believe that for the safety of all our  
15 visitors and our farmers and tractors and daily motorists that  
16 we urge the expansion of that highway up to YPG. Thank you.

17                   CHAIRMAN CUTHBERTSON: Thank you.

18                   Paul Ward, Executive Director of the Yuma MPO.

19                   PAUL WARD: Mr. Chairman, members of the State  
20 Transportation Board, this will probably not come as much of a  
21 surprise, what I'm here to address you today: The expansion of  
22 State Route 95. In this particular case, you've already heard  
23 most of the commenters that we've had so far, and I have  
24 produced -- as our chair had already mentioned to you, I've  
25 already presented letters from all of the agencies from YMPO

1 supporting the request to have some expansion or the expanded  
2 roadway of 95 to the state transportation plan -- program. I  
3 beg your pardon.

4           And from that point of view, I'm not going to  
5 waste your time any more. We've already been through all of the  
6 reasons why it's -- we should be receiving this -- these funds.

7           The roadways -- it is a one-lane in each  
8 direction carrying over 10 to 12,000 vehicles per day, average  
9 annual daily traffic. From that point of view, there are plenty  
10 of other roadways. I personally have identified eight different  
11 roadways in different parts of the state which carry less  
12 traffic or almost identical traffic and already have two lanes  
13 in each direction, and I'd be prepared to present that  
14 information to the ADOT representatives if it's going to make  
15 any difference.

16           In this particular case, though, again, it's  
17 time. The Yuma metropolitan region has not had what could  
18 arguably be regarded as a fair shake with funds coming from the  
19 State Transportation Board and under the ADOT program. And I'd  
20 be happy to sit down with the senior ADOT representatives and  
21 establish that fact.

22           And however, from that point of view, there is  
23 one negative part. Unfortunately, I will not, although I have  
24 been fortunate to be able to present to you in the past few  
25 months, I will not be able to come in front of you in the Globe

1 meeting. And I know that may be devastating to you, but I'm  
2 afraid you'll just have to get over it. I'm going to be  
3 somewhere else. However, I'm sure we'll be able to have another  
4 representative come and take my place.

5 Thank you very much, sir.

6 CHAIRMAN CUTHBERTSON: Thank you.

7 Next, Bertha Melendez. (Inaudible.)

8 BERTHA MELEDNEZ: (Inaudible.)

9 CHAIRMAN CUTHBERTSON: Pardon me?

10 MR. SELLERS: She said she gives her time.

11 CHAIRMAN CUTHBERTSON: Oh, you give your time.

12 Okay.

13 ANNE ROGERS: (Inaudible.)

14 CHAIRMAN CUTHBERTSON: Are you doubling up on  
15 your three minutes?

16 MR. ROEHRICH: Are you allowing that?

17 CHAIRMAN CUTHBERTSON: I don't know.

18 MR. ROEHRICH: Each person gets three minutes by  
19 the clock.

20 CHAIRMAN CUTHBERTSON: Yeah. You can. You can.

21 MR. ROEHRICH: By the agenda.

22 MR. HALIKOWSKI: It's not Congress.

23 MR. SELLERS: Yeah.

24 CHAIRMAN CUTHBERTSON: So is this -- are you  
25 Bertha?

1 ANNE ROGERS: I am Anne Rogers.

2 CHAIRMAN CUTHBERTSON: Sorry. Excuse me. Anne  
3 Rogers to speak about taking concerns in the Dusty Lane  
4 community.

5 ANNE ROGERS: Yes sir.

6 Mr. Chair, members of the Board, my name is Anne  
7 Rogers, and I am here from the Dusty Lane community. We are at  
8 the -- we're at the edge of South Mountain Park. We are  
9 surrounded on all sides by South Mountain Park and the Gila  
10 River Indian Community.

11 The 202/South Mountain Freeway will be going  
12 through our community. It has taken a third of our neighbors  
13 through eminent domain, and it is now causing safety concerns in  
14 our community. We are not against the Loop 202 freeway. We  
15 understand it's progress, and we're excited for what it brings  
16 to our community. We have grave concerns when it comes to the  
17 Ivanhoe interchange.

18 We first initiated contact with ADOT regarding a  
19 sound wall. They left the sound wall out of the plans. We have  
20 -- at this point, we have gained that sound wall in our  
21 community, but only at 12 feet. It is recommended that that  
22 wall be 20 feet, and it does not appear that ADOT is following  
23 the (inaudible) guidelines.

24 Our community, just to give you an idea of how  
25 we're different, as I said, we are bordered on all sides by the

1 South Mountain Park and by the Gila River Indian Community. We  
2 currently have multiple roads that will hit Dusty Lane, and  
3 Dusty Lane is our only entrance or exit out of our community  
4 that will go to 51st Avenue.

5 We all have acreage in our area. The Levine  
6 Planning and Development board calls us the gem of Levine,  
7 because we all have between one and five acres of land, and our  
8 area is extremely rural, and we are, as I said, an isolated  
9 community. We have approximately 85 residents, 37 homeowners,  
10 and 25 homes in our community. We -- because we are surrounded  
11 on all sides, then every street in our community is a dead end  
12 street.

13 When this freeway comes through, then our only  
14 exit out of our community to get to Dusty Lane will be Ivanhoe.  
15 ADOT is proposing that they turn that exit for our community,  
16 which sees approximately 25 cars per day, they are proposing  
17 that that be the interchange that the casino uses.

18 When I spoke with ADOT, they said that the only  
19 request for this interchange was coming from the Gila River  
20 Indian Community. Levine does not feel that the Ivanhoe  
21 interchange location is a good idea.

22 As far as safety in our streets, we've already  
23 had the complication of ADOT closing those roads, which is --  
24 which will be similar to what we will see once the freeway goes  
25 through. And so our school bus -- our school bus could not come

1 into our community and turn around. We were told that our  
2 children, our seven- and eight-year-olds, would have to walk a  
3 half a mile through construction in order to be able to get to  
4 the bus stop since the bus is no longer going to be able to turn  
5 around.

6           The problem that we see is that this is not going  
7 to just be a school bus. Once that interchange comes through  
8 and you have between 2,000 -- 2,000 cars per on and off ramp,  
9 according to ADOT, then our school buses will not be able to  
10 come in and turn around to collect our children. If we have a  
11 fire, someone throws out a cigarette, when you have 8,000 people  
12 going through an interchange, then that is going to block off  
13 our ability to leave our community. It will also prevent -- if  
14 a fire truck has to come in, it will prevent that fire truck  
15 from being able to turn around.

16           MR. HALIKOWSKI: Ms. Rogers, if I could.  
17 Mr. Chairman.

18           CHAIRMAN CUTHBERTSON: Yes.

19           MR. HALIKOWSKI: Could I ask that we allow her to  
20 finish? I mean, these are comments I'd like to get on the  
21 record.

22           CHAIRMAN CUTHBERTSON: Yes. That's -- I agree,  
23 sir.

24           ANNE ROGERS: Thank you very much, sir.

25           So the fire truck would not be able to turn

1 around coming into our neighborhood. We do not have any  
2 turnaround spots. The only ability to get out of our  
3 neighborhood would be to do a three-point turn. That's for  
4 cars. So if you have something that is the magnitude of a  
5 school bus or a fire truck, they will be trapped. The fire  
6 truck cannot get out. We cannot get out. If there is an  
7 accident in Ivanhoe at that interchange itself, we're trapped.

8           We do currently have fire hydrants. We have two  
9 fire hydrants on Dusty Lane. It is -- during the time frame of  
10 this -- of the South Mountain project, our status is trying to  
11 be changed from working fire hydrants, which are still on  
12 file -- which are still showing the fire prevention as well as  
13 the city water department, they are trying to change that to the  
14 designation of maintenance hydrants. So that would prevent us  
15 from even having the two fire hydrants that we've been counting  
16 on all these years. We would lose those with these proposals  
17 from ADOT.

18           We currently have people that will come from the  
19 casino since it is a drinking casino. We have had situations  
20 where drunk drivers have come into our community, and we've also  
21 had people that have passed out on Dusty Lane, which is barely  
22 big enough for two cars to get through. ADOT does not feel that  
23 anyone would be coming down Dusty Lane in order to access this  
24 interchange, but it is the direct shot from 51st Avenue in order  
25 to get there.

1           There are -- I'm trying to make sure I'm getting  
2 everything. Sorry.

3           We also have -- because we only see 25 cars per  
4 day, we have runners. We have children that are playing in the  
5 streets. We have children that are riding their bikes. We have  
6 cyclists. We have cyclists that come from Ahwatukee that come  
7 through because we're such a rural area. And if we have the  
8 multitude of traffic increase on Dusty Lane, then that is going  
9 to prevent any of us from being able to continue with our daily  
10 recreation. But I will say that we are more concerned with our  
11 children and our special needs residents that live in our  
12 community, because it could drastically put them in danger.

13           CHAIRMAN CUTHBERTSON: Okay. Thank you,  
14 Ms. Rogers. Can I ask you to wrap up if you're not done?

15           ANNE ROGERS: Yes.

16           MR. HALIKOWSKI: I have apologies to make,  
17 Mr. Chairman. I've usurped authority here.

18           ANNE ROGERS: So ADOT's proposed Ivanhoe  
19 interchange does not consider the safety of the Dusty Lane  
20 community. The sound barrier does not meet the recommended  
21 specifications. It does not protect the Dusty Lane community  
22 from casino traffic. It removes pedestrian egress, and it  
23 removes fire hydrants. We request that the funds be delayed  
24 until ADOT can present design changes that will protect our  
25 community.

1 MR. HALIKOWSKI: Thank you, Mr. Chairman.

2 CHAIRMAN CUTHBERTSON: Yes. Thank you.

3 We have Robert Trumbull, also to speak about  
4 Dusty Lane community, Ivanhoe interchange concerns.

5 ROBERT TRUMBULL: I'm Robert Trumbull here on  
6 behalf of the Dusty Lane community, and I think Mrs. Anne Rogers  
7 has adequately covered the concerns that I would have. We very  
8 much appreciate your time. Thank you.

9 CHAIRMAN CUTHBERTSON: Yeah. Thank you.

10 I also have Mary Trumbull to speak about Dusty  
11 Lane community, Ivanhoe interchange safety concern.

12 MARY TRUMBULL: I also think Ms. Rogers did a  
13 good job. My only comment is that as an old lady, I have severe  
14 allergies, and if that roadblock (inaudible) I have been near  
15 close to death many times, and it's very frightening. Thank  
16 you.

17 CHAIRMAN CUTHBERTSON: Thank you. The final card  
18 I have is Rudy Molvera who -- Molvera -- I'm sorry -- Santa Cruz  
19 County Supervisor. Rudy does not want to speak, but he does  
20 want to publicly show his support for SR-189 improvements.

21 Yes.

22 RUDY MOLVERA: Everything's been said. Thank  
23 you.

24 CHAIRMAN CUTHBERTSON: Thank you.

25 With that, I have gone through all of the public

1 request for comment cards. So the call to the audience is  
2 concluded, and we'll move on to Item No. 1 on the agenda. Under  
3 1, Kristine Ward, the CFO, and Greg Byres will present an  
4 overview of the funding project modifications new projects on  
5 the proposed 2019-2023 Tentative Five-Year Transportation  
6 Facilities Program.

7 MS. WARD: Well, good morning. My time with you  
8 will be very short. Greg will do the bulk of this  
9 presentation. The purpose of me being here is to basically  
10 cover with you fiscal constraint. Unfortunately, we have  
11 constraints. But the tentative program that was provided to you  
12 in January, we had reviewed, and --

13 MR. ROEHRICH: Kristine, could you make sure that  
14 you get up to the microphone? We're having a hard time hearing  
15 you.

16 MS. WARD: Oops.

17 MR. ROEHRICH: Sorry about that. Do your Taylor  
18 Swift.

19 MS. WARD: I'm not very hip. I don't know much  
20 about Taylor swift.

21 So the program that was presented to you, the '19  
22 to '23 program that was presented to you in January was fiscally  
23 constrained, meaning that we were not -- we are not projected to  
24 expend more than we are projected to receive in revenue.

25 The tentative program, the revised tentative

1 program that is being provided to you today, we have also  
2 reviewed thoroughly for fiscal constraint to ensure that, well,  
3 it's -- you know, it's just kind of natural best practice to not  
4 spend more than you have. We have reviewed that all the way  
5 down to the fund source level, of course, and so what's being  
6 presented to you does meet fiscal constraint. If there are  
7 changes, if the Board decides to make changes while we're here  
8 today, then we will need to rereview that to ensure that we  
9 remain within those guidelines. Greg will review the individual  
10 changes with you, and from that I have no -- nothing further to  
11 present. Any questions?

12 CHAIRMAN CUTHBERTSON: Okay. Questions from the  
13 Board?

14 Thank you, Kristine.

15 MR. BYRES: Mr. Chairman, board members, I'm  
16 going to go ahead and present what we've got as far as what's  
17 sitting in front of you, what was given to you today. But we'll  
18 go through several different items. I'm trying to get all the  
19 way through my program here. I pushed the wrong button as I was  
20 walking up.

21 So one of the big things I'd like to start off  
22 with is from January to what you see today in front of you as  
23 far as the tentative program goes, we have had substantial  
24 changes to. There have been -- there has been a coordinated  
25 effort through ADOT. It has been a -- an effort that has been a

1 -- truly a one ADOT process in putting this together.

2           Our finance has been great to work with in  
3 putting this together. All of my staff have worked extremely  
4 hard putting this together. Our delivery IDO has been great in  
5 putting this together. The director and all of the staff have  
6 been great. So there's been a huge effort in putting this  
7 together, and what you see in front of you, and as you can see,  
8 there's been multiple changes from January through to today.  
9 Most of those are just adjustments that have been made from  
10 programs coming in or from our subprograms coming in and so  
11 forth, but I'll go ahead and get going through all of this,  
12 so...

13           So general changes to the Greater Arizona. Our  
14 project adjustments. Again, you see your handouts out in front  
15 of you that have a summary of all those changes. The proposed  
16 expansion projects in the delivery program, the development  
17 program, I'll be going through, our PAG tentative program, the  
18 MAG tentative program, as well as the airport program and some  
19 next steps that we have coming up.

20           There's been a total of 118 changes that you see  
21 in that tentative program. We've reduced the budget on 26 of  
22 those projects, increased the budget on 37 of those projects.  
23 We've advanced one project into 2018. We've added 36 projects,  
24 adjusted to the subprograms, but all of it comes out as revenue  
25 neutral in the end.

1           There's been -- in the course of all of the  
2 comments that we've been going through since January, there's  
3 been three news releases issued to statewide media, the ADOT  
4 website updates we've put together, social media updates as well  
5 on both Facebook and Twitter. We've had media interviews. 162  
6 SurveyMonkey comments have come through, 11 formal letters, and  
7 49 email comments as of the 4th of June, 48 speakers at the  
8 public meetings, not including the speakers that we've had  
9 today.

10           There's been many helpful comments that we've  
11 received through this time period, and I'd like to thank  
12 everybody that has commented and put forth any of your issues.  
13 The most common projects that were requested are the completion  
14 of SR-189, both phases one and two. I-17 between Phoenix and  
15 Flagstaff. The SR-191 through the Navajo Nation. SR-260, Show  
16 Low through to Pinetop. SR-264 through Hopi and Navajo Nation.  
17 SR-64 from Williams through to the Grand Canyon. US-93 and  
18 I-40, the Kingman TI. US-95 in Yuma County as well. And as  
19 we've seen with the speakers today, pretty much all of those  
20 have been represented with some of the comments that have been  
21 made already today. Other requests for consideration are  
22 environmental factors such as the Grand Canyon, the night skies  
23 and the dark -- night and dark skies.

24           Regarding project requests, the completion of  
25 SR-189 phases one and two is in the tentative program. That

1 funding scenario, if you look through, you can see exactly how  
2 we've funded that project through completion in the tentative  
3 program. Other preservation and modernization projects. In  
4 case of ongoing recent studies such as 191, 64, 260, 95, all of  
5 those we have corridor profile studies on that we can utilize to  
6 take and actually develop projects to address some of the  
7 comments that have come through. That -- through this comment  
8 period. All of those would be going through the next program  
9 cycle as those projects are developed to be both -- both prior  
10 to being programmed, of course, they'll go through our P2P  
11 process and be part of a competitive process as we go through.  
12 So they'll be viable projects that we can represent and  
13 recommend to this board. Any other project recommendations  
14 could also be considered complete with the project  
15 recommendations statewide in the next program cycle.

16 As far as expansion projects go, they can be  
17 considered for the next project cycle, in competition with the  
18 expansion projects that are recommended statewide, but they  
19 should be under one of the following scenarios: Federal grant  
20 award is made. A third party provides funding contribution,  
21 and/or public-private partnership is arranged. Consideration is  
22 contingent on the project scoring high enough in ADOT's planning  
23 to programming process to be eligible for funding. Otherwise,  
24 no new expansion projects would be recommended. And again,  
25 that's in accordance with the long range transportation plan

1 that this board approved earlier this year.

2 As far as the environmental factors, noise and  
3 dark skies would be given consideration in ADOTs environmental  
4 planning of any projects.

5 So as far as proposed expansion projects, I'll  
6 kind of -- you guys have seen all this before, but I'll go  
7 through it one more time.

8 This is in 2019. We've got the 189 project,  
9 which is the full build out at \$134 million. We also have the  
10 93 project at \$5 million, which is for design with construction  
11 in FY '20. We also have 17, our I-17 at 15 million, which is  
12 I-17 Anthem to Sunset Point, which would go to construction in  
13 FY '21 and '22, as well as \$10 million Anthem to New River,  
14 which is MAG funding.

15 In 2020, we have the -- we have \$10.2 million for  
16 the 4th Street bridge. This is in partnership with Flagstaff  
17 with a 50/50 share. We also have 93, which is \$10 million,  
18 which is the I-40/US-93 West Kingman TI. That would go to  
19 construction in '24. We have the SR-69 at 1.275 million. Let's  
20 get it exact here. SR -- this is the Prescott Lakes Parkway for  
21 a right-of-way and utilities, as well as US-93 we have at 41  
22 million, which is the US-93, the gap project.

23 In 2021 and 2022, we have the SR-69 project,  
24 which is in fiscal year '21, 8.725 million. Again, this is the  
25 Prescott Lakes Parkway. In FY '21 we have 5 million for the

1 US-93 Cane Springs design, with construction scheduled for '23.  
2 We also have State Route 260 with -- in FY '21 at \$5 million for  
3 design. This is the Lion Springs design project with  
4 construction in FY '23. And again, the I-17 FY '21 and '22  
5 construction at 128.3 million. And that goes from Anthem to  
6 Sunset Point, as well as 40 million coming out of MAG for the  
7 widening north of Anthem.

8           And in 2023 we have the US-93 project, which is  
9 35 million for Cane Springs, as well as 5 million for the design  
10 of the Big Jim Wash, which is scheduled for construction in FY  
11 '25 at \$33 million. As well as SR-260, \$45 million for  
12 construction of the Lion Springs project.

13           In our development years, going forward, we still  
14 have US-93 at 55 million. This is the I-40 93 West Kingman TI  
15 phase one. We also have US-93 at 50 million, which is the US-93  
16 Big Jim Wash, which occurs in 2025, as well as 33.5 million on  
17 I-19 and Rio Rico/Ruby Road TI improvements in 2026. And then  
18 in years 2027, we have 33.5 million set aside for I-10  
19 improvements through the GRIC.

20           Proposed MAG changes to the tentative five-year  
21 program. We've updated the MAG program. We've used the latest  
22 cost estimates that have been put together for all of their  
23 projects. We've used the latest project schedules that have  
24 come through MAG, and those cash flows have been reviewed by FMS  
25 for financial or fiscal constraint.

1           As far as PAG tentative program goes, we had some  
2 adjustments that we had shown you in slides earlier through the  
3 process since January. But we have I-10 projects, I-19  
4 projects, SR-77 projects, SR-86 project, as well as the SR-210,  
5 I-10 project.

6           Proposed airport changes to the tentative five-  
7 year program. This is probably the biggest change that we've  
8 had in the program from the past years. Again, we're following  
9 statute that has already been set aside that we've been  
10 following all along, but this kind of lays it out for you. One  
11 of the big things is the Board shall distribute moneys  
12 appropriate to the Department from the State Aviation Fund. The  
13 Board shall distribute these moneys according to the need for  
14 these facilities as determined by the Board.

15           So one of the big things that we've done in this  
16 is we've actually laid out all of the projects so that they are  
17 truly fiscally constrained to each of the different grant  
18 programs. So in the federal match grants program, which is the  
19 FSL, we have \$5 million set aside for it, a little over 5  
20 million, and the state and local grants, that program is still  
21 dormant. It will come back to life next year, in the 2020  
22 program. The Airport Pavement Management preservation, which is  
23 the APMS, has the \$5 million programmed for it. Grand Canyon  
24 National Park Airport has \$785,000, as well as the ADOT airport  
25 development group projects, which is \$800,000, for a total of

1 \$11,588,600.

2           Oops. (Inaudible.) Flip that through there.

3           So next steps. Again, this is the study session  
4 here today. We'll present the final program to the State  
5 Transportation Board June 15th in Globe. We'll have something  
6 to you well before then. The program must be delivered to the  
7 governor by June 30th, and the fiscal year '19 begins July 1st,  
8 2018.

9           So that's all I have for presentation. Now we  
10 can --

11           CHAIRMAN CUTHBERTSON: Just from my  
12 understanding, from looking at that on the expansion projects,  
13 you've made a lot of changes to make all of this happen, so I  
14 don't want to simplify it too much. It sounds like the big  
15 thing in the expansion projects, the big change that I saw was  
16 the full build out of 189 in 2019. Everything else looked about  
17 the same. Is that fair to say?

18           MR. BYRES: Mr. Chairman, yes. That is fair.

19           CHAIRMAN CUTHBERTSON: Okay. Just wanted to make  
20 sure I wasn't missing anything.

21           MR. BYRES: So as we continue down our agenda,  
22 Floyd's going to -- there's three items particularly that were  
23 called out under Item No. 1, so...

24           CHAIRMAN CUTHBERTSON: Yes. Okay. Board Member  
25 Stratton, did you have a -- did you have a comment?

1                   MR. STRATTON: I did. One of the changes you're  
2 showing is a left turn lane on King's Ranch Road. Is that an  
3 additional lane on the eastbound traffic, or are you putting a  
4 left turn lane on the westbound side?

5                   MR. BYRES: Mr. Chairman, Board Member Stratton,  
6 wow, you're putting me on the spot. That's a project I'm not  
7 really familiar with it.

8                   MR. STRATTON: The reason I'm asking is if it's  
9 on the westbound side, there's nothing to turn to other than a  
10 straight U-turn.

11                  MR. BYRES: Yeah. That wouldn't be the case  
12 then.

13                  MR. STRATTON: So it would be an additional -- it  
14 would be two left turn lanes on the eastbound?

15                  MR. BYRES: Dallas might have more information on  
16 that.

17                  MR. HALIKOWSKI: The state engineer wants to shed  
18 some light on this.

19                  MR. HAMMIT: Mr. Chairman, Mr. Stratton, I don't  
20 have a lot more -- I know this was a minor project submitted by  
21 the district. And I can get you more details, but this was  
22 through our minor project program that the district submitted.  
23 But I can get you the details very quickly.

24                  CHAIRMAN CUTHBERTSON: Well, Mr. Chairman,  
25 Dallas, So everybody understands how the major and minor

1 projects work.

2 MR. HAMMIT: Thank you, Director.

3 Mr. Chairman, if I may, each year in the program  
4 there's \$20 million set aside for a minor project program. The  
5 maximum size of those projects can be \$4 million. The districts  
6 as well as our traffic signals folks compete. They put in a  
7 proposal for those projects, and they compete and are listed.  
8 Once a -- staff through the state engineer's office ranks those,  
9 brings them forward, they come into the program. So it's a  
10 competitive process.

11 CHAIRMAN CUTHBERTSON: Are there other questions  
12 or comments from board members?

13 MR. HAMMIT: I'm sorry. Go ahead.

14 CHAIRMAN CUTHBERTSON: Board Member Elters, did  
15 you have a comment?

16 MR. HALIKOWSKI: Once you give Floyd the mic,  
17 he'll never give it back.

18 MR. ELTERS: We'll get it to you, Floyd, real  
19 quick. I'll be brief. My question is related to SR-189. I see  
20 that we've fully funded the project by adding \$65 million to it.  
21 Two, there are three sources.

22 MR. HALIKOWSKI: 189. 189.

23 MR. ELTERS: Two of them are basically self-  
24 explanatory. One just basically said at state. So at funding  
25 source, state fund, just interested in the breakdown of that and

1 if that had any impact on any other projects (inaudible).

2 MR. HALIKOWSKI: Mr. Chairman, I'd probably bring  
3 Kristine back up. I think that may refer to the commitment by  
4 the City or the County to donate part of their overweight permit  
5 fees into the State Highway Fund so that we can pledge against  
6 those dollars. But I don't want to get too far out of the...

7 MS. WARD: I was hoping this was going to be  
8 short. Okay. So I thought there might be a couple of questions  
9 on this, so this is a separate handout that will kind of  
10 break down 189 a little more as well as some additional  
11 financial --

12 MR. HALIKOWSKI: So is that accurate, though?  
13 These are their -- the local dollars being put into the highway  
14 fund?

15 MS. WARD: That's a -- I'm sorry. Mr. Chair,  
16 Director, that's a portion of the overall equation.

17 MR. HALIKOWSKI: So Mr. Chairman, as you know,  
18 there was a bill that was going to establish a per axle fee that  
19 was mentioned. That portion of the bill was not successful in  
20 being approved by the Legislature. However, the bill was  
21 amended so that local fees that are derived from these  
22 overweight permit fees that we sell in that 25 mile hour -- or  
23 25 mile border zone. A portion of those fees can be put into  
24 the State Highway Fund. The reason that was important to get  
25 that into legislation is that once they are deposited in the

1 State Highway Fund per agreement with those local entities,  
2 Ms. Ward can now use those as pledged revenues for bonding  
3 purposes. So we didn't get the fee, but we did get a very  
4 relevant piece related to the current (inaudible) that are being  
5 (inaudible).

6 CHAIRMAN CUTHBERTSON: Board Member Stratton.

7 MR. STRATTON: On the axle fee, do you foresee  
8 that going back to the Legislature next year?

9 MR. HALIKOWSKI: Mr. Chairman, I have absolutely  
10 no idea whether or not that will go back, but you know,  
11 personally my opinion is after the reception it received this  
12 year, I think it's going to be a tough lift.

13 MS. WARD: Anything further?

14 CHAIRMAN CUTHBERTSON: Board Member Thompson.

15 MR. THOMPSON: Obviously a lot of additional way  
16 or options may be available on there to get revenue for roads  
17 improvement. I think a lot of these options need to primarily  
18 be reviewed by the governor's office, and I had hoped that that  
19 letter went to him with some kind of a -- in a way to have the  
20 chairman make a recommendation through this board to say how we  
21 can make additional revenue coming primarily for the (inaudible)  
22 project. And have we heard anything from the governor's office  
23 in response?

24 And the other thing is I believe there are a lot  
25 of communities in Arizona that have more opportunities in

1 getting other revenues. Locally, maybe even state or at the  
2 federal level (inaudible) very hard for them. So I'm asking  
3 whether or maybe (inaudible) even though a lot of these projects  
4 have -- we've obligated some dollars for those projects, and  
5 continue to -- have them continue to acquire additional revenue  
6 (inaudible) so that maybe (inaudible) that's been obligated by  
7 this board and use it for other community projects out there  
8 that don't necessarily have that opportunity to gain additional  
9 revenues. Again, question and maybe a comment as well. So  
10 thank you very much.

11 MR. HALIKOWSKI: Mr. Chairman, if I understand  
12 the question properly, as you know, this project for a full  
13 build out has been discussed for several years now, and the  
14 reason that the Department is supporting the full build out is  
15 that by combining the two, northbound and southbound lanes,  
16 there's at least a \$12 million savings since we don't have to go  
17 back and reissue contracts and restage contractors in the  
18 future.

19 You've also heard there's some significant safety  
20 concerns. We've exhaustively looked at all revenue resources,  
21 and the Fresh Produce Association, the City, the County in the  
22 Nogales area have all stepped up to put portions of their  
23 overweight permit fees in. They also really worked hard at the  
24 Legislature to try and get that private revenue source, which  
25 was no easy lift, working with the Fresh Produce Association and

1 other entities there.

2 In addition, we've gotten TIGER grants and other  
3 funds that we've applied for, not to mention that the  
4 Legislature put \$25 million in General Fund money, as you  
5 recall, to speed up and advance the project.

6 So in answer to the question, we have  
7 exhaustively, I think, as a community and a state put a lot of  
8 effort forward to try to bring funds into this. The axle fee  
9 was the piece that was not successful, because as you know,  
10 there is often opposition to anything that looks or smells like  
11 a toll, and that's exactly how it was portrayed at the  
12 Legislature.

13 So from my perspective, we've really pulled  
14 together, I think, with a lot of support from around the state  
15 for this project. We'll continue to look for other funds.  
16 Again, I can't predict what people might do in the next  
17 legislative session. By no means is that piece over, because  
18 as you see, Ruby Road and Rio Rico TI are two still significant  
19 safety and economic improvements that are needed in the area.

20 So I hope that answers the question. I mean, we  
21 work with all the local folks on different types of federal  
22 grants and offer them as much assistance and letters of support  
23 as we can. This has been a really concerted effort by many  
24 public-private government entities.

25 CHAIRMAN CUTHBERTSON: Okay. Thank you.

1                   A question I had. So these changes that we made,  
2 particularly in 2019, how does that impact the mix of  
3 modernization and preservation projects for 2019? Does that  
4 change the bar? I know we were targeting something. Did it  
5 impact that a lot?

6                   MR. BYRES: The majority of the changes that you  
7 see from the original tentative to this one, we took -- we had  
8 money set aside or money appropriated in the subprograms that we  
9 took and developed projects through this time period that we put  
10 into the program. So that's the majority of what you see in the  
11 changes that we've done, so...

12                   MR. ROEHRICH: Were you going to review that  
13 spreadsheet, Greg, the one you handed out to board members in  
14 case they got specific questions? I think that's where  
15 Mr. Stratton's comment came from --

16                   MR. STRATTON: Yeah.

17                   MR. ROEHRICH: -- and I thought you were going to  
18 just quickly summarize what the spreadsheet meant.

19                   MR. BYRES: Yeah. We most certainly can. And  
20 let me kind of go through that if you don't mind.

21                   CHAIRMAN CUTHBERTSON: Sure. Sure. Please.

22                   MR. BYRES: So you have --

23                   MR. ROEHRICH: Can I ask one question? We never  
24 answered Mr. Elters' question about the finance on 189. Did you  
25 want to step into that discussion after Kristine hit her

1 comments or --

2 MR. HALIKOWSKI: Maybe we answered part of it --

3 MR. ROEHRICH: Right.

4 MR. HALIKOWSKI: -- but is there another piece  
5 you want to --

6 MS. WARD: If I may, I think if I give the  
7 overall financial view, what you will hear from Greg is the  
8 detail of how we achieved that overall financial view. So  
9 basically, what I have to show you on that slide is that the  
10 tentative program that was provided to you in January didn't  
11 include \$65 million for the total build out, Mr. Elters. You  
12 nailed that, and you mentioned -- you were like, okay, so how  
13 did we pay for the \$65 million. Well, the 65 was brought down  
14 because the Department applied for and was awarded the TIGER  
15 grant. That brought us down to a \$40 million figure.

16 What we did is we changed -- I changed the way  
17 the bonding structure that we're doing. I accelerated some HURF  
18 bonding. We overall -- the program that I presented to you in  
19 January, the bonding increases a little, but overall, our  
20 bonding levels don't change much. The reason they increase  
21 slightly is because of the commitment by the locals that gave us  
22 additional authority. So we increased our bonding by the amount  
23 of additional authority that we could command from those  
24 revenues.

25 The way the program -- the way that remaining 40

1 million -- 65 minus the 25 TIGER grant -- that remaining 40  
2 million is paid for in two ways. One of the biggest way is the  
3 detail that Greg is going to go into, and that's the changes to  
4 the actual program. Shifts in the program, and that's largely  
5 around our subprograms within the program.

6           The other area that paid for it, paid for part of  
7 that \$20 million, is I took our balances down lower, even lower,  
8 so that there are -- there's two components to how this was paid  
9 for. Excuse me. I'll say three because of the bonding  
10 component. Oh, the locals, in totality, when the bonding is all  
11 said and done, it's estimated that the local participation will  
12 be about \$12 million over time.

13           The other component is adjustments to the program  
14 that was presented to you in January, and usage of the ending --  
15 some ending balance, and that's -- now Greg will go into what  
16 were the changes to the program, what were the movements in the  
17 program that freed up money for -- for 189. Does that -- does  
18 that help?

19           CHAIRMAN CUTHBERTSON: Board Member Stratton.

20           MR. STRATTON: Thank you.

21           And I'm not quite sure who should answer this  
22 question. Maybe the director, maybe someone else. And I want  
23 to make it clear I'm supportive of the build out, so I don't  
24 want my questions to be misconstrued by anyone. Obviously it  
25 will expedite the current traffic that we have when we cross our

1 border, but it will also -- is anticipated it will increase the  
2 traffic due to the modernization Mexico has done and some other  
3 marketing on our part. Is there an idea of what that impact is,  
4 what the increase is and what the revenues for Arizona would be?  
5 An estimate?

6 MR. HALIKOWSKI: Well, Mr. Chairman, I don't have  
7 anything in front of me. I don't know if someone from the  
8 association is able to comment. But when we talk about the  
9 expansion of the port, you know, that was a 250 million GSA  
10 project. Unfortunately, the federal government expanded the  
11 port but none of the surrounding infrastructure. And if you  
12 look at the truck traffic, it's steadily increasing over the  
13 years, and we anticipate that trend will continue.

14 There are a lot of moving parts to this, as was  
15 noted. I've been to Mexico City a number of times and secured  
16 pledges for improvements to MX 15, because we are seeing effects  
17 of the Mazatlan-Durango Highway. We're seeing that many of the  
18 industries, name brands that you purchase, that are in the state  
19 of Mexico are shipping to Texas, and in many cases backtracking  
20 to California.

21 So we believe that we can, through improvements,  
22 offer the infrastructure to lure more industry on both sides of  
23 the border, as they've done through the Texas model. If you  
24 look at the way they are situated in east Texas, you've got a  
25 lot of manufacturing logistics centers positioned there. We'll

1 never match the size, but I think we can certainly be a lot more  
2 competitive than we are.

3           So it's again one of those things that one of the  
4 speakers pointed out. If I'm going to locate here, what's the  
5 infrastructure? And it's not just the highway. I don't want to  
6 leave it at that. It's also that there will need to be  
7 improvements with local streets in the future and bridges,  
8 because many of these things were built in the '50s and '60s.

9           So my anticipation is that as we keep shrinking  
10 wait times at our ports of entry -- in one case now with the  
11 dual inspection with CBP, we've taken an eight-hour inspection  
12 and shrunk that down to less than 60 minutes -- that people will  
13 find our ports attractive.

14           And I don't want to speak just for Nogales.  
15 Obviously there's a lot of interest in the Yuma sector as to  
16 what happens there, because we'd like to improve the traffic  
17 there, and also in the Douglas area. So I don't have the  
18 numbers in front of me. I don't know that we've done a study,  
19 per se, but I'll be glad to look into that with our folks and  
20 see if we can get something back to you soon.

21           MR. STRATTON: Nothing concrete. I was just  
22 wondering what our ROI would be on this and how fast it would  
23 come back. That's all.

24           MR. HALIKOWSKI: Sure.

25           CHAIRMAN CUTHBERTSON: Mr. Elters.

1                   MR. ELTERS: Mr. Chairman, thank you. Kristine,  
2 appreciate the answer. That is really what I was looking for.  
3 Just to be clear, I do understand the value of the project as  
4 well. I applaud the collaboration, the local unity and the  
5 unified front that has been presented and the effort it took to  
6 get to this point. I just wanted to understand how we got to  
7 this point and if -- and what impact this had on the rest of the  
8 program.

9                   And that leads me to just one more question, and  
10 that is as I look at these three sheets, I saw a number of  
11 projects that were deleted, about a handful of them. Some were  
12 primarily pavement preservation. My question is or is -- or  
13 what I'm hoping -- let me rephrase that.

14                   My question is are these being deleted due to  
15 funding constraints, or are they being deleted because  
16 conditions have changed to where they are no longer needed?  
17 What -- how -- how -- what are the bases for these projects  
18 being deleted?

19                   CHAIRMAN CUTHBERTSON: Yes.

20                   MR. BYRES: Mr. Chairman, board members, you hit  
21 that right on the head. As we added projects to the program, we  
22 constantly went through a prioritization process. So as these  
23 rose up, obviously something drops off. So that's exactly what  
24 is happening. It is a matter of prioritization as to why these  
25 projects have dropped off.

1           So as we added new ones coming through, and it's  
2           been an ongoing process since January trying to get to this  
3           final document. So you're absolutely correct in that. It is a  
4           change in the priorities that dropped it out, not necessarily  
5           the funding. The funding has stayed neutral as we've come  
6           through the program.

7           MR. CUTHBERTSON: Mr. Byres, do you want to lead  
8           us through the details of the changes? Or is that --

9           MR. ROEHRICH: Can I -- excuse me.

10          CHAIRMAN CUTHBERTSON: Sure.

11          MR. ROEHRICH: Mr. Chair, maybe let's -- maybe we  
12          can finish up 189 right now. So we went through the finance.  
13          We went through the port. I think the point to make here is we  
14          were adjusting the program and staff reviewed the program. We  
15          did not move projects out to create funding for 189. Is that a  
16          fair statement?

17                 We reprioritized, whether it's a bridge  
18          preservation, pavement preservation or project in the program  
19          that wasn't going to be delivered on time or had had  
20          implications that said it needed to be delayed. We started  
21          rebalancing off the program, and as Kristine has said, once  
22          other financing became available, it continued to shrink the gap  
23          to the point where we were able to close it out with the  
24          adjustments that we felt had to be made to the program in order  
25          to again balance it but be sure it's deliverable with the

1 projects under that delivery.

2 And specifically on 189, now that we've got the  
3 full funding in that, I did want to just finalize with the Board  
4 then our actions to move forward. Because part of the funding  
5 that we got was the Legislature, \$25 million they gave out of  
6 the General Fund to accelerate this project two years earlier to  
7 make sure we could move forward, and that's exactly where we're  
8 at.

9 We're at a point now where once this program gets  
10 approved in -- at the June board meeting, we move forward, our  
11 development team is working towards getting a proposal on the  
12 street for the design builder next spring, well, May of 2019, go  
13 through the selection process, get a contract on board by that  
14 fall, and then within the two-year period, have that project  
15 completely done.

16 And again, through the design build process, we  
17 get the efficiency of time, but as well as the contractor, the  
18 designer working together with the Department, and then input  
19 from our local stakeholders to ensure that that final scope of  
20 that project meets the intended purpose and it gets done, as we  
21 said, on time.

22 So that is our schedule. We feel it addresses  
23 the Legislature's concerns about giving us additional money to  
24 accelerate it. It moved it up two years in the program with the  
25 schedule that we've presented in the tentative. And upon

1 approval by the Board, we'll move forward with this for  
2 implementation. So within a two-year period, in this case  
3 fiscal year '21, we will have that project complete.

4 So I just wanted to close out the 189 discussion.  
5 I do think it's important, though, to dig into that spreadsheet  
6 a little bit, Greg, if you could just make sure that you've  
7 overseen that, because there's quite a few changes. Want to  
8 make sure the Board understands if there's any specific  
9 concerns.

10 CHAIRMAN CUTHBERTSON: Okay. Thanks.

11 MR. BYRES: So as you go through the tentative  
12 program that was handed out today, you'll see all the  
13 highlighted in red or orangish color the different projects.  
14 Those are all associated with the spreadsheet that you received  
15 that shows what those changes are to the program, whether or not  
16 there was a deleted or what the changes are coming through that  
17 whole thing.

18 So you'll see the yellow are the new projects.  
19 Red are the deleted projects. Blue are combined projects. I  
20 think we have three projects that were combined together into a  
21 single project. So that's kind of what you see as you go  
22 through that.

23 And every single one of them, there may be  
24 funding source changes. There may be funding change -- the  
25 funding amount changes going through each one of those, and you

1 can see exactly through the spreadsheet what those changes are.

2 And again, this has been a long, rigorous process  
3 in putting all this together. This is the best way that we  
4 could come up with to try and show you what the previous  
5 tentative program looked like and compare it to what we're  
6 presenting today, with all of the changes that have come through  
7 over the past several months.

8 If you have any questions on that, I'll certainly  
9 answer.

10 MR. THOMPSON: Chairman.

11 CHAIRMAN CUTHBERTSON: Yeah. Yes. Board Member  
12 Thompson.

13 MR. THOMPSON: At one time when these projects  
14 were not deleted, they were considered doable.

15 UNIDENTIFIED SPEAKER: Can you speak into the  
16 microphone, please?

17 MR. THOMPSON: They were considered doable, and  
18 so I'm assuming that these aren't completely being deleted, but  
19 rather (inaudible) being delayed for the time being, and that's  
20 what I'm hoping that -- that's what it means, because there are  
21 (inaudible) you know have been.

22 CHAIRMAN CUTHBERTSON: Yes.

23 MR. THOMPSON: (Inaudible.) Thank you.

24 CHAIRMAN CUTHBERTSON: Fell off the five-year  
25 plan. Do you want to speak to that?

1                   MR. BYRES: Mr. Chairman, Board Member Thompson,  
2 you're absolutely right. These are not deleted and going away.  
3 All it is is it's -- these dropped down in the prioritization as  
4 compared to the projects that were added into the program. So  
5 in next year's program, these projects will probably rise to the  
6 top. So they will be the highest priority projects. So it's  
7 just when they're compared to the projects that are currently in  
8 the program.

9                   MR. THOMPSON: Thank you.

10                  CHAIRMAN CUTHBERTSON: Okay. Thank you.

11                  Board Member Elters, you got a question?

12                  Comment?

13                  MR. ELTERS: Just a comment.

14                  Greg, just a comment. You said earlier this was  
15 a one department effort. I want to compliment you. It clearly  
16 is. Takes a lot of work to get to this point. We've been  
17 juggling a lot of things, so for my part, I appreciate the  
18 effort to get us here, and I appreciate the explanation you  
19 provided.

20                  MR. BYRES: Thank you.

21                  CHAIRMAN CUTHBERTSON: Yeah. Thank you Board  
22 Member Elters.

23                  MR. ROEHRICH: So Mr. Chairman, I did want to  
24 talk about a couple other items that had been brought up before,  
25 as we said. So we went through the 189, State Route 189, and

1 with the full build out in there, we really appreciate all the  
2 effort that the Board has working with staff and obviously our  
3 local stakeholders.

4           The second one I wanted to talk a little bit  
5 about was the I-15. Interstates 15, as you know -- thank you,  
6 Lynn -- you know, this has been presented to the Board for a  
7 number of years, and it -- I think it precedes all the current  
8 members of the Board when we started talking about this  
9 corridor. So it's been around for quite a while.

10           As we identified, there are seven -- eight  
11 bridges at seven locations along that corridor, and the bridges  
12 are some of our oldest bridges as well as some of our most worn  
13 and used bridges along that corridor. It's a little 29-plus  
14 mile stretch of interstate in Arizona which really can -- you  
15 can't access it in Arizona. You actually have to either go to,  
16 like, Nevada or to Utah. We have one -- two communities on  
17 there. Liverfield and Beaver Dam, I think, are the two  
18 communities right off of it, and it's on, like, one interchange.

19           MR. HALIKOWSKI: Floyd, it's Littlefield, not  
20 Liverfield.

21           MR. ROEHRICH: Did I say liver? Well,  
22 Littlefield. It's just my lisp. I'm still trying to learn how  
23 to talk with my new lips.

24           Anyway, so as we've identified this, it's a  
25 corridor that had over \$300 million worth of needs on those

1 bridges at a time when our economy obviously was shrinking and  
2 our program was shrinking. We were struggling with how to  
3 approach this. And yes, it's an ADOT responsibility. It's in  
4 our state, so we have a responsibility to move forward with  
5 this.

6           So we've taken the strategy of the best way to  
7 move this forward is to start taking these bridges one at a  
8 time, space them out every few years, fit them in the program,  
9 try to pull together -- similar as we've gone with other  
10 projects like 189. Find funding sources, state highway funds,  
11 bridge funds, preservation funds, any opportunity we can to find  
12 funds within the program, but start taking these bridges one at  
13 a time.

14           So so far, and I guess I'd like to point out --  
15 you may not be able to see it -- but the red numbers up there  
16 are the locations where the bridges are at. They're all single  
17 bridges with the exception of location number five up there.  
18 That section needed a double bridge, bridges side by side.  
19 Otherwise, they're single structures, functioning as a single  
20 structure, and there's a (inaudible) location where they're at.

21           MR. STRATTON: So Floyd --

22           MR. ROEHRICH: We've completed --

23           MR. STRATTON: -- we've also got some TIGER  
24 grants, too, right?

25           MR. ROEHRICH: Yes, sir. I was go to talk about

1 that.

2           So so far we've addressed this, we completed our  
3 first bridge on that corridor, which was bridge number six, and  
4 that was the bridge that was identified with the most critical  
5 condition at the time. That was completed around 2016, and as  
6 part of that, we've got almost \$21.6 million TIGER grant to help  
7 with the overall cost of that bridge. It was somewhere around  
8 about \$30 million.

9           Since then, in the program you're going to see  
10 for 2020, we've got our next bridge replacement, which is bridge  
11 number one. That's at \$50 million. So these bridge sites are  
12 fairly expensive for a number of reasons. One, it's a tight  
13 working condition. It's an environmental sensitive area, and  
14 these are pretty large structures because they're -- you know,  
15 they handle both directions of traffic. So you got four lanes,  
16 shoulders, other components on it.

17           So when we originally estimated these  
18 improvements, probably, you know, seven, eight years ago,  
19 obviously, yes, the construction costs and everything else  
20 increased. We're seeing an increase in those bridge construct  
21 costs as well. Originally we programmed this bridge, bridge  
22 number one that's in the program, at 33 million, but it has  
23 increased to 50 million as we've refined scope, bid them,  
24 prepare the design elements and get the project ready to go.

25           So we're going to see a continuation of cost

1 increase on this board as we address did other bridges. But  
2 because of the strategy, not having all the money to do these  
3 bridges all at once or all at one time, having to spread them  
4 out, we're also seeing an increase in some of the preventative  
5 measures we have to take in the meantime.

6 In the program, you're going to see in fiscal  
7 year 19, \$6.6 million for bridge deck work. Those are on  
8 bridges two, four, and then the two bridges at five. Again,  
9 because it's time, these continue to see large volumes of  
10 commercial vehicles and traffic on these -- this corridor, we're  
11 seeing a degradation of the bridges as well. We don't have the  
12 money to completely replace them, so we're going to have to do  
13 preservation work.

14 So I want to point out that in this program,  
15 we're addressing one more bridge, but there's also a need to  
16 address some of the bridgework as a preventative maintenance  
17 measure as we continue to look at funding the replacement of all  
18 those bridges. Will it take another decade or so to replace all  
19 those bridges? Probably, because I think in the -- there's only  
20 one bridge in this five-year program. I think the development  
21 program, we were going to try to fit one or two more bridges in.  
22 I think we're studying that, the cost for that. And again,  
23 we're going to continue to look for opportunities.

24 As we develop those projects, we're also looking  
25 for opportunities to go after grants, to talk to our neighboring

1 states about partnering opportunities, maybe their support to  
2 give us greater weight when we go after grant opportunities.  
3 But we are going to continue to pursue every opportunity we can  
4 to find the funding to move this project -- to move these  
5 improvements forward and to accelerate these bridge projects in  
6 the program.

7           These bridges, as I said, are in a deteriorated  
8 state. That is continuing to obviously see those impacts.  
9 We'll continue to address them through our maintenance budget  
10 and through our programming budget as necessary as we look for  
11 the full replacement of those bridges. But it is taking time,  
12 and we're taking them one piece at a time. And I know there was  
13 some discussion, previously board members had asked about other  
14 funding opportunities or we'd looked at, like, public-private  
15 partnerships and other possibilities.

16           Yes, we will keep those open, but at this point  
17 we've not identified the ability to put together a package on a  
18 P3, but we have identified possibly other federal grant programs  
19 and other grant programs that we can go after to get help, help  
20 funds.

21           So it's instrumental that we keep developing  
22 these projects, getting them, if you will, shovel ready so we  
23 can go compete competitively for those funds, and we find the  
24 funds, then start addressing those bridges. But right now we're  
25 on a path of doing one every few years until we can get through

1 the full number of bridges. So with that, I'd ask if there's  
2 any questions from the Board.

3 CHAIRMAN CUTHBERTSON: Board Member Stratton.

4 MR. STRATTON: Big surprise, I have questions on  
5 I-15, Floyd. Several months ago I asked about the effects of  
6 trucks pulling triples on those bridge decks, and you were going  
7 to have someone look at that. Did anything ever come back?

8 MR. ROEHRICH: Mr. Chair, Mr. Stratton, my  
9 understanding is that we're still gathering information. I'm  
10 going to have to defer to the state engineer to see where we are  
11 at in analyzing that. But you know this corridor, our  
12 maintenance groups in Littlefield are on this corridor every day  
13 monitoring those bridges, evaluating it, evaluating the traffic  
14 on there. It's a continued effort. I don't know about pulling  
15 together a specific analysis of that degradation.

16 MR. HALIKOWSKI: Mr. Chairman, never shy to stick  
17 my nose into this, but you know, the problem is really more than  
18 just the triples, which have been using that bridge, as you  
19 know, in Arizona or those set of bridges for a number of years.  
20 It's the only place in Arizona where triples can run, and the  
21 feds froze our size and weight configurations back in 1990. So  
22 we've been running triples well before and since then.

23 The issue is that these bridges were built in the  
24 19- -- late 1960s, early 1970s, and shortly after I took over as  
25 director of ADOT, the bridge engineer requested a meeting with

1 me. And he said, you know, we've got to fix these bridges up on  
2 I-15, because they're two-girder bridges, and we don't even  
3 build two-girder bridges anymore, because if one girder goes  
4 out, guess what happens to your bridge?

5           And we took a trip up there, and we actually --  
6 Floyd talked about the maintenance issues, but you know, we're  
7 holding these things together as best we can. And I asked why  
8 wasn't this taken care of before? It's a tough sell to a board  
9 of transportation, because we get no economic benefit from this  
10 particular section of interstate. The feds, in their wisdom,  
11 thought it was such a pretty drive, they would drop down through  
12 this corner of Arizona. It is one of the most environmentally  
13 sensitive places on earth.

14           The problem is we can't detour, because it's a  
15 260-mile detour if we close this route. And as has been pointed  
16 out from the other states, it's your problem. You get bridge  
17 funding. You get money. You need to fix it. I think we had  
18 250 million in the program at one point because we wanted to go  
19 in and fix all the bridges at once, because you can imagine it's  
20 a traffic control nightmare as you're trying to funnel these  
21 things through, fixing bridges one at a time.

22           But the Board at that point took the 250 million  
23 out -- and I'm not criticizing the decision -- but they really  
24 felt it needed to be applied to Greater Arizona and not this  
25 particular area. And Chairman Feldmeier at that point

1 instructed us to go find money via perhaps a P3, and we  
2 diligently undertook that and filed a letter of interest with  
3 the federal government to toll this 28-mile section through  
4 Arizona.

5           Because you've got this ADT, average daily  
6 traffic, of 21,000 trucks a day. And if you go up there and  
7 stand under those bridges, you can see the shaking and the  
8 pounding from these 18-wheelers and bigger vehicles. But the  
9 problems is once we've filed that expression of interest, which  
10 is just asking the federal government if we could consider it  
11 under their pilot program, the wheels came off pretty much at  
12 that point. Mohave County Board of Supervisors passed a  
13 resolution against it. Of course, our own trucking industry  
14 here in Arizona is strongly opposed to tolling anything on  
15 Arizona's highways. And then we had a lot of issues with the  
16 Utah governor, calling Governor (inaudible), saying how dare you  
17 impose on a toll on our citizens on their way to Nevada. So  
18 there was a lot of public opposition, even though we never began  
19 any formal action.

20           So I think with this issue, timing is everything,  
21 and what we've been able to do in the meantime is repair some of  
22 the worst. But as we move forward, either we're going to look  
23 at a long, drawn-out process of doing these one at a time, or  
24 we're going to have to figure out some other way to get it done.  
25 And it's a tough sell, as I said, because we get really -- very

1 little economic benefit and very little fuel tax or anything  
2 from the traffic passing through.

3 MR. STRATTON: And I don't disagree with what  
4 you're saying. I know we have to maintain them. However, as we  
5 sit here and listen to the people from Yuma and Santa Cruz and  
6 Show Low and everywhere else in Greater Arizona that need things  
7 done for safety reasons or new -- hire ADTs of whatever the  
8 reason may be, it's really difficult to sit here and deny  
9 citizens that we -- that drive on our roads, Arizona citizens  
10 that drive on our roads and we maintain while we put money from  
11 Greater Arizona into this particular stretch of road, and as you  
12 said, get nothing back from it other than a lot of expenditure  
13 that denies the rest to Greater Arizona.

14 But my -- back to my point on the triples,  
15 because we're doing work on the bridge decks to try and hold  
16 them together, and it is going to take a long time to do all of  
17 this, I'm wondering if we limit it -- if we could limit to  
18 doubles, would that let the bridge decks stay longer and do less  
19 damage to the bridge? As you said, they shake if you're  
20 standing under them. Well, obviously they're going to shake  
21 more with triples than with doubles.

22 MR. HALIKOWSKI: It's quite an experience to be  
23 under those bridges while those trucks are going over, and I'll  
24 let the state engineer comment. I mean, there's the dead weight  
25 of the vehicle, and then there's the axle distribution. But if

1 we are unable to maintain these at that level, then I think one  
2 of the things he'll talk about is do you begin to close lanes or  
3 restrict traffic. Dallas.

4 MR. HAMMIT: Mr. Chairman, Mr. Stratton, as we've  
5 looked at it, and the director hit it pretty close there, the  
6 biggest detriment to the bridges are the axle weight, and the  
7 triples aren't increasing the axle weight. It's spreading it  
8 out. You have longer a way. You have got more axles. So we  
9 aren't increasing the total weight per axle on those bridges.  
10 It's just a longer vehicle.

11 Now, I don't know that we've ever tried to  
12 calculate, and I need to talk to our bridges folks, having the  
13 three trailers hit it and how to do an analysis of theirs,  
14 because most of ours is either on the dead weight, and they're  
15 not overweight for sure, but then it's on axle weight. And  
16 again, if anything, it's probably lighter on the axles with the  
17 triples than it is with the fully-loaded double trailers or  
18 single -- the 57-foot trailers.

19 MR. HALIKOWSKI: So I guess I'd add,  
20 Mr. Chairman, is, you know, we all do sit here and hear the  
21 needs around Arizona, and obviously there's not enough funding  
22 to go around and answer everything, which is why you guys have  
23 the tough choices to make based on our recommendations. But if  
24 we're to somehow look at doing a public-private partnership and  
25 some kind of toll in the future, it would be really useful to

1 get support from Greater Arizona and a lot of the entities out  
2 there, because as we saw with the Legislature, even though the  
3 industry wanted to impose an axle fee on itself for improvements  
4 in Nogales, that was very, very hardly fought at the State  
5 Legislature. So if we go out as ADOT and try to impose a toll,  
6 it really is a four-letter word among a lot of people within the  
7 state of Arizona, and you have to have a lot of support, I  
8 think, in order to be able to do that.

9 MR. STRATTON: And I don't disagree with that at  
10 all. But I believe the support has changed in the past year as  
11 we have received multiple resolutions asking to find alternative  
12 funding sources for that particular stretch of road from MPOs,  
13 counties, cities, towns and the whole gamut. And again, as we  
14 were in Kingman this year and I sat with the board of  
15 supervisors and mentioned the very fact that they had -- she had  
16 no knowledge of that and said, I can tell you from my point of  
17 view, she said, I am not opposed to a toll. So the feeling of  
18 Mohave County may have changed or may not have. It could just  
19 be her view. But I don't know if it's worth looking at again or  
20 not, I guess, is my point, because I don't see another  
21 alternative there.

22 MR. HALIKOWSKI: Well, Mr. Chairman, as I said,  
23 Board Member Stratton, I think it's an issue of timing. It's  
24 something that I'm not going to rule out that we would look at  
25 again. But again, you know, very often -- and I'll just tell a

1 little story here. As we were talking about doing some major  
2 improvements in a particular region by adding a new road. I was  
3 talking with some of the mayors, and they said, well, you know,  
4 it's not that it's a bad idea. But John, we got elections  
5 coming up in two months here or whatever, and you're talking  
6 about a toll, and that's really hard for a local politician to  
7 support. So again, I think it's a question perhaps of timing.

8 CHAIRMAN CUTHBERTSON: Board Member Hammond.

9 MR. HAMMOND: Yeah. And this is three and a half  
10 years into this board. We've been discussing this issue for at  
11 least three and a half years that I've been on the board. And  
12 you know, I think as we approach -- the approaches that we've  
13 looked at in the past, whether it's Utah, Nevada, our own  
14 residents in Mohave County, P3s, tolls, none of that dynamic has  
15 changed.

16 I guess the question I would have -- this is more  
17 of a rhetorical -- is what could we do to change that dynamic?  
18 I mean, for example, if we said, okay, if there's 10,000 trucks  
19 going through that, okay, we're going to limit it to five. You  
20 know, you two states decide which 5,000 get to cross. I mean,  
21 we'd probably get sued by somebody. But where's the -- where's  
22 the leverage or the items that we can do that change the dynamic  
23 that we now have? Because that's the only way something's going  
24 to happen, is where somebody says, okay, now you've done it.  
25 Now we -- and we -- whatever we've done, we did legally. You

1 know, now you've got my attention. And yeah, we'll sit down and  
2 talk about something, tolls, funding from these neighboring  
3 states that use it. Is there any leverage, legal leverage, or  
4 we just are stuck with the same discussion three years from now?

5 MR. HALIKOWSKI: Well, Mr. Chairman, I will point  
6 out besides Floyd being the caretaker of the Board and the  
7 executive director, he also runs ADOT's P3 program, and I don't  
8 know that we'll be stuck with the same discussion three years  
9 from now. But here's what's evident to me as the director, is  
10 again we have a lot of needs. And I listen to people come up  
11 saying that this project that I'm talking to you about is the  
12 most important project in the state or it's very important for  
13 my region, for the economy, or we need, you know, maintenance,  
14 we need (inaudible). There's just not enough to go around.

15 And if you look at a state again -- I'll use  
16 Texas -- they fund a lot of major projects through public-  
17 private partnerships and tolling. It's not always popular  
18 there, but there seems to be a unity that that's the way that  
19 we're going to do business in that state. I don't know that we  
20 have that unity yet in Arizona, because it can get very personal  
21 on a local level, and as it did up here when we talked about  
22 tolling I-15. The residents of Littlefield and some of the  
23 other communities were saying, why should I have to pay a toll  
24 to get to my house?

25 And so we're going to need, I think, some real

1 unity that this is the direction that we're going to move  
2 forward to do business. Because back when the P3 laws passed,  
3 we were criticized for not going after more P3s, and I remember  
4 talk to an elected official who said, well, what's the problem?  
5 And I said, well, people don't like tolls. Well, no one ever  
6 told us when you were passing P3s that there was going to be a  
7 toll. I said, well, where did you think the revenue was going  
8 to come from? It just doesn't appear out of the air. I have to  
9 pay back the money that we're borrowing. And I think there's a  
10 real disconnect at times between the toll and what it's paying  
11 for and the public's perception of it.

12 MR. ROEHRICH: So Mr. Chair, Mr. Hammond, I'd  
13 also comment on there, because I think you bring up a very good  
14 point, and that is the operations of our not only interstates,  
15 but our highway system as well. And I will give credit to  
16 Dallas and a whole -- his whole team out there in the  
17 maintenance and the development side (inaudible) side and TSMO  
18 side.

19 We're constantly evaluating that. And there have  
20 been examples where there have been concerns either with a  
21 bridge or with a stretch of road somewhere that we've limited  
22 either the weights on it or we've put in speed limit  
23 constraints, things like that. We will be analyzing this  
24 corridor. If we did not view it was safe, we would take those  
25 measures, but I don't think we're going to arbitrarily take

1 those measures until we have the justification and the reasoning  
2 why we're either going to limit it to one lane or we're going to  
3 slow down the speed limits on that in order to control the  
4 traffic.

5           As we look at doing one project at a time, one  
6 bridge at a time, and this takes longer, would it degrade to the  
7 point where those measures may have to be in place? Dallas'  
8 team is looking at that, and when they recommend that and they  
9 say that's the measure we have to do, we are going to implement  
10 those exact options, because I think you're right. If you look  
11 at the long-term impact of not seeing an increase of revenue on  
12 our system, as Greg has pointed and Kristine has pointed out  
13 month after month, and we slowly -- or rapidly, actually, we're  
14 accelerating towards only preservation, very little expansion or  
15 even modernization, maybe a slight (inaudible), you're going to  
16 probably see operational impacts over time if we don't increase  
17 the funding to the point where we can really address those  
18 expansion needs and address the aging infrastructure.

19           To me it's a telling sign every time we go  
20 through this programming cycle. When Greg puts up the slide and  
21 it's that vertical bar chart that shows at the red, here's our  
22 critical bridges and pavements. Here's the yellow. Here's our  
23 fair, and then here's the green. And you see the red, the poor  
24 and the red condition. We're fighting just to keep that as  
25 minimal as possible, but you see that yellow constantly growing.

1 If you look at what's been happening as he's identified, like, a  
2 10-year period -- I think you usually show about a decade's  
3 worth or so -- you see that yellow constantly growing. We're  
4 keeping the red, just fighting the way we are with our funding,  
5 but we are losing ground on what's going in the yellow, and over  
6 time those will continue to cycle through, obviously in stronger  
7 deterioration.

8           Could there become a point where we have to make  
9 those operational adjustments? Absolutely. But we are and  
10 Dallas' team and our whole technical team and our maintenance  
11 team and everybody out there is constantly analyzing that to  
12 ensure when we do it, we've done it at the best safety of the  
13 public. And we as an agency are going to then stand behind  
14 those decisions when we have to implement them.

15           CHAIRMAN CUTHBERTSON: Okay. Board Member  
16 Elters.

17           MR. ELTERS: Just for reflecting back. We've  
18 been talking -- I think the director said and a couple of board  
19 members said we've been talking about this for a while, and to  
20 my recollection, it's somewhere between 13 and 15 years. I want  
21 one hand to give credit to the Department for taking the  
22 initiatives to get some federal grants done and to fix one  
23 bridge that was in dire need, and they're working on at least  
24 another one.

25           My concern is in the -- we've been talking about

1 it for 13 to 15 years. The one thing that has changed for sure  
2 is that the conditions have deteriorated, probably in varying  
3 degrees and will continue to. Understanding that this is an  
4 interstate and there's only so much you can do operationally to  
5 restrict or limit, my concern is unless something -- unless  
6 we're visionaries and we're proactive and we get ahead of it, we  
7 could very potentially reach that point where the larger money  
8 that the director mentioned will need to be expended, and it  
9 won't be available, and it will more than likely impact the rest  
10 of the system, the program.

11           And truly, that is -- that is the point that I'm  
12 concerned with as I look ahead. It may not be next year. It  
13 may not be -- you know, I just got on the board. It may be  
14 after, you know, I move off the board. But it will come,  
15 because that's what happens to infrastructure over years. It  
16 degrades and deteriorates, and I truly and sincerely believe  
17 there isn't an easy answer. If there was one, somebody would  
18 have found it through the department and previous boards, but I  
19 did not believe we can just kick this can down the road a whole  
20 lot longer, and something needs to be done. Some initiative  
21 should be taken. We -- if it takes educating locals,  
22 neighboring states, whatever it takes to get to that point, I  
23 think we have to start somewhere and do something.

24           Thank you, Mr. Chairman.

25           CHAIRMAN CUTHBERTSON: Okay. Thank you.

1 Board Member Thompson.

2 MR. THOMPSON: That was my thought. With  
3 (inaudible) comment. What efforts have been made by the DOTs in  
4 Utah and Nevada working with the State of Arizona coming up with  
5 some idea to partner up on, you know, some funding resource or  
6 scheduling? Has that happened? And if so, what was the  
7 communication between the three DOTs?

8 MR. HALIKOWSKI: So Mr. Chairman, we've had  
9 discussions with the DOT directors in Utah and Nevada, and it's  
10 been some years since I've brought it up. But I mean, the point  
11 they're making is that -- especially in Utah, they've already  
12 got partial tolling on I-15. You know, they've got Fast Pass  
13 lanes and things like that. But it's your choice whether you  
14 want to pay to use that. So it's not a fully tolled facility.

15 But the point they make is that each state does  
16 get its apportionments from the federal government for bridge  
17 repairs, for, you know, state highway systems, for interstates,  
18 and that, you know, I would not anticipate either of those  
19 states providing us with any of their funding to fix I-15. I  
20 think they're going to wait and see how Arizona takes care of  
21 the issue itself.

22 As I said when we tried to resolve it, at least  
23 by asking the question could we do a public-private partnership  
24 and toll it, Nevada was -- and not as opposed, but Utah was very  
25 opposed, as was Nevada. So we could talk about partnerships,

1 but getting any direct funding or anything from those other  
2 states, it's probably a better bet to talk to Congressional  
3 delegation and see if there's anything they can do to help us  
4 with federal funding.

5                   However, having said that, I don't know if  
6 Washington, DC knows exactly where it is on transportation these  
7 days. You know, the last I heard from the President's plan is  
8 we were going to have to come up with an 80 percent match to  
9 draw down federal funds, and I will tell you given the State of  
10 Arizona's finances, that's just not going to happen. We're not  
11 going to be players in that game.

12                   And what Congress may or may not come up with, I  
13 can't tell you. I mean, Speaker Ryan has said any increases in  
14 gas tax are off the table. So whether the next speaker might  
15 entertain something or not, I don't know. But the problem is we  
16 have no coherent plan coming out that I can predict the future  
17 from the federal perspective. So bottom line here, and I don't  
18 mean to be Debbie downer, but other than getting, you know,  
19 vocal support from other states or maybe their support if we're  
20 applying for a grant, I don't anticipate them financially  
21 participating in this.

22                   CHAIRMAN CUTHBERTSON: All right. Thank you.  
23                   Board Member Stratton.

24                   MR. STRATTON: Realizing this is an election year  
25 and it is a sensitive project or subject, is there any

1 possibility -- as you said, we do receive moneys from the feds  
2 for bridge repair and freeway and such. Is there any way to  
3 take a portion of this or this -- for this particular road off  
4 the top before the money is split so the impact to Greater  
5 Arizona is not as significant? That we still are paying a lot  
6 of it, probably the largest portion, but at least there would be  
7 some moneys left to take care of some of the needs of the  
8 Greater Arizona?

9 MR. HALIKOWSKI: Well, I think, Mr. Chairman,  
10 it's certainly -- I think, Mr. Chairman, certainly it could bear  
11 some discussion, but if I were going to use an example for that  
12 sort of interregional cooperation, I'd say take a look at I-10  
13 between Phoenix and Tucson. I mean, it's no secret that  
14 economically, there's great benefit to both those large  
15 metropolitan areas from I-10, and yet as we begin to talk about  
16 working respectfully with the Gila River Indian Reservation,  
17 with that community to widen I-10 through that 28-mile stretch,  
18 I would say that it would be really great if you could get  
19 regional cooperation within that to pay for Greater Arizona's  
20 portion. So it's possible to talk about paying for I-15 off the  
21 top, but I guess I'd also look at where else might that example  
22 fit within Arizona, whether it's I-10 or I-17 in the future.

23 MR. STRATTON: And I wouldn't be opposed to those  
24 collaborations. Just, as I've said, I'm just trying to find  
25 some way to --

1 MR. HALIKOWSKI: I appreciate that.

2 MR. STRATTON: -- help the needs of Greater  
3 Arizona.

4 MR. ROEHRICH: And Mr. Chair, Mr. Stratton, I  
5 think that's great, but remember it's just one time. Do you  
6 want to break it up into eight pieces of pie or 12 piece of pie?  
7 It's just one pie, and so the volume's not changing. Without an  
8 increase of revenues, it just means you are to take it from  
9 other places.

10 MR. HALIKOWSKI: Floyd's saying we need more pie.

11 MR. STRATTON: And I don't disagree with that.

12 MR. ROEHRICH: I do like pie.

13 MR. STRATTON: That's why I'm a big supporter of  
14 tolling that particular piece. But as Sam said, this has been  
15 discussed for over a decade.

16 MR. ROEHRICH: Oh, the state engineer before me  
17 had this problem.

18 MR. STRATTON: Yes. Well, that may not be a  
19 permanent solution is the for pieces of pie. It may be helpful  
20 solution for a stop gap measure.

21 MR. ROEHRICH: More pieces of pie just means  
22 smaller pieces of pie.

23 MR. HALIKOWSKI: So I guess it's just very  
24 interesting, Mr. Chairman, as we look at these issues and we  
25 talk about getting more funding. We saw this incredible

1 phenomenon this year where teachers came from all over the state  
2 and demanded more funding for education and got it.  
3 Unfortunately we don't have that kind of constituency and that  
4 sort of unity when it comes to increasing transportation  
5 funding. That's very difficult for people to get focused on  
6 anything outside of their sort of narrow area that they utilize.

7 CHAIRMAN CUTHBERTSON: Okay. Mr. Hammond. Board  
8 Member Hammond.

9 MR. HAMMOND: Give me the last word here. I  
10 think we should reduce the speed limit to 15 miles an hour on  
11 that stretch, and we'd get somebody's attention.

12 MR. ROEHRICH: Mr. Chair, I will make sure that  
13 the state engineer gets that comment.

14 MR. HALIKOWSKI: That is his -- fully his  
15 responsibility Mr. Chair.

16 CHAIRMAN CUTHBERTSON: Okay. All right. So  
17 we've address add couple of your bullets there. We still  
18 have --

19 MR. ROEHRICH: Yes, sir. Then the last one. I  
20 know it's been brought up a number of times, and that's the U.S.  
21 95, Avenue 9E through the Imperial Dam Road, specifically was  
22 asked by Mr. Knight, but again, US-95 through the whole  
23 corridor, U.S. State Route 95, different segments as the  
24 citizens have identified here.

25 Greg, you alluded to the fact that we've got

1 corridor profiles on these and that they could be developed into  
2 projects that would go through the program process. Did you  
3 want to talk about that?

4 MR. BYRES: (Inaudible.)

5 Mr. Chairman, board members, we have recently  
6 completed our corridor profile study on US-95, and with that we  
7 can now start taking a look and developing projects. So that's  
8 one of -- that's exactly what we were in the process of doing  
9 right now.

10 So we work with the different districts. We  
11 worked in the different MPOs to start doing that. And so now  
12 that we have this corridor profile study -- and I'd just kind of  
13 give you a quick example of one of the things that we look at in  
14 these profile studies, is we take and break -- these are long  
15 profile -- or long corridors. So we take and break these up  
16 into segments, trying to use our logical (inaudible) into each  
17 one of the different segments. So that as we develop projects,  
18 they obviously can fulfill need within each of those segments.

19 And we take and look at the different criteria.  
20 We look at the pavement. We look at bridge. We look at  
21 mobility. We look at safety. We look at freight. And we take  
22 and rank each one of those in the different segments. So -- and  
23 we've done that all the way up and down US-95. So do we have  
24 issues with US-95? Yes, we do, and they've been identified in  
25 the profile study. So now that we know those shortcomings on

1 each of the different segments, we can start developing projects  
2 that would go through.

3           But as we develop these projects, if it winds up  
4 being an expansion project to take and satisfy a certain  
5 criteria, again, that's going to have to compete against the  
6 rest of the expansion projects throughout the state, as well as  
7 if it's a modernization project or if it is even a preservation  
8 project. All of them, as we develop these projects, will go  
9 through our prioritization process in order to compete on a  
10 statewide basis. It's not just on a single corridor, but rather  
11 on a statewide. But that's exactly how our process works. So  
12 that's exactly what (inaudible).

13           CHAIRMAN CUTHBERTSON: So for adding lanes to 95  
14 in the particular section between Yuma and the Proving Grounds,  
15 that would be an expansion project. But you have enough  
16 information now that you would be able to program that into the  
17 process that you evaluate projects every year and rank it, and  
18 if it falls out on a -- at a higher level than other projects,  
19 then that would be included in the next phase of planning for  
20 the five-year plan.

21           MR. BYRES: Mr. Chairman, that is correct.

22           CHAIRMAN CUTHBERTSON: Hypothetically speaking.  
23 Yeah. That's the way it would work.

24           MR. KNIGHT: Mr. Chair.

25           CHAIRMAN CUTHBERTSON: Board Member Knight.

1 Yeah.

2 MR. KNIGHT: Yes. Thank you for filling us in  
3 with that information. My question is 95, all we're really  
4 looking at is about 16 miles, and it's primarily for us a safety  
5 issue (inaudible) high traffic volume, specifically between 9E  
6 and YPG. We've got four lanes to 9E. From 9E to YPG, it's all  
7 two lanes, and it is really dangerous, particularly during the  
8 time of day, early in the morning and in the afternoon when all  
9 of the employees from YPG are either going to work or coming  
10 home, and it gets a whole lot worse in the wintertime.

11 Looking back on this with a little history,  
12 there's a 16-mile corridor that goes from 9E to Aberdeen Road,  
13 which is a little farther but -- I think it's about four or five  
14 miles farther than the YPG turnoff, and it was divided up into  
15 four segments. The first segment had the Fortuna Bridge in it,  
16 and that first segment was taken to 95 percent design  
17 completion, and then it was decided to remove the bridge and do  
18 that separately.

19 So we've got two miles from 9E to 11E that the  
20 design is 95 percent completed. And I understand the funding  
21 problem. But if we could just take the rest of that first  
22 segment, which is two miles, and do the acquisition of right-of-  
23 way and get the funding just for -- just for that small portion  
24 on the two miles, the acquisition of right-of-way and the  
25 utility would have to be (inaudible) so that we're moving -- so

1 we're moving forward on the whole -- the 16 miles, but we're  
2 doing it, as you said, a segment at a time.

3           And this is the remaining portion of the segment  
4 that contained Fortuna Bridge, which is done, which is very  
5 nice, and it's done, four lanes, although only two are being --  
6 only a quarter portion of it or a half a portion of it is being  
7 actually used. The rest is not. But that's fine. I understand  
8 it's there for future. I just don't want to see us have to do  
9 major bridge repairs before we ever get to use the whole bridge.

10           So -- and -- and I'm looking at it more from a  
11 safety aspect than an expansion. I mean, it's -- Highway 95  
12 with 8,500 average daily traffic is being overloaded. It just  
13 -- it just doesn't -- because it all happens at specific times  
14 of the day. It's not like you're going to be spreading 8,500  
15 cars out over a 24-hour period or a 12-hour period. It's all  
16 happening either early in the morning when those employees are  
17 going to work or later in the afternoon when they're coming  
18 home. And so it's -- that congestion is occurring, and at the  
19 same time every day, and it's all at once.

20           So we refer to that section of highway as the YPG  
21 500. It's almost impossible to pass, but (inaudible) and as it  
22 was mentioned earlier, we just recently had another fatality  
23 with a head-on collision, which I'm sure could have been avoided  
24 if you would have had more lanes.

25           So at this point all I'm really asking for is

1 just enough funding to do the right-of-way and the utilities and  
2 carry forward on that two miles that the bridge was a portion  
3 of, and it seems like when the bridge got taken out, to do the  
4 rest of it just fell by the wayside. And we've already gone as  
5 -- that far with that two-mile stretch, so if we could just  
6 concentrate on 9E to 11E and -- since it's 95 percent design  
7 complete, I think -- anything that could be done would, you  
8 know, (inaudible) would be much appreciated.

9 MR. BYRES: Mr. Chairman, Board Member Knight,  
10 you just described pretty much a perfect scope. So with that,  
11 we can take and develop a project that we can take and run  
12 through our two -- our P2P process for expansion projects and  
13 see where it ranks. I mean, to me, there's -- the way you just  
14 described it, especially with the safety issues, it may rank  
15 much higher than something that we currently have in there that  
16 we could put into -- in the project.

17 But the big thing that we're trying to do is just  
18 trying to make sure that we're maintaining our system that we  
19 have in place, being the P2P process, being the prioritization  
20 process that we have. But you just described a very good scope  
21 that would go into our P2P process, and we can work with the  
22 district and we can work with the MPOs in developing that  
23 project scope so that we have something that's -- that we can  
24 put through the competitive process. So that's exactly what we  
25 will be doing.

1 MR. KNIGHT: Thank you.

2 MR. ROEHRICH: But Mr. Chair, I want to make sure  
3 that we understand the timing of this. Because we're now at the  
4 final stages of this five-year program, finding the money now  
5 would require us to move something out. So when Greg says we  
6 want to do that process, we want to do that process in the next  
7 programming cycle, which means that we will do that as part of  
8 our evaluation later this year as we bring to the Board in  
9 January the tentative program with those options moving forward.

10 If you were hoping to get it in this five-year  
11 program, I'm saying we don't have the ability to do that now,  
12 because we don't have the analysis to determine how much money  
13 that is. But if you do want to put money in this five-year  
14 program, that means you've got to move something out.

15 So I guess my question is if you're attempting or  
16 you want to do that now, I guess we'd have to decide or if you  
17 have a recommendation on how to move forward with that. But if  
18 you take staff's recommendation, we've got the corridor studies.  
19 We're going to develop an implementation plan similar to what we  
20 did like I-15 and some of these other corridors, and we'll be  
21 able to present something to you in the next programming cycle.  
22 Because we go through this yearly, we will always have the  
23 ability to continue to modify projects. As you see, we brought  
24 you modifications this year. So I guess I want to make sure I  
25 understand your expectations.

1                   MR. KNIGHT: Well, I do have some numbers for  
2 you.

3                   MR. ROEHRICH: Okay.

4                   MR. KNIGHT: They came from ADOT.

5                   MR. ROEHRICH: Okay.

6                   MR. KNIGHT: (Inaudible.)

7                   UNIDENTIFIED SPEAKER: Can you get the  
8 microphone, please?

9                   MR. KNIGHT: The cost that I have here,  
10 particularly referring to the right-of-way and utility, since --  
11 and probably finishing out the 5 percent, we're looking at about  
12 \$5 million. So whatever we could do with that, I don't know  
13 whether you've got a contingency for that small amount with  
14 contingency funds.

15                   MR. ROEHRICH: Mr. Chairman, Mr. Knight, I did  
16 cite one point to Greg's staff to take that look at it and then  
17 come back with a plan. But again, I guess I would like to say  
18 in order to get this approved by next Friday, let's evaluate  
19 that, and every month we bring you feedback adjustments to the  
20 program if we're ready to move forward with it.

21                   And if we could determine something before next  
22 programming cycle, then we would bring that back to the Board to  
23 action as part of our program modifications. If not, if we go  
24 through the analysis and then we prepare and bring it forward as  
25 a longer strategy for that corridor, then we would present that

1 next programming cycle.

2 So absolutely I'd like to have that information.  
3 But I want to make sure that I understand the expectation, and  
4 if we're going to try to force something in here as we try to  
5 finalize this program.

6 My recommendation is let's move that past this  
7 program, and let's finish it today. Again, as long as the Board  
8 is concurred with it, you're ready to action it next Friday. We  
9 always have the ability to modify it from there, but then look  
10 for the longer strategy to address that corridor just as we have  
11 done on our other corridor implementation plan.

12 MR. KNIGHT: Okay. I'm satisfied with that,  
13 Floyd.

14 CHAIRMAN CUTHBERTSON: Okay. Other questions or  
15 comments?

16 In general, on the plan itself, we have -- we've  
17 got about ten days, and we're going to come back together and  
18 try and finalize the five-year plan going forward. So I guess  
19 if there's other questions or comments, now is the time to bring  
20 them up and...

21 Okay. Hearing none, I guess we'll move on to  
22 Item 2 on the agenda is suggestion for future topics. I know  
23 one of the speakers today had a suggestion about -- was it -- it  
24 was the guardrails that had -- cable guardrails or something,  
25 some kind of -- maybe there's been a study on it. I don't know

1 if there's --

2 UNIDENTIFIED SPEAKER: Median cables.

3 CHAIRMAN CUTHBERTSON: Median cables. Yeah. I  
4 think he was just -- my understanding was he was just  
5 requesting, you know, a --

6 UNIDENTIFIED SPEAKER: Discussion.

7 CHAIRMAN CUTHBERTSON: -- discussion or a study  
8 or something to see if there was a possibility of using that.

9 MR. HALIKOWSKI: Mr. Chairman, we're still in  
10 litigation over some particular issues there.

11 CHAIRMAN CUTHBERTSON: Okay.

12 MR. HALIKOWSKI: So I'd just like to maybe  
13 table that.

14 CHAIRMAN CUTHBERTSON: The timing isn't good  
15 for that right now. Okay. All right.

16 Other discussions for next or future board  
17 meetings? Okay.

18 MR. ROEHRICH: So Mr. Chair, I just wanted to  
19 remind the Board that the next board meeting will be our  
20 standard, traditional board meeting next Friday, the 15th of  
21 June. It will be at the Globe City Hall, and Ms. Priano is  
22 finishing up the agenda and getting that ready. So you should  
23 see that later this week.

24 But if there are any agenda items that you want  
25 for that meeting, if you could let us know probably today or

1 early tomorrow so we can finalize it and get it to printing so  
2 we can get it distributed by the end of the week, which is our  
3 time line that the Board has asked us to meet, we'd appreciate  
4 it. Thank you.

5 CHAIRMAN CUTHBERTSON: Okay. Thanks Floyd.

6 (End of requested excerpt.)

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**Adjournment**

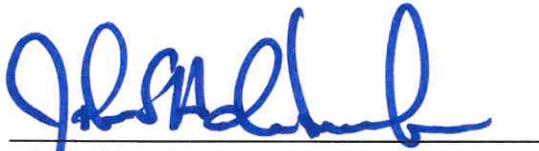
***A motion to adjourn the June 5, 2018 State Transportation Special Board Meeting and Study Session was made by Board Member Knight and seconded by Board Member Thompson. In a voice vote, the motion carried.***

**Meeting adjourned at 11:25 a.m. MST.**



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William F. Cuthbertson, Chairman  
State Transportation Board



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John Halikowski, Director  
Arizona Department of Transportation