

**STATE TRANSPORTATION PUBLIC HEARING**  
**9:00 a.m., Friday, April 12, 2019**  
**City of Flagstaff**  
**Council Chambers**  
**211 W Aspen Avenue**  
**Flagstaff, AZ 86001**

**Call to Order**

Chairman Sellers called the Public Hearing to order at 9:00 a.m.

**Pledge**

The Pledge of Allegiance was led by Board Member Thompson

**Roll call by Board Secretary Linda Priano**

**In attendance:** Chairman Sellers, Vice Chair Hammond, Board Member Thompson, Board Member Stratton, Board Member Elters and Board Member Knight. There was a quorum. Approximately 60 members of the public were in attendance.

**Opening Remarks**

Chairman Sellers thanked the City of Flagstaff Mayor and staff for the tour the board members received at the Riordan Mansion. He stated it was an outstanding tour and was so impressed with the tour guides. He added that the dinner was catered by Simply Delicious and it was extraordinary. He also noted seven different County Supervisors from around the state attended the dinner at the Riordan Carriage House. Board Member Thompson also recognized the Native American Tribe representatives that were in attendance to speak at this public hearing.

**Title VI of the Civil Rights Act**

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

**Call to the Audience**

An opportunity was provided to members of the public to address the State Transportation Board. Members of the public were requested not to exceed a three minute time period for their comments.

**Public Hearing Call to the Audience** for the FY2020-2024 Tentative Five Year Transportation Facilities Construction Program.

ARIZONA STATE TRANSPORTATION BOARD

STATE TRANSPORTATION BOARD

PUBLIC HEARING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

City of Flagstaff Council Chambers  
211 West Aspen Avenue  
Flagstaff, Arizona 86001

April 12, 2019  
9:00 a.m.

PREPARED FOR:  
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

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CHAIRMAN SELLERS: Okay. We're going to move now to call to the audience for the public hearing. This is an opportunity for members of the public to discuss items of interest with the Board. Please fill out a yellow request card for public input for this section and get it to the Board secretary if you wish to address the Board. Excuse me. In the interest of time, a three minute time limit will be imposed.

We're going to start the call to the audience with Mayor Coral Evans.

MAYOR EVANS: Good morning. I would like to say thank you on behalf of my office, on behalf of the Flagstaff City Council and Flagstaff leadership for you being here today and holding your meeting here in Flagstaff, Arizona. I'd also like to say thank you for the time we spent together last evening as well. That was very fruitful, and we appreciate it, the fact that you were able to do that with us.

I'd like to just point out that you -- we have a new executive director for the FMPO, who is Jeff Meilbeck. Many of you met him and spoke with him last night. I'm sure you will see him again today as well.

And also recognize that we are very proud of ADOT and NAIPTA, our Mountain Line, received Partnership of the Year Award from the Arizona Transit Association. I am sure that Supervisor Art Babbott, who is here today, will speak on that

1 particular topic.

2           We'd like to recognize Audra Merrick, ADOT  
3 engineer that's here in our location. Audra is extremely  
4 invaluable to us and the partnership that we have with ADOT.  
5 She's currently working on helping the City to widen the Lone  
6 Tree, underneath I-40, Lone Tree Road, underneath I-40. And  
7 this is a collaboration that will not only save the City money,  
8 but will not cost ADOT anything. We appreciate their  
9 partnership with us and this type of smart collaborative  
10 management.

11           I'd like to say thank you to all of you for your  
12 support in the Fourth Street widening and Fourth Street/I-40  
13 Bridges. The City of Flagstaff is going to put in \$1.5 million,  
14 and ADOT is going to put in 1.7, and this is in the five-year  
15 plan, scheduled to happen in 2020. Many, many years went into  
16 this effort, and this project will improve the safety of traffic  
17 flow in that area.

18           And even though I-17, Black Canyon, that area, is  
19 not in city proper, I'd like to thank you once again for the  
20 dedication and the funding that you have committed to that segue  
21 of I-17. Definitely we get two -- we get 6 million visitors  
22 here every year in Flagstaff. All roads really lead to  
23 Flagstaff with our businesses. This is an extremely important  
24 stretch of I-17, and we appreciate you providing funding for  
25 that. We appreciate everything that you do for northern

1 Arizona. We understand that funding is very limited, and the  
2 state of Arizona is big. But we appreciate your focus and  
3 dedication to our region. Thank you very much.

4 CHAIRMAN SELLERS: Thank you. And I also would  
5 like to express my appreciation for Mayor Evans going with the  
6 Maricopa Association of Governments trip to Mexico City,  
7 supporting transportation issues for our entire state. So thank  
8 you for that.

9 MAYOR EVANS: Thank you, Chairman.

10 CHAIRMAN SELLERS: Next up, we have County  
11 Supervisor Art Babbott. And Supervisor, I saw that you  
12 submitted two cards. You do not get six minutes.

13 MR. BABBOTT: Okay. You know me well.

14 Okay. Good morning, Mr. Chairman, members of the  
15 Board. I just want to, on behalf of the Coconino County Board  
16 of Supervisors, which I have the privilege of being the current  
17 chairman this year, I just wanted to welcome you and thank you  
18 for your annual pilgrimage to northern Arizona. Really  
19 appreciate you getting out and especially coming into rural  
20 Arizona to hear our vision and our version of transportation  
21 issues, challenges and opportunities that face our communities.

22 And I want to just kind of circle right back to  
23 Mayor Evans and the work on the regional initiatives we have.  
24 And again, it's much appreciated your attention to the I-40  
25 bridge, the Fourth Street bridge and that build grant, as well

1 as really helping us be focused in terms of our key capital  
2 projects and priorities for our regional transportation plan.  
3 The Flagstaff Metropolitan Planning Organization, which I am the  
4 current chairman of, has made a lot of efforts to be more  
5 focused.

6           While I'm right there, I just want to recognize  
7 Supervisor Thompson for being incredibly active, an important  
8 part of that organization and being a great advocate for rural  
9 Arizona. So thank you, Jesse, very, very much for all your work  
10 there.

11           I do want to also just take a moment to say the  
12 work that we do up here is as much about how we do our work as  
13 it is the specific projects we're involved in. Mayor Evans  
14 referenced the AzTA Partnership of the Year Award. Mr. Roehrich  
15 and Director Halikowski were absolutely an influential and  
16 important partner in making sure ADOT was part of bringing  
17 resources and mitigation strategies to bear to one of the most  
18 intractable congestion problems this community has seen, and we  
19 have made absolutely incredible progress on managing what's the  
20 unmanageable, and having community members, regional partners  
21 all stand up together.

22           So I want to just reference that, because it is  
23 how we do our work up here, with Nate, with the district  
24 manager. Audra Merrick is just fantastic to work with. So we  
25 really look forward to playing that constructive role with you

1 on behalf of the board that we have, and really want to thank  
2 you for your attention to rural Arizona as best you can given  
3 the funding constraints. We're very active on legislative  
4 fronts to make sure we have expanded funding across the state.  
5 And again, just want to circle back to that appreciation on the  
6 specific build grant for the Fourth Street and the Black Canyon  
7 City work that is getting done on I-17. Thank you very much.

8 CHAIRMAN SELLERS: Thank you.

9 Next up we have state representative and former  
10 board member Arlando Teller.

11 MR. TELLER: Good morning. Good morning,  
12 everyone.

13 CHAIRMAN SELLERS: Good morning.

14 MR. TELLER: It's good to be here, to see all my  
15 colleagues. For the record, my name is Arlando Teller, State  
16 Representative for Legislative District 7.

17 Sincerely appreciate this opportunity to share  
18 with the Board as well as the State that my representation here  
19 for LD 7 represents approximately ten state routes, three state  
20 DOT districts, three state transportation board districts, seven  
21 counties, and eight tribes. So it's really imperative that what  
22 I experience with working with ADOT and as a former Navajo DOT  
23 employee that the partnership with ADOT is critical to the  
24 success of the infrastructure of the state. And working as a  
25 former DOT employee for Navajo, the partnership is definitely

1 important, and it's -- it's -- the important is the dialogue  
2 that we are able to communicate and work with, and having an  
3 understanding of our process with Navajo and the State's  
4 process.

5           Accordingly, the process also with the counties.  
6 So my effort here today, this morning, is to really encourage  
7 the State and the Board to consider preservation throughout  
8 Legislative District 7, and not just Legislative District 7, but  
9 rural Arizona. A majority of Arizona sits outside the box of  
10 Maricopa County, and so we need to consider those other routes  
11 and other communities, because as a former board member, that's  
12 something I always stated.

13           Let's go work outside the box and really address  
14 the rural preservation of the infrastructure outside the state,  
15 because these rural infrastructure, these routes, these ten  
16 routes that are within my legislative district provide the  
17 residents and the visitors and the traveling public to commerce,  
18 to education, to hospitals, to religious activities, to  
19 families. So when the infrastructure begins to fail, that  
20 really takes a hit in the economy, and the scale is then diced  
21 up to assure that an effort is made.

22           And I do applaud Audra and Matt, the district  
23 engineers, on their effort.

24           We had a really interesting winter. We loved the  
25 snow. We loved the moisture. Of course, that plays havoc with

1 the pavement, but you know, if we can address those issues  
2 together on my end as a staunch advocate for ADOT and also the  
3 DOTs within the state of Arizona, I'm here for that. So thank  
4 you very much.

5 CHAIRMAN SELLERS: Thank you.

6 Next up we have Kingman Mayor Jen Miles, and on  
7 deck, Jacque Sanders.

8 MAYOR MILES: Good morning, Mr. Chairman and  
9 members of the Board. I am Jen Miles, Mayor of Kingman, and I'm  
10 here to ask you to reconsider and put in your five-year plan the  
11 Rancho Santa Fe interchange in Kingman. You've been to our  
12 city, and you've seen the airport and industrial park that  
13 provides to over 2,500 direct jobs with companies like American  
14 Woodmark, Cascades, Laron, Henry Company. These are companies  
15 that are expanding because of our strategic location.

16 You've also seen the great safety and strategic  
17 need for a second ingress, egress into our park. And also, I  
18 believe you know the history of ADOT's investment in Rancho  
19 Santa Fe. Since 2005, ADOT has invested over \$2 million, and in  
20 the last couple of years, the City has committed over \$2 million  
21 to -- for a program manager and right-of-way acquisition.

22 This project is 95 percent engineered. All the  
23 environmental studies are completed. The landowners support for  
24 -- their letters of support for right-of-way acquisition are in  
25 place, and all the project partners are at the table. The

1 County, the City, WACOG, the Kingman and Mohave Manufacturing  
2 Association and the industrial park is in an opportunity zone.

3 So this project has been part of your plans for  
4 13 years, at least, and I'm asking that you work outside the  
5 box, also, and demonstrate your commitment to I-11, honor the  
6 history and commitment to the Rancho Santa Fe interchange and to  
7 this project, and also honor your dedication to safety.

8 When that snow hit just a few weeks ago, and  
9 Kingman had 18 inches, granted that doesn't happen very -- well,  
10 it's rare, but two semis jackknifed. That blocked the entrance  
11 to the park, and the businesses shut down. Employees/employers  
12 could not get in and out. There's a train trestle over that  
13 entrance, as you know, and if a train had been involved, it  
14 could have been much worse. I'd like and I'm sure you would  
15 like for there not to be a catastrophe in order for us to get  
16 that kind of attention at -- the need for a second ingress and  
17 egress.

18 So on behalf of the citizens and of the City of  
19 Kingman, on behalf of the employees and employers at the  
20 industrial park, I ask that you reconsider this. I believe that  
21 it is imperative that we get this interchange and the connection  
22 from I-11 to our industrial park, not just for the economic  
23 impact, which has been demonstrated to be great, but also for  
24 the safety of our citizens and for our region.

25 So thank you for your consideration. I really

1 would appreciate that you put it on the five-year plan. Thank  
2 you.

3 CHAIRMAN SELLERS: Thank you.

4 Jacque Sanders, and next up will be Jerry  
5 Showalter.

6 MS. SANDERS: Thank you, Chairman and board  
7 members, for allowing us to come and speak today. I represent  
8 Gila County government and some other entities and agencies  
9 associated with Gila County, and we're requesting respectfully  
10 that the Lion Springs Canyon portion of Highway 260, which has  
11 been in the five-year plan for design and later construction, be  
12 perhaps continued to be included. The original five-year plan  
13 that -- as we saw it, it does not have Lion Springs Canyon for  
14 design, but it's possible that it has been reinstated, and I  
15 would appreciate it if that is the case.

16 We brought with us letters from the county  
17 sheriff and from the local forest rangers, The Forest Service,  
18 (inaudible) forest, and I believe we gave them to the secretary  
19 for you all. There are also others that are wanting to speak to  
20 that.

21 To this particular five -- it's about a five mile  
22 section of that -- that is a -- becoming a greater accident  
23 prone area. We believe that it will greatly increase safety in  
24 that area, and we appreciate that it has been in the five-year  
25 plan. We'd like for it to continue to be for the design phase,

1 recognizing that there's a limited pot of money and that you all  
2 had a really tough job, and so I just want to acknowledge that  
3 as well, and thank you for letting me speak. Thanks.

4 CHAIRMAN SELLERS: Jerry Showalter, and on deck  
5 is Jack Husted.

6 MR. SHOWALTER: Good morning, Mr. Chairman, board  
7 members. My name is Jerry Showalter, and I'm the vice chair of  
8 the Traffic Matters Committee representing over 400 property  
9 owners in Oak Creek Canyon.

10 We have presented to this board in the past, and  
11 I wanted to come today to update you and bring you to an update  
12 on the progress we've made over the past two and a half years.  
13 The City of Sedona late next month will be starting construction  
14 on what is being called the uptown improvements, which will  
15 entail a second lane on 89A going south out of Oak Creek Canyon  
16 through the uptown business area. A raised median will be  
17 constructed along that same section of highway. A roundabout at  
18 the center of town at Jordan Road will be constructed, and a  
19 turnaround at the north end of town will also be included, along  
20 with other improvements to the traffic situation since we get  
21 over 3 million visitors a year into our little town.

22 We are anticipating that this will have a  
23 positive impact and substantially reduce the southbound traffic  
24 backups into Oak Creek Canyon heading into Sedona. We feel that  
25 through our efforts, our Traffic Matters Committee has been

1 instrumental in getting these improvements done.

2 We have also established the Oak Creek Canyon  
3 Traffic Management Committee, which meets every two to three  
4 months, and consists of representatives from ADOT, the City of  
5 Sedona, Sedona Chamber of Commerce, U.S. Forest Service, Arizona  
6 Parks and Trails, Coconino County, Coconino Sheriff, DPS and  
7 Traffic Matters. These are all major stakeholders in Oak Creek  
8 Canyon, and as far as I know, the only committee to bring  
9 together all these government agencies at the same table.

10 Some of the issues that we are currently looking  
11 at and weighing in on include restricting roadside parking in  
12 Oak Creek Canyon, the possibility of a reservation system at  
13 Slide Rock State Park, the sustainable tourism plan for the  
14 Sedona Chamber of Commerce, and the Sedona Oak Creek Canyon  
15 transit plan, which is being done by LSC Transportation  
16 Consultants.

17 The pavement rehabilitation on 89A through Oak  
18 Creek Canyon is due to start soon, and those of us that travel  
19 that every day are very happy and grateful to this board and  
20 ADOT for getting this much needed work done.

21 At some point in the future we will be probably  
22 coming to this board with an Oak Creek Canyon Road project that  
23 we will want to get into the five-year plan, and our hope is  
24 that you will look favorable toward that project knowing that we  
25 have laid the groundwork and put in the effort beforehand.

1 Thank you very much.

2 CHAIRMAN SELLERS: Thank you.

3 Jack Husted, and next on deck will be Ana  
4 Olivares.

5 MR. HUSTED: Good morning, Mr. Chairman, board  
6 members, staff. I appreciate the time, and I won't take much of  
7 it. In the early '90s, I was appointed to this board. I spent  
8 my time chairing in '92.

9 During that time, I took a little study, looked  
10 back at the Arizona Highway Commission and their duties, and  
11 then the legislative changes that gave you guys the powers that  
12 the Legislature has laid out for you.

13 You have an incredible duty and an incredible  
14 responsibility to do a whole lot with not very much, and it's  
15 getting worse. But that statutory -- one of those statutory  
16 responsibilities is this five-year construction program and the  
17 public hearing process that we're taking part of today. And as  
18 evidenced by the big stack of yellow papers that you've got to  
19 look through and the hearings -- the testimonies that you'll  
20 hear today, this is a big deal to the State of Arizona, and we  
21 have traveled, the Board travels around.

22 I've been to almost every State Transportation  
23 Board meeting for almost 30 years now. The only times that I  
24 didn't come were when I was a Game and Fish commissioner and our  
25 meetings conflicted.

1                   But in that process, I've been proud of this  
2 board, and I'm not saying anything, but I want to remind you  
3 that over those years, when -- and it started pretty much with  
4 Director Mary Peters -- when, in fact, the state five-year  
5 construction program was published, we considered it, the state  
6 board and the director considered it a contract with the State  
7 of Arizona to provide those. And it was -- it was very, very  
8 infrequent when anything would come in or come out of it.

9                   Now, we always talked about and agonized and had  
10 discussions about the fifth year, but rarely did we ever have a  
11 time when we just -- and I don't want to say cavalierly, but we  
12 changed our mind, ADOT being the keeper of that five-year  
13 program and that contract. And I would like to say that I think  
14 that these people -- we had testimony about Lion Springs, and  
15 it's just not about one program. It's about the integrity of  
16 that state five-year construction program. People depend on it.  
17 People plan on it. The public goes out and spends money in  
18 anticipation of those projects.

19                   Now, things fall and they move, but to begin down  
20 a road where we re-assess in the middle of the five-year program  
21 is a dangerous, slippery slope, and I would encourage you to  
22 think about being the -- I think in that legislative  
23 Constitutional responsibility is you're the conscience. You're  
24 the face of the public comment, public hearing process, and  
25 you're the decider. And so you guys have got a tough job, and I

1 don't want to lecture. I'm not doing that. I just wanted to  
2 give a little history lesson and say God bless you guys and keep  
3 up the good work. Thank you.

4 CHAIRMAN SELLERS: Thank you, Jack.

5 Ana Olivares, and on deck will be Gregory Henry.

6 MS. OLIVARES: Good morning, Mr. Chair and  
7 members of the Board. My name is Ana Olivares, and I am the  
8 transportation director for Pima County. I thank you for the  
9 opportunity to speak today.

10 As I have done at the previous meetings, I am  
11 speaking today on the 2020-2024 Tentative Five-Year Program. By  
12 speaking at each of these tentative program hearings, Pima  
13 County hopes to demonstrate how important our public policy  
14 initiative to improve our local economy and retail economy is to  
15 us. Expanding transportation infrastructure, including  
16 interstates and state routes, is critically important to  
17 achieving this goal, as is evidenced by the growth of the  
18 Maricopa County region.

19 As you hear the presentation of the five-year  
20 program, you will note the high dollar amount proposed with  
21 expansion projects in the Maricopa County region. And I'm aware  
22 they are needed to mitigate the congestion brought on by  
23 economic growth in the region, as we noticed when we drove  
24 through there yesterday to get up here to Flagstaff. And all  
25 this was made possible with infrastructure investment in prior

1 years.

2                   So we request your support for similar  
3 infrastructure expansion investment and then economic growth in  
4 the Pima County region, and we ask that ADOT make the following  
5 changes to accelerate several programs in the current five-year  
6 program. We ask that you program funding for both the design  
7 and the construction of the interchanges at Kino Parkway and  
8 Country Club Road, as well as the interstate underpass at  
9 Forgeus Road. These improvements are needed to help support a  
10 key Pima County economic development, to create a major regional  
11 sports park and entertainment venue. Phase one of this venue is  
12 currently under construction, and we have already received  
13 statements of interest for economic development in that area.

14                   In the tentative five-year plan, design and  
15 right-of-way for Kino has been programmed in fiscal year '20,  
16 and fiscal year '22 for Country Club. But we also ask that  
17 construction of these interchanges be added to that program.

18                   Another very important (inaudible), of course, is  
19 Sonoran Corridor. It is the most important economic development  
20 priority for our region. Completion of the tier one EIS is  
21 scheduled for this spring, and identifying funding right away  
22 for the immediate continuation of the tier two is critical for  
23 the development of this corridor.

24                   Great relationships have been built with the  
25 stakeholders during this whole process of the tier one, and we

1 want to continue that understanding of the project and the  
2 momentum we have created with all our stakeholders. The tier  
3 one study was funded with regional 2.6 funds. So we ask that  
4 the ADOT program additional funding to continue right after the  
5 finish of the tier one to tier two in fiscal year '21 of this  
6 program.

7           The last project I want to discuss today is the  
8 I-10 and Sunset Road interchange project. Pima County is  
9 continuing the design of the Sunset Innovation Campus on the  
10 southwest quadrant of that interchange, and we are continuing  
11 with the design of Sunset Road from I-10 East to River Road.  
12 Pima County is committed to securing the funding for that  
13 segment of the road, and we ask that ADOT include the  
14 interchange design of that project as part of their I-10  
15 widening project that goes from Ruthrauff to Ina Road.

16           In the tentative plan, ADOT has programmed 114  
17 million for the widening project. So we are just asking that  
18 you add the interchange project. We have already met with the  
19 Southcentral District to look at alternatives to find some  
20 additional funding and to create it, and we enjoy a great  
21 working relationship with the Southcentral District, and it will  
22 be great for us to partner on this project and not make any  
23 interim improvements and make the future permanent improvement.  
24 Thank you very much for your time today.

25           CHAIRMAN SELLERS: Thank you.

1 Gregory Henry, and on deck, Sharon Gorman.

2 MR. HENRY: Good morning, Mr. Chairman and Board  
3 members. I'm Gregory Henry. I'm the city engineer for the City  
4 of Kingman, and I'm here to speak this morning on the Rancho  
5 Santa Fe interchange project.

6 I've been involved with that project since its  
7 inception. It was conceived by ADOT back in 2005. The Board at  
8 that time funded 600,000 for a design concept report for the  
9 parkway and connecting roadway north to the Kingman Airport.  
10 Two years later, they funded 1.7 million for design plans and  
11 specifications and brought the project to 95 percent design. In  
12 2006, there was a letter of intent signed by both the City of  
13 Kingman and ADOT to fund and construct this project. There was  
14 construction money in 2009 on the five-year plan, 18 million, in  
15 fact, for construction dollars that ADOT was willing to fund at  
16 that time. Of course, the recession hit, and it kind of dropped  
17 off the radar. But between 2010, '11 and '12, ADOT still had  
18 five million on its five-year plan for the project.

19 The need is there. Mayor Miles has spoke about  
20 the safety and mobility needs. She mentioned that -- the trucks  
21 jackknifing. There was, in fact -- when that happened, there  
22 was lack of public safety response to Kingman Airport at that  
23 time. So that was rather a big deal for us. The need was there  
24 in 2005. If anything, it's only increased today. Traffic  
25 volumes typically don't decrease. They increase, given

1 population increasing.

2                   Benefit to State Route 66 on safety and mobility,  
3 ADOT -- that benefit is still there to ADOT. The City certainly  
4 receives benefit by having that secondary access into our  
5 airport park. We're just asking that ADOT bring this back on  
6 the five-year plan, that we bring that partnership back together  
7 and see this project through. ADOT's got a big investment.  
8 Over 2.3 million at this point. So that's all I have to say.  
9 Thank you very much.

10                   CHAIRMAN SELLERS: Thank you.

11                   The Sharon Gorman, and on deck is John Wisner.

12                   MS. GORMAN: Good morning. (Speaking Navajo.)  
13 Chairperson, board members, I'm Sharon Gorman, and I'm from  
14 Chinle, and I represent the Many Farms Community School, and  
15 then I'm the school board president there. And we've been  
16 partnershiping with Many Farms chapter to -- for road  
17 improvements for Highway 191 for -- for Many Farms to Chinle for  
18 the safety of our kids and community members. So we want to be  
19 put on that five-year plan for improvements just for our  
20 children and community members and people like me, elderly.  
21 Thank you.

22                   CHAIRMAN SELLERS: Thank you.

23                   John Wisner. On deck, Darrell Tso.

24                   MR. WISNER: Thank you, ADOT board, for allowing  
25 me to speak today. My name is John Wisner. I'm the fire chief

1 for the Hellsgate Fire District. If you don't know where that's  
2 at, we're on the east side of Payson, and we run all the way up  
3 to right at Kohl's Ranch along Highway 260. I'm here today to  
4 talk to you about the State Route 260/Lion Springs Section that  
5 was taken out of the current proposed five-year plan.

6 As you can imagine, as an emergency service  
7 provider, I'm against taking that out of the plan. It's a very  
8 important part of providing the future emergency services to the  
9 area and to Hellsgate citizens. Your predecessors a long time  
10 ago saw the need to widen the highway of 260 and 87, for that  
11 matter. You can travel from the Phoenix area all the way up to  
12 the rim country on divided two -- four-lane highway just about  
13 everywhere except for the Lion Springs section. It's the  
14 bottleneck that's been created. But those predecessors didn't  
15 see it as a being a bottleneck. They saw it as being part of  
16 the project. In fact, I look back in the 1996 plan, and back  
17 then it was called the Preacher Canyon section, but it  
18 incorporated Milepost 256, which is the east side of Star  
19 Valley, and it was -- it was in the plan then.

20 Looking forward, 19 years -- 19 years ago, it was  
21 there in the 2000 plan. Twelve years ago, it was in the 2007  
22 plan. \$1.3 million was slotted for 2009 to do the planning for  
23 the actual construction. Again in 2008. 2018, it was still  
24 there, but the cost just to plan it had gone up four times that  
25 amount to \$5 million. I guess in this 25-year waiting period,

1 things go up in cost.

2 The most I could see said about the plan, it was  
3 a goal. Well, I'm here to tell you folks it can't be a goal.  
4 It's a necessity. It's an urgent necessity to put the Lion  
5 Springs portion back into Highway 260. Now, as you know, it's  
6 out of the plan completely.

7 So what's the big deal of this? What's happening  
8 is everybody that goes up into the rim country to recreate or to  
9 travel on to Young or Pinetop or Lakeside or Show Low, they have  
10 to go through this section, and on the way back, on Sundays, it  
11 bottlenecks to the point where if I send a fire agent to the  
12 east -- keep in mind this splits right the center of my  
13 district. I have one staff station. If they respond to the  
14 east past this section, they get stuck in that traffic, and they  
15 cannot respond back to the west. Ambulances get stuck in this  
16 traffic.

17 If -- I know my time's up, but I want to just  
18 tell you folks that if you're a Hellsgate firefighter and you're  
19 going to see a horrific head-on collision and work one of those  
20 in your career, it's going to be in the Lion Springs section,  
21 and it's high time that we continue that contract with the  
22 citizens and put Lion Springs back into the project. Thank you.

23 CHAIRMAN SELLERS: Thank you.

24 Darrell Tso, and on deck is Wayne Lynch.

25 MR. TSO: Chair and board members, (speaking

1 Navajo), good morning. My name is Darrell Tso. I'm the  
2 president of Nahata'Dziil Commission government. We are the  
3 newest community of the 110 chapters of the Navajo Nation and  
4 were created in 1983, and it's due to the Navajo-Hopi Land  
5 Settlement. We are on the I-40 corridor, and the -- we're about  
6 two hours east of here. We're near a community called Sanders.

7 I'd like to introduce to you members of the  
8 Nahata'Dziil Commission government that are currently present.  
9 Mr. Wayne Lynch, who's our vice president. Darrell Ahasteen is  
10 a Commission manager/member. Eunice Yesslith is our Commission  
11 manager. And Lindel (phonetic) Curley is our assistant  
12 administrative support.

13 This morning I want to thank you for your time  
14 and to allow me to present to you a plan on the Pinta exit on  
15 I-40, which is the Exit Number 330. We've been developing the  
16 plan there for a commercial development site. And we'd like to  
17 propose to have a new bridge put there. On the south side,  
18 we're planning to put the Navajo (inaudible), a steakhouse. We  
19 are known for native beef. We produce cattle beef there. And  
20 then, also, we want to propose a trading post, a hotel and other  
21 commercial development.

22 On the north side, we're proposing the truck  
23 repair service spot -- station and a truck travel center.

24 Also, we're proposing a new relocation of the  
25 port of entry in Sanders. We know that there -- in the past,

1 the port of entry has been looking for land and they were  
2 unsuccessful. We have the land there, and we strongly feel we  
3 have the perfect location to accommodate that, and we've been  
4 meeting with staff members of ADOT, and they have been very  
5 helpful with this, a very professional team. And we'll leave  
6 this packet with you, and there are contact numbers on here with  
7 other members of ADOT teams that had been meeting.

8 We'd like to invite you all to be part of a  
9 strong working relationship with the State of Arizona and Navajo  
10 Nation and with the community of Nahata'Dziil. And Mr. Wayne  
11 Lynch will tell you a little bit more about the port of entry  
12 area.

13 Thank you for your time and appreciate it, and  
14 have a beautiful day. Thank you.

15 CHAIRMAN SELLERS: Thank you.

16 Next up, Wayne Lynch, and on deck is Chuck Howe.

17 MR. LYNCH: Good morning, Chair and Board of  
18 Transportation. Good morning. I'm Wayne Lynch, and I'm the  
19 vice president, and I'm here to present on kind of what Darrell  
20 just spoke about.

21 It's actually 320 exit, Pinta exit on I-40, and  
22 we have a port of entry presently in Sanders, Arizona that was  
23 built in 1951, and it is about three acres, and the staff there  
24 has been really working close with us, and we really appreciate  
25 your ADOT staff. John Morales and Ermalinda Gene, they have

1 been a big help to our community in trying to move this forward.

2           This is our first presentation here before you,  
3 and this existing port of entry has been in the plans to be  
4 moved for the past probably 20 years, but they hadn't found the  
5 land. They were going to do it at the state line, a little rest  
6 area there. Then next went to Crazy Creek. There was State  
7 land there, too, but there was too many art sites. But west of  
8 this Exit 220, it's the Federal Indian Relocation property.  
9 It's held in trust, but ONHIR, here in Flagstaff, Office of  
10 Navajo-Hopi Relocation [sic], is the landlord. It's a lot  
11 easier to withdraw land, and we'd like to withdraw 55 acres for  
12 this project, and we'd like to use the P3 resource opportunity.

13           And we really appreciate your time, and we would  
14 like you to get us maybe on the five-year plan and get this port  
15 of entry that's very much needed for safety and security  
16 reasons. Thank you.

17           CHAIRMAN SELLERS: Thank you.

18           Chuck Howe, and on deck is Dan Cherry.

19           MR. HOWE: Good morning, Board. I'm Chuck Howe.  
20 I've been a resident of the Tuba City area for the last 12  
21 years. Past ADOT employee as well. Spent over 25 years working  
22 in transportation projects.

23           I'd like to identify that rural routes throughout  
24 Arizona have suffered from a lack of attention for decades,  
25 primarily due to the imbalanced allocation of funding for routes

1 within urban areas and those with high traffic volumes. Many of  
2 the routes that traverse Arizona access key tourist destinations  
3 that help to generate the \$22 billion annually of tourism  
4 revenue, or \$62 million daily. These roads lead to many of the  
5 hotels that generate the 43 million overnight stays in 2017.  
6 All of these routes provide remote communities with critical  
7 access to schools, medical facilities, food, water, employment,  
8 economic development, and most importantly, emergency services.

9           As a result of this imbalanced allocation of  
10 funds, these remote communities suffer with poor and failing  
11 pavement conditions. A community -- a commonly-cited  
12 development principle identifies infrastructure provides the  
13 opportunity for growth, economic development and prosperity.  
14 However, the results of a failing infrastructure can  
15 substantially be detrimental to each of these.

16           As an example of this imbalance, the Navajo and  
17 Hopi reservations contain over 720 miles of state and U.S.  
18 highways. These routes carry our children to schools, tourists  
19 to parks, boxes to stores, families to groceries, and vehicles  
20 to pumps. However, these are the routes that don't see the  
21 reinvestment from the State to keep them in fair or better  
22 condition. These roads are critical to our state's economy, but  
23 they are the last to receive a simple chip seal or overlay  
24 project.

25           In 2013, there were 1.7 million visitors to Grand

1 Canyon National Park. In 2018, Antelope Canyon Tribal Park,  
2 located a few miles east of Page, collected fees from 1.3  
3 million visitors alone. Monument Valley Tribal Park visitation  
4 included over 1 million visitors. From these visitors, jobs,  
5 businesses, taxes and opportunities are generated. However,  
6 there's a diminimus return from the state highway  
7 infrastructure -- to the state highway infrastructure due to the  
8 flawed formula for distribution of funds.

9 On behalf of all rural communities, businesses,  
10 families, taxpayers, please evaluate and act on establishing an  
11 allocated -- an annual allocation of funds for this rural  
12 infrastructure that helps keep our families and our state's  
13 economy on its feet. Thank you.

14 CHAIRMAN SELLERS: Thank you.

15 Dan Cherry, and on deck is Janet Aniol. Probably  
16 didn't pronounce that right.

17 MR. CHERRY: Good morning, Chair and members of  
18 the Board. I'm Dan Cherry. I'm the public works director and  
19 county engineer with Yavapai County. I wanted to take a moment,  
20 speak on behalf of the citizens of the county and our Yavapai  
21 County Board of Supervisors.

22 I first wanted to express my gratitude for your  
23 continued support of a widening and expansion for State Route 69  
24 between Prescott Lakes Parkway and Frontier Village in the  
25 vicinity of Prescott. That -- you have that on your five-year

1 plan for '20 and '21.

2 But I also came to speak in regards to the  
3 existing Interstate 17 traffic interchange at McGuireville and  
4 Cornville Road. That's at Milepost 293. This is in the Verde  
5 Valley, and this interchange has been identified by ADOT as  
6 needing modernization improvements to address safety concerns on  
7 both the overpass bridge structure and the ramps since at least  
8 the early 2000s.

9 In the mid 2000s, you had \$13 million programmed  
10 for this project that was diverted to other projects that were  
11 deemed higher priority, but I can assure you the need still  
12 exists for some improvements to this interchange, and our board  
13 would like to encourage you to move it up in status.

14 I've spoken with ADOT Northcentral District staff  
15 about the preference in the Verde Valley and of Yavapai County  
16 to move this project forward on the prioritization list, and  
17 Ms. Audra Merrick has worked with us to get it on the P2P list,  
18 which we are greatly appreciative of.

19 So I'm standing here before you today to ask for  
20 your consideration in your efforts to work with staff, to find a  
21 way to move this up in priority and bring back a project that  
22 was on the books at one time. The need still exists with  
23 respect to one of your most traveled routes in this state.

24 So thank you very much for your time and  
25 consideration, and appreciate it.

1 CHAIRMAN SELLERS: Thank you.

2 Janet Aniol. I'll allow you to correct the  
3 pronunciation.

4 MS. ANIOL: Sir, you're very close. Thank you.

5 Good morning, state board and ADOT staff, and  
6 thank you for this privilege. I'm Janet Aniol, and I'm  
7 president of the Beaver Creek Community Association. Our area  
8 is accessed by McGuireville, traffic interchange 293 on I-17  
9 that Dan Cherry just spoke about.

10 It's been, I think, about a dozen years since  
11 I've been here on my part. That's 20 pounds and a lot of gray  
12 hair. I'm happy to see some of you that I recognize before and  
13 new faces. You all look better than I do, so glad to see that.

14 We are very grateful that in 2010, the four ramps  
15 -- the exit and entrance ramps for that interchange were  
16 lengthened and widened. It helps a great deal, but we still  
17 have a couple of safety problems. The southbound exit ramp to  
18 Camp Verde is very short. There's no shoulder. It's exciting  
19 getting onto I-17 with the -- particularly the big trucks coming  
20 down from the rim. So that needs to be on the five-year plan.  
21 We beg for that. It's just correcting one ramp, so I don't  
22 think it would be too expensive.

23 The other safety remediation project that we are  
24 requesting would be very inexpensive. The entrance ramp to our  
25 community from Camp Verde has a double stop sign. The road

1 splits. It turns left to access the Cornville Road across I-17,  
2 or turns right to access Beaver Creek Road and to McGuireville.  
3 So there are two stop signs there. For some reason, people  
4 aren't stopping. They're just blowing right on through, and  
5 there is cross traffic. Most of us who live there have  
6 experienced near misses. I think this correction could be done  
7 with maybe additional stop signs or warning that there's cross  
8 street traffic. I don't know exactly what it needs, but I know  
9 our talented engineers can figure this out, and perhaps if you  
10 put in cameras, you could see the problem and understand this  
11 better.

12                   So thank you for the help in the past, and we  
13 hope you'll give us additional help at this interchange.

14                   CHAIRMAN SELLERS: Thank you.

15                   MS. ANIOL: Appreciate this opportunity. Thank  
16 you.

17                   CHAIRMAN SELLERS: Okay. We have Joe Shirley,  
18 and on deck is Jerry Williams.

19                   DR. SHIRLEY: Good morning, Mr. Chairman, board  
20 members. I'm Dr. Joe Shirley, Junior, one of the Apache County  
21 supervisors and former president of the Navajo Nation.

22                   I come here to put forward sentiments in support  
23 for the proposal to widen Highway 191 between Chinle, Arizona  
24 and Many Farms, Arizona. I really appreciate the ADOT director,  
25 Mr. Halikowski, for coming out last week to talk with the

1 constituents about the proposal. I think -- I'd like to see it  
2 get done, and I just wish that the whole of 191 could get  
3 widened, but I know because of limited resources that's not  
4 possible. But if the road between -- the highway between  
5 Chinle, Arizona and Many Farms could be widened, that would go a  
6 long ways towards -- for widening safety for our people who  
7 travel those highways.

8           The drainage is terrible. That needs to be  
9 studied. That needs to be worked on during the widening. When  
10 the inclement weather sets in, like especially the rain, the  
11 water pools across the highway, creating a very safety hazard,  
12 and we need to get that done.

13           And then certainly, our school bus pullouts, it's  
14 a very unsafe situation at the moment, and then for our school  
15 buses when they stop on the highways.

16           And then certainly many of our pedestrians need  
17 crosswalks across the highways at the appropriate points. That  
18 need to be looked at.

19           And then -- and then we hear that our law  
20 enforcement, whether they are state troopers, county sheriff, or  
21 the Navajo Nation police, they're not stopping violations of our  
22 traffic laws, because there are no shoulders to have, you know,  
23 the drivers pull -- pull onto, you know, to follow up on the  
24 infraction. So that needs to be looked at.

25           And certainly, because of the narrowness of the

1 highway, people, you know, being people, they -- it's unsafe  
2 passing of vehicles during, you know, where there are no passing  
3 zones.

4           And then I believe the accidents are increasing  
5 because of the population growth. When the population grows,  
6 there are also more vehicles out on the highways, and because of  
7 that, I believe that there are more accidents today than before.  
8 So the reason -- that's the reason why we need to have that  
9 Highway 191 between Chinle and Many Farms widened.

10           And certainly we have tourists here to look out  
11 for, you know, because of the Canyon de Chelly National  
12 Monument. Over a million tourists come to see that canyon,  
13 Canyon de Chelly and Canyon del Muerto, and we don't want to  
14 have any people, any of our tourists to get hurt in these  
15 accidents. It's impending. We know that. So whatever you  
16 could do to get the highway widened between Chinle, Arizona and  
17 Many Farms, we would really appreciate that.

18           Certainly, as a county supervisor, working with  
19 our county supervisor association, we do everything we can to  
20 try to move the governor and the state Legislature to get at the  
21 resources to help you get the job done. Ladies and gentlemen,  
22 thank you very much.

23           CHAIRMAN SELLERS: Thank you.

24           Jerry Williams. On deck, Kee Allan Begay.

25           MR. WILLIAMS: (Speaking Navajo.) Greetings,

1 Board Chair, board members, staff. My name is Jerry Williams,  
2 and I come to you from the Le Chee Chapter. We're south of  
3 Page. And I had previously come before the Board and talked  
4 about some road conditions in my area of Le Chee and Page. One  
5 is at Highway 89 at Horseshoe Bend, and another one is at  
6 Highway 98, in 222, and also Highway 98 at the Milepost 302.

7 I previously stated that these areas are -- they  
8 get really congested during the high peaks or the visitors  
9 coming to the area, and I had stated that back in 2016 there  
10 were 830,000 visitors that came through that area. And earlier  
11 I looked at the -- some of the populations just to compare  
12 numbers. Phoenix, 2017 had 1.62 million. And Tucson, 535,000.  
13 Denver, 704,000. So comparing numbers by visitation, you know,  
14 we get a lot of visitors from outside the country, and I'm  
15 thankful that ADOT had put up some barriers at Horseshoe Bend on  
16 the city side, but on the Navajo Nation side, it's still open.  
17 So it's kind of dangerous for people to park right alongside the  
18 road.

19 So I just wanted to share that with the Board  
20 again, and I'd also like to thank the Board and ADOT for a quick  
21 response and repair on Highway 98. You guys are probably  
22 familiar with it. We had a washout on 89. It's north of  
23 Cameron. And ADOT came out and did a quick repair, and I'd like  
24 to thank the Board and ADOT for that. And to us, when something  
25 like that happens, it's not like turn right, go three blocks,

1 and then go left four blocks, and then turn left back to the  
2 road. Ours is two hours out of the way. When that happened,  
3 people had to take the road 160 to Tuba City, and then from  
4 there to 264, to Hopi, and then from there to Winslow, and then  
5 I-10 back to Flagstaff.

6                   So I just wanted to share with the Board that,  
7 you know, we're thankful that -- the quick response that ADOT  
8 did, and hopefully that -- you know, we -- you guys consider us  
9 for your five- or ten-year plans for the improvements in my  
10 area. Thank you.

11                   CHAIRMAN SELLERS: Kee Allan Begay, and on deck  
12 is Jacqueline Begay.

13                   MR. THOMPSON: Chairman, I'd like to acknowledge  
14 the fact that Kee Allan Begay has submitted or emailed three  
15 documents to ADOT, and he would like to be made that part of the  
16 record today. So we do have it.

17                   CHAIRMAN SELLERS: Okay. Thank you.

18                   MR. ROEHRICH: Mr. Chair, that is what will  
19 happen.

20                   CHAIRMAN SELLERS: Thank you.

21                   Jacqueline Begay, and on deck is Emma Yuzzie.

22                   MS. BEGAY: Good morning. (Speaking Navajo.) My  
23 name is Jacqueline Begay. I am the Many Farms chapter secretary  
24 treasurer. I am here on behalf of our community of Many Farms,  
25 as well as the surrounding areas that do utilize the Highway

1 191, Milepost 448-463.

2 I'd like to commend our ADOT director who did  
3 attend, and we've been attending meetings. We had one on March  
4 6th here in Flagstaff, as well as he -- this is where I like to  
5 commend him. Him and his directors -- engineers did come up to  
6 Many Farms, and they did take a tour between the mileposts that  
7 I just mentioned, and at that time they also viewed Chinle  
8 School District's video footage of how unsafe that road can get,  
9 as they saw that there was, like, 20 vehicles behind a bus, and  
10 that it was very difficult for them to pull over. And this is  
11 also a safety issue, as our Dr. Joe Shirley did mention, for the  
12 ambulance and the police in that area, and as well as we do get  
13 tourists from other countries as well. And this is also a road  
14 to Monument Valley.

15 I would like to encourage and -- that this  
16 project get on the five-year plan, and to improve and widening  
17 the highway and the shoulders, that the -- for the bus pulls  
18 out, which is pertinently needed to decrease the risk of  
19 accidents, and furthermore, to alleviate other unforeseen  
20 hindrance on this road. Please do continue to advocate for this  
21 project and road improvement on Highway 191, and we are looking  
22 forward to working with you on getting this on the five-year  
23 project. Thank you.

24 CHAIRMAN SELLERS: Okay. We have Emma Yuzzie,  
25 and on deck is Garret Silversmith.

1 MS. YUZZIE: Good morning. (Speaking Navajo.)  
2 Jesse, (speaking Navajo). I want to say thank you for your  
3 time. Thank you for the support and that there was a few that  
4 have been to Many Farms April 4th. Thank you very much, and  
5 that you enjoy the sunshine being out on the road to make an  
6 assessment.

7 First of all, I would like to write -- read a  
8 letter, and I don't speak as fast. I can read faster in --  
9 speaking Navajo language, but -- okay. To Arizona Department of  
10 Transportation. This has to do with a support letter, highway  
11 191. On behalf of Many Farms Community School, the letter that  
12 I'm going to read to you is to support Highway 191 from Milepost  
13 447 to Milepost 470.

14 Highway 191 is an inconvenience for seven local  
15 education institutions to share a two-lane highway with two  
16 other drivers -- with other drivers on a day-to-day basis,  
17 causes safety concerns and other relative risk factors.

18 Currently, Many Farms Community School has 292  
19 students enrolled and transports 150 students -- this is base  
20 program to eighth grade students -- to and from school every  
21 day. Half of the 150 students live along Highway 191 from Many  
22 Farms to Chinle.

23 As much as the school emphasizes safety and state  
24 compliance, the school cannot control the external risk factors  
25 constantly emerging from road deficiencies and careless drivers.

1 The road conditions on Highway 191 does not meet the fundamental  
2 prerequisite for the safety of all road users. Inadequate  
3 visibility, no signage, road narrows, no bus pullouts, and no  
4 rumble strips are external factors that influence the risk of  
5 transportation-related incidents. Not to mention when driving  
6 in Arizona, it is important to consider local conditions,  
7 because Many Farms and Chinle are situated next to highways,  
8 thereby increasing the risks of pedestrian safety.

9           With that said, the inconsistent and uncompliant  
10 road safety management has failed to meet the school  
11 requirements services from Many Farms Community School  
12 specifically for one of the most dangerous aspects for bus  
13 drivers when loading and unloading students and when the  
14 students cross the street. This raises a safety concern. The  
15 bus drivers not only need to concentrate on the student safety,  
16 but also the other drivers in the area to avoid potential  
17 incidents.

18           Many Farms Community School supports the project  
19 because change needs to happen. This will improve safety  
20 performance, students count, and growth and simply provide a  
21 more safety direction and impact of our community service --  
22 that we serve.

23           And I just want to make a quick show of our  
24 students that have a support letter, and they showed their  
25 signature that they are in support. This is a total of 250

1 students as of yesterday.

2 CHAIRMAN SELLERS: Thank you.

3 MS. BEGAY: Thank you.

4 CHAIRMAN SELLERS: And I might suggest that if  
5 anyone has a letter like that, rather than read it, if you  
6 submit it to the Board, it's much more beneficial to us.

7 MS. BEGAY: Okay.

8 CHAIRMAN SELLERS: Thank you.

9 MS. BEGAY: Understand. Thank you.

10 CHAIRMAN SELLERS: Next up, Garret Silversmith,  
11 and on deck is Bobby Davis.

12 MR. SILVERSMITH: Good morning, Chair of the  
13 Arizona State Transportation Board and members as well, and also  
14 members of the audience. I'm Garret Silversmith, representing  
15 the Navajo Division of Transportation. As the division  
16 director, myself and my staff, we constantly seek opportunities  
17 to improve our transportation system funding opportunities as  
18 well.

19 So also at the same time, we seek transportation  
20 funding opportunities, and we support projects for our  
21 neighboring entities such as the Arizona projects that we have  
22 forthcoming. So I'm here supporting and advocating for the  
23 improvements, further improvements and advancement on Highway  
24 191 between Many Farms and Chinle, Arizona, and also goes  
25 further north from Chinle -- Many Farms, Arizona here. As we

1 heard here this morning, there's several factors and needs there  
2 at the -- for the community, this particular community, both for  
3 the bus widening, also the bus -- widening of the shoulders and  
4 so forth, bus turnout, and drainage improvements as well. So  
5 we're a strong advocate for that project as well.

6 I'm also here in support of the port of entry,  
7 Pinta, Pinta Road, Exit 328 near Sanders, Arizona. As we heard  
8 earlier as well, too, they have plans over there to do a pullout  
9 there as a port of entry project there. So I come here -- I  
10 come here supporting that project as well.

11 Also, we want to -- in regards to the Many Farms  
12 to Chinle project, we appreciate the ADOT participation last  
13 week as well there. So that was very favorable and beneficial  
14 that we saw the attendance there as well. And also, here, I'd  
15 like to also point out and -- the activity and the amount of  
16 work that Arizona ADOT put into investment as far as projects on  
17 -- occurring on the Navajo Nation, such as Highway 264, Keams  
18 Canyon, Arizona. We appreciate that. Highway 264, from Ganado  
19 to Burnside, we appreciate that effort, too. Highway 191, south  
20 of Chinle, that happened two years ago as well. Highway 163,  
21 that happened just a couple years ago as well, too, just between  
22 Kayenta and Monument Valley, access road and widening  
23 improvements there done in that area.

24 In my last minute here, I want to appreciate and  
25 offer the Navajo Nation's assistance, too, at any time to the

1 State of Arizona, like we did most recently in the Highway 89  
2 closure there. So ADOT asked for help. We were there to  
3 assist, and we kindly assisted as far as providing traffic  
4 control signage and a detour route during that September,  
5 October road closure on 89 just last year. So we want to  
6 continue that partnership with our partners here at the State of  
7 Arizona.

8 Again, thank you for hearing me, and have a great  
9 day.

10 CHAIRMAN SELLERS: Thank you.

11 Bobby Davis, and on deck, Ronald Tso.

12 UNIDENTIFIED SPEAKER: Roland.

13 CHAIRMAN SELLERS: Or Roland Tso. Pardon me.

14 MR. DAVIS: Mr. Chairman, members and staff,  
15 thank you for allowing us to speak to you today. I come to you  
16 today wearing two hats. The first hat is I'm a citizen of the  
17 town of Star Valley. I also serve proudly on the town council  
18 for Star Valley. My day job is the economic development  
19 specialist for the town of Payson, our sister city.

20 We ask you to put the Lion Springs project back  
21 on the five-year plan, please. I remember when we found out  
22 that the five-year plan had been put on the project. We had a  
23 party. It was that exciting. Then to find out that it's fallen  
24 off for some reason. We understand reasons, but this is a  
25 four-mile section of road from the top of the rim, down to Mesa,

1 that is not a four-lane highway.

2           We've had two deaths in this last year. Two of  
3 them commercial vehicles crossing the line or hitting something  
4 and causing head-on collisions. That is unacceptable. We  
5 shouldn't have any deaths in that area. Plus it also ties up  
6 traffic. If you haven't -- if you've ever traveled up there on  
7 a holiday, on a Friday or coming back on a Sunday or a Monday  
8 for a holiday, there's backup for miles and miles because of  
9 that.

10           We had an incident in this last snowstorm that we  
11 had where we had an accident, and there was a lady that laid  
12 there for 30 minutes with two broken legs, and we're  
13 three-quarters of a mile from the Hellsgate Fire Department, and  
14 we couldn't get to her because of that. There's no place to go.  
15 It's so narrow. Traffic's come over there. We have commercial  
16 vehicles coming off the 540, coming through Holbrook, over to  
17 Heber, down 260, then going into Mesa.

18           We like that commercial traffic. But there  
19 shouldn't be somebody died. If that was your mother, your  
20 brother -- your sister or some family member that was laying  
21 there waiting for an ambulance, and it's three-quarters of a  
22 mile away and we can't get there, something's wrong.

23           I know this is a very small dollar amount for  
24 what you guys have to do, but we please ask you to put this back  
25 on the five-year plan, because we can solve this issue, save

1 lives.

2           For the people that live in that four mile  
3 section there by Diamond -- Diamond Point, the restaurant,  
4 there's a large number of citizens that live there that can't  
5 get out on the road during those traffic times. Chief Wisner  
6 just stated to me, he said, "If I have to leave my house,"  
7 because he lives out there behind Diamond Point Shadows, "if I  
8 have to leave my house to go on a call, I have to turn my lights  
9 on just to get on the road." That's how bad it is. We love it  
10 there. It's a beautiful place. Please, please, please put this  
11 back on the five-year plan. We ask you that. Thank you for  
12 your time.

13           CHAIRMAN SELLERS: Thank you.

14           Roland Tso, and on deck, Jeramie Brunson.

15           MR. TSO: Good morning, Chairman Sellers and  
16 members of the Board. I appreciate you letting us come up here  
17 and speak on behalf of our community. My name is Roland Tso.  
18 I'm the president of the Many Farms Planning and Zoning  
19 Commissioners. Excuse my -- I'm a little bit under the weather.

20           So I'm speaking on behalf of the US-191 road  
21 expansion. As chairman of the planning and zoning  
22 commissioners, we have been working diligently with the ADOT  
23 personnel. We gave them a tour out there. There's -- they  
24 observed several issues. One of the major things is what we  
25 talked about is school. We have -- the 191 serves approximately

1 nine schools, everything from headstart to high school in two  
2 communities, in Many Farms and in Chinle. We have a lot of  
3 traffic throughout the two communities. US-191 between Chinle  
4 and Many Farms serves as a major corridor for tourists that  
5 travel from Mesa Verde, Canyon de Chelly and Monument Valley as  
6 well. So there's a lot of traffic throughout the area.

7           We have traffic counts on the area that was --  
8 the study was done. North of Many Farms, we have 15 --  
9 approximately 1,500 people, vehicles passing through on a daily  
10 basis. Between Chinle and Many Farms, we have 4,600 on a daily  
11 basis. We have, just in the Chinle area where Canyon de Chelly  
12 is, about 8,900 vehicles throughout the day. South of Chinle,  
13 about 5,100. So you can -- you can imagine how much traffic  
14 goes through there.

15           We mentioned that there is no shoulder on there  
16 through the tour, when we went through there. There's about six  
17 inches of shoulder from the white line to the end of the asphalt  
18 on the majority of the areas throughout that corridor. So we're  
19 asking you to put us back on the five-year plan.

20           One of the schools that's not here, Many Farms  
21 High School, have submitted documents to you guys. That should  
22 be in your hands as well, photos, and the students, a lot of  
23 students that have concerns.

24           We're looking at approximately 25 miles of this  
25 hazard -- safety hazard issue. It's from Milepost 445 to 470.

1 There is a tourist destination pullout at 472. We also took  
2 ADOT to that area. A very dangerous spot, too. So we would  
3 appreciate if you guys can put us on the five-year plan and  
4 continue working. We -- of course, the road serves as a  
5 corridor for tractor-trailers, too. It's really unsafe when it  
6 starts doing that. That's a cross throughout the Navajo Nation  
7 from I-40 to 160 to other communities and cities on the north  
8 end of the Navajo Nation. So that does also become a hazard.

9 I would appreciate all of your blessings on  
10 moving us up on the -- your priority list as well. Thank you  
11 very much.

12 CHAIRMAN SELLERS: Thank you.

13 Jeramie Brunson, and on deck is Belle McDaniel.

14 MR. BRUNSON: Good morning. My name is Jeramie  
15 Brunson, and I live on Lion Springs. I'm happy to see that  
16 there's somebody here representing us this time. I went to your  
17 guys' last meeting in Phoenix last year and there was nobody.

18 I live there, and our whole -- that whole road's  
19 pretty much family or people that we know our whole lives, you  
20 know. Pulling out of there is dangerous. It's like Russian  
21 roulette. It's awful. And it's even during the week now. It  
22 used to just be weekends. But anyway, I'm just here as a  
23 concerned citizen, I guess. Just want to be a voice, and I'm  
24 here on my own time.

25 I'm sure -- I know (inaudible) via emergency

1 people. We see it all the time. I live right at the highway.  
2 It backs up. There's nowhere to get off, so there's nowhere for  
3 the emergency vehicles to get through, and it's constant. You  
4 hear -- you hear them all the time. But -- I apologize. I'm  
5 not a public speaker, so... But I don't want to be a squeaky  
6 wheel. I just want to see the job finished. I know it's been  
7 in the plans for -- what did he say -- 19 years now? So just  
8 for the safety of others. I'm here for my family, but there's  
9 others that travel that road, and we've seen tons of wrecks.  
10 I've helped, helped on quite a few of those wrecks. They happen  
11 right in front of our house, just, you know, pretty frequent.  
12 So I hope you consider it, and thank you for your time.

13 CHAIRMAN SELLERS: Thank you.

14 Belle McDaniel. On deck is Alicyn Gitlin.

15 MS. MCDANIEL: Good morning, and thank you for  
16 allowing me to speak here today. My name is Belle McDaniel, and  
17 I'm a recently appointed member of the Star Valley Town Council.

18 I would also like to address the Lion Springs  
19 project on Highway 260. This project is really vital for Star  
20 Valley, its citizens, as well as the many visitors that travel  
21 through this area. This project would greatly increase the  
22 safety of that area and decrease the numerous accidents that  
23 occur there. It is really important. It has been on the five-  
24 year plan several times, and I am hoping that this important  
25 project can be reconsidered to be included back on the current

1 five-year plan. Thank you very much for your time, and I  
2 greatly appreciate your consideration on this significant  
3 matter.

4 CHAIRMAN SELLERS: Thank you.

5 Alicyn Gitlin, and I can't make out the name of  
6 the next person, Michael -- I'll work on it.

7 MS. GITLIN: Good morning, Chairman and board  
8 members, and thank you for being here and listening to the many  
9 comments on the proposed five-year plan. I'm here representing  
10 Sierra Club's Grand Canyon Chapter. And I'm here to appeal to  
11 you and to your pride as Arizonans and as Americans on this  
12 100th year of Grand Canyon National Park and to plead with you  
13 to please scale back your plans for the \$17.3 million project  
14 that you have planned for the Grand Canyon National Park  
15 Airport.

16 It is true as in the statement that ADOT just  
17 released that Grand Canyon National Park Airport serves many  
18 Grand Canyon visitors. In its current state, it is a resource.  
19 But under the proposed plan, as we've seen through the recent  
20 master planning process, which just wrapped up in the past few  
21 months, it will become a sound impairment for Grand Canyon  
22 National Park and a financial impairment for most of Arizona's  
23 businesses. ADOT boasted by the airport bringing people  
24 directly from Las Vegas, but we wish that ADOT would instead  
25 work with the tourism department to focus on flying Grand Canyon

1 visitors into Phoenix or Flagstaff, where they can see our  
2 beautiful state and travel our scenic roadways, learning about  
3 our cultures and landscapes, and supporting local businesses on  
4 the way to Grand Canyon.

5           Throughout the master planning process, we saw  
6 many concerns arise about the impacts of the proposed changes on  
7 the park. Impact such as threaten industrialization with the  
8 ever-increasing noise of commercial aircraft, increasing  
9 lighting visible from the North Rim, concerns over the potential  
10 movement of (inaudible), a culturally important and perennial  
11 water source so the runway footprint can be moved, and moving a  
12 spring as rife with ecological and cultural impacts and  
13 problems, and concerns about the projections of enplanements are  
14 not based on historical use. These projections are being used  
15 to drive the master plan and the \$17 million project.

16           I can't say it better than former Grand Canyon  
17 superintendent Gabe Eubarraga (phonetic). He said: With  
18 increased vegetation will come additional operational demands on  
19 park infrastructure and staff that provide emergency services,  
20 law enforcement, visitor programs, maintenance and other  
21 visitor-related services.

22           We are also concerned about large increases in  
23 visitation and local positions and how we might manage those  
24 with limited resources and aging infrastructure. What will be  
25 the environmental and physical effects? We don't know as no

1 analysis has taken place, and concerns that we and others have  
2 expressed have not been addressed in an adequate manner.  
3 Ecological processes cross park boundaries, and park boundaries  
4 may not incorporate all of the natural resources, cultural  
5 sites and scenic vistas that relate to park resources or the  
6 quality of the visitor experience. Therefore, activities  
7 proposed for adjacent lands may significantly affect park  
8 programs, resources and values.

9           Cooperative conservation beyond the park boundary  
10 is necessary as we strive to fulfill our mandate and protect  
11 these lands for future generations. In short, the National Park  
12 Service fears this project, and the State should be working with  
13 them. It also appears that recommendations from the master plan  
14 are being accepted before the National Environmental Policy Act  
15 review has even begun on any of these actions.

16           So I'm basically here begging you to think about  
17 this carefully. You have the power to decide what happens, and  
18 many of us think that the Grand Canyon National Park Airport  
19 perched on the edge of our own national natural treasure, a  
20 place that should literally feel like the edge of the earth, the  
21 gateway to wildness, should stay small, practical and protective  
22 of Grand Canyon National Park. Thank you.

23           CHAIRMAN SELLERS: Thank you.

24           Okay. Michael -- Jesse, you may have to help me  
25 with this.

1 MR. THOMPSON: Lomayaktewa.

2 CHAIRMAN SELLERS: Thank you.

3 MR. LOMAYAKTEWA: Good morning, State  
4 Transportation Board, Chair and members of the Board.

5 My name is Michael Lomayaktewa with the Hopi  
6 tribe, the Hopi Department of Transportation. First of all, I  
7 want to thank you for the -- at least we're now being noticed  
8 that I see that we have projects scheduled, and we'd like to  
9 continue to have this supported. The couple bridge projects,  
10 and especially the one that we've been really trying to express  
11 to the transportation board the need for addressing our safety  
12 concerns on our State Highway 264. We have not had any  
13 attention to that.

14 And so in support of what we're -- our partner,  
15 Arlando Teller, talking about the rural pavement preservation  
16 need, we need to focus on having that continued support for the  
17 rural areas, especially in Indian Country. We have a lot of  
18 safety issues, especially now the increase of truck traffic.  
19 And we appreciate the state ADOT program working with us, or we  
20 -- a recent episode with the State Route 89, the reroute, that  
21 went through Hopi 264, and we had a large number of traffic  
22 going through there, and that's something that we have never  
23 encountered. So there's a lot of safety issues that need to be  
24 addressed.

25 We appreciate the new Northeast District engineer

1 working with us, and we are now having -- moving forward with  
2 our partnering effort. So we appreciate the time and to listen  
3 to our plea for having attention to our routes that we have out  
4 on Hopi. We haven't had any improvement, as I stated. So we  
5 appreciate your support. One that -- lastly that I'd like to  
6 mention is support for our (inaudible), as it supports the  
7 state's Four Corner region, having to provide for the open  
8 corridor for a lot of the need that we see with this project.  
9 So again, thank you for your time.

10 CHAIRMAN SELLERS: Thank you.

11 And the last speaker we have for our call to the  
12 audience for the public hearing is Katherine Arthur -- Arthur.

13 MS. ARTHUR: Good Morning, Board Chair,  
14 Mr. Sellers, and the members of the Board. My name is Katherine  
15 Arthur. I represent Many Farms Chapter as their chapter  
16 president.

17 We thank Many Farms Chapter on their behalf. I'm  
18 thankful to ADOT and Mr. John Halikowski as -- and ADOT -- his  
19 staff and Northeast District engineer, Mr. Moul, coming out to  
20 Many Farms, spending times with us and coming and listening to  
21 our concerns.

22 We also appreciate you all adding on in the 2020  
23 to 2024 tentative five-year program two projects that are now  
24 before you. That is on US-191, Milepost 450.5 to 453, and it's  
25 a shoulder widening, and it's located in the Northeast District

1 as well as the Many Farms Chapter, and it's slated for  
2 construction in 2020. The other one is the Chinle Wash. It's  
3 north of Many Farms at Milepost 420, and that's also in the  
4 Northeast District, and that is also in the Many Farms Chapter  
5 of government area. The project is programmed for design in  
6 2020 and for construction in 2022. Those two are suggested as  
7 being in this hearing today.

8           This bridge has been there for a long time, and  
9 it hasn't been worked on. And I'm from that area, and I've been  
10 there a long time as well. So I haven't seen any correctiveness  
11 to it. It at least needs a deck replacement. It is narrow.  
12 It's in a poor condition. And we have several studies done on  
13 191 for a number of years beginning in 2006 on a feasibility  
14 study. But some of the projects that you all (inaudible)  
15 through are Arizona program, ADOT program and is (inaudible)  
16 excuse me -- chip sealing done in 2012, as well as a (inaudible)  
17 study in 2012, and then a more fancy and -- category project,  
18 and we are thankful for these projects that were completed.

19           We are requesting in addition to be added to the  
20 2024 five-year program. The pavement preservation on 191,  
21 that's listed as 191AP447H786701C between Chinle and Many Farms,  
22 and this was the -- end of design. It's 30 percent designed at  
23 this time. It was in excess in 2010, and it was (inaudible)  
24 during the 2011-2015 construction, and it was supposed to have  
25 been done in those years with the fiscal year moneys of 2013,

1 but it didn't get done. And that was recommended for Milepost  
2 447 to 462, and again, in between Chinle and Many Farms.

3 I ran out of time, but I'm the last one. Can I  
4 continue on, sir? Thank you.

5 CHAIRMAN SELLERS: Thank you.

6 Okay. Now we will proceed to the public hearing.  
7 Greg Byres will provide an overview of the tentative fiscal year  
8 2020-2024 Five-Year Transportation Facilities Construction  
9 Program. This is for information and discussion only.

10 MR. BYRES: Okay. Thank you, Mr. Chairman, board  
11 members. This presentation will go through Items A through E  
12 that are listed in the agenda. So -- let's see if I can get the  
13 clicker to work here. Ah, there are we go.

14 So as we go forward, if is -- this presentation  
15 will go through the background overview as assessment  
16 conditions, our P2P process, as well as the tentative five-year  
17 highway delivery program, the MAG tentative program, PAG  
18 tentative program, as well as the airport program and our next  
19 steps.

20 As far as the background goes, this five-year  
21 program was put together through a collaborative effort with the  
22 ADOT different divisions as well as regional partners. It  
23 demonstrates how federal and state dollars will be obligated  
24 over the next five years. It's approved on an annual basis, and  
25 it has -- the fiscal year starts on July 1, and it must be

1 fiscally constrained. So as we put it together, that's one of  
2 the major contingencies that we have.

3 So as an overview of our asset conditions, the  
4 value of the highway system right now as it stands is \$22.4  
5 billion. However, if we had to replace it, we're talking  
6 somewhere in the neighborhood of \$250 billion in today's  
7 dollars.

8 Looking at bridge conditions, this kind of gives  
9 you an idea going back to 2004 all the way through 2018. The  
10 green being good condition, yellow being fair condition, and red  
11 being poor. As of 2018, we have 59 percent of the bridges in  
12 good condition, 40 percent in fair condition, and 1 percent in  
13 poor condition. The map kind of indicates where those bridges  
14 occur.

15 To give you an idea of how these ratings work,  
16 good is primary structure components have no problems or only  
17 very minor deterioration. Fair condition is primary structure  
18 components are sound but have some concrete deterioration or  
19 erosion around piers or abutments caused by flowing water. Poor  
20 condition is advanced concrete deterioration, scour or seriously  
21 affected primary structural components. A poor condition bridge  
22 is not necessarily unsafe. If it's an unsafe bridge, it is  
23 closed and taken out of commission.

24 For the pavement conditions on our interstate  
25 highway system, this kind of gives you an idea of where we might

1 have gone from 2010 through 2017. The -- part of the changes  
2 that you see in the 2017 are due to different means of data  
3 collection. We now collect all of our data on the roadways, or  
4 at least the roadway surfaces, through an electronic means with  
5 the sensors all being carried on a van as it drives through the  
6 entire state. This is done on an annual basis. Right now, the  
7 conditions have us at 49 percent in good condition, 50 percent  
8 in fair condition, and 1 percent in poor condition.

9           As we go to the non-interstate system, again,  
10 from 2010 through 2017, you can see where these -- where our  
11 highway conditions are. We currently in 2017 have 63 percent in  
12 fair condition, 35 percent in good condition, 2 percent in poor  
13 condition.

14           The pavement ratings that we just stated,  
15 basically good is a smooth road surface with little cracking and  
16 no ruts or potholes. Fair condition is moderate amounts of  
17 cracking that lead to increased roughness in the road surface  
18 and shallow ruts in the wheel path. Poor condition is numerous  
19 cracks, rough road surface, ruts in the wheel path, potholes and  
20 deterioration of the road surface.

21           As I go forward with these, we're going to start  
22 talking about our different investment categories. So these are  
23 going to be done on -- we have three different categories based  
24 on preservation, modernization and expansion. So the  
25 preservation is investments to keep pavement in smooth condition

1 and maintain bridges. Modernization's non-capacity investment  
2 that improves safety and operations, such as -- okay, let me get  
3 this right -- shoulders and smart technology. Expansion is  
4 investment that adds capacity to the highway system such as new  
5 roads, added lanes or new interchanges.

6           This is another breakdown a little bit further of  
7 what the three investment categories have, and as you can see,  
8 in the preservation, we have surface seals, thin overlays, deck  
9 joints, deck overlays, some minor mill and fill projects. It  
10 kind of goes down the list. Modernization, we have widening of  
11 existing lanes and shoulders, intersection/interchange  
12 reconfigurations, enhances the functional obsolescence as well  
13 as traffic control and management. Expansion, again, is new  
14 routes, new lanes, new rail, new intersections or interchanges  
15 and so forth.

16           This is the five-year program that we have that  
17 stretches from 2020 through 2024 with the different investment  
18 categories that were just mentioned. What you see in green is  
19 the preservation projects. The red is the modernization  
20 projects. What's in purple is basically the development costs  
21 for projects. The orange is the planning costs. The blue is  
22 expansion projects, and that hash marked blue is executive  
23 recommendations that have come down from the governor for the  
24 current budgets.

25           So one of the other big things is you'll see a

1 black line, black horizontal line that goes across all five  
2 years. That is our target for preservation of the existing  
3 system, which is set at \$320 million. Those blue arrows have  
4 the difference between what our target is on preservation and  
5 what we are spending or what is budgeted, anyway, as we go  
6 forward.

7           So with that budget that was put forward, we have  
8 a P2P process that takes and prioritizes projects. The whole  
9 purpose of the P2P is to address the funding, and this is due to  
10 the limited amount of funding that we have. Projects must be  
11 prioritized to ensure the limited funds are utilized on projects  
12 which provide the highest value and satisfy the greatest need.

13           It also has performance measures due to the  
14 requirements by the Federal Highway Administration. Program  
15 projects must provide an improvement to the performance measures  
16 which include safety, infrastructure condition, as well as  
17 congestion reduction, and there's several other performance  
18 measures that Federal Highways put forth that we must address in  
19 each project that is selected.

20           One of the other things that we have is  
21 compliance with objectives and goals provided in the Long Range  
22 Transportation Plan, which was approved by this board.

23           So with our P2P process, there's basically four  
24 categories that we go through in the selection -- or in the  
25 analysis that we do for each of the different projects. We have

1 a technical score, a policy score, a safety analysis score, as  
2 well as a district score, and they're rated at different  
3 weightings, with the technical score at 35 percent, the policy  
4 score at 10 percent, safety analytic score at 25 percent, and  
5 the district score at 30 percent. This goes for every project  
6 that we take and bring in to the P2P process.

7           So for each of the different investment  
8 categories, we go through that P2P process that was just  
9 described and take and translate it into the different  
10 percentages that were put forth with the Long Range  
11 Transportation Plan and its investment strategies that drop into  
12 our tentative five-year program.

13           So looking at the tentative five-year program,  
14 the 2020 through 2024 construction projects, this is a  
15 comparison of what we have in the tentative plan versus what's  
16 in the current program. You'll see we really haven't had much  
17 of a change. One of the big things to note here is that we look  
18 at the percentages that were put forth in Long Range  
19 Transportation Plan. We're fairly close to where we -- where  
20 that plan puts us or where we're projected to go.

21           One of the big things we have here that's  
22 different than what we've had before is that executive funding  
23 recommendation that has come through going towards the expansion  
24 projects. So we're looking at roughly 46 to 49 percent  
25 expansion projects, 10 percent modernization projects, and 41

1 percent on our preservation, and that compares to the 51 percent  
2 that we had in expansion for the 2019 to 2023, as well as 12  
3 percent in modernization and 37 percent in preservation.

4 In the Greater Arizona areas, if we look at the  
5 -- how that funding is put out, we have 69 percent in our  
6 preservation. We have 17 percent in modernization, and 14  
7 percent in expansion. Again, this covers the Greater Arizona  
8 area. What I showed you before was the entire budget, which  
9 included MAG and PAG operations.

10 So as we go through in 2020, just a quick list of  
11 the expansion projects that we have that are in the tentative  
12 program. We have 10.2 million that's scheduled for the Fourth  
13 Street Bridge here in Flagstaff. We also have 10 million set up  
14 for the I-40/US-93 West Kingman TI. We also have 20 -- 1.3  
15 million set up for right-of-way up at Prescott Lakes on 69. We  
16 also have 41 million for the US-93, the Gap project, for  
17 construction, and then on I-17, we have 15 million for design,  
18 which runs from Anthem to Sunset, as well as 40 million to  
19 construct I-17 from Anthem to Sunset. There's also an executive  
20 -- which is an executive recommendation, and we also have 50  
21 million that is put forth in the MAG region for that portion of  
22 I-17.

23 In 2021, we again have SR-69 for construction at  
24 8.7 million. We have Interstate 17 again at 62 million for  
25 Anthem to Sunset Point, as well as the 45 million for the

1 executive recommendation, provided it comes through. We also  
2 have 10 million set up for I-10, which runs from the 202 to  
3 SR-387, which is a portion that runs through the GRIC, and that  
4 is to complete a DCR and the scoping as well as the  
5 environmental assessment for that project. That's to expand  
6 that section from two lanes to three lanes in each direction.

7 In 2022, we have -- the only expansion project  
8 that we have there is I-17, which has 65 million, which runs,  
9 again, from Anthem to Sunset Point, as well as the \$45 million  
10 through the executive recommendation.

11 This gives you a quick idea of what we're talking  
12 about on I-17 and where that funding is going. The entire  
13 project that we're looking at is about -- is a little over \$300  
14 million to complete. And again, this takes us all the way from  
15 design through construction on that portion of I-17.

16 For 2023, we have 50 million set aside for the  
17 first segment of construction on I-10 that runs through the  
18 GRIC. And in 2024, there's 56 million set up for the West  
19 Kingman TI on I-40 and US-93.

20 As we go forward, the six- to ten-year program,  
21 this is what we've got set up so far, what's in the tentative.  
22 If you'll notice, our target is set at 320 million for  
23 preservation. However, this is all set at 350 million. One of  
24 the reasons for that is because we did not hit our goal in  
25 trying to reach that 320 million in this tentative program

1 trying to complete the expansion projects that we already had on  
2 the books, as if those projects went through, as well as the  
3 I-17 and part -- and I-10 project that we have -- that has --  
4 we've had the opportunity to put forth into the five-year  
5 program.

6           As far as the MAG region goes, the MAG does their  
7 own planning. So what they've put forth so far, this is not  
8 finalized, but they're working on it. They have multiple  
9 projects. They have projects on all of the major freeways  
10 through the MAG region, including I-10, SR-30, the 202, the 101,  
11 I-17, the 303. There's multiple projects out through MAG that  
12 we incorporate into the five-year program. In PAG, it's the  
13 same thing. They do their own planning. They have multiple  
14 projects as well. On I-10, I-19, SR-77, as well as SR-210.

15           The next part of the program we have is the  
16 Airport Capital Improvement Program. Last year that program had  
17 -- we only had two major portions of our program. We had the  
18 federal/state/local program set up. We also had the APMS, our  
19 airport pavement preservation program set up that we funded out.  
20 We did not fund any money going out through our state/local  
21 program as well as through the airport development loan program.

22           As we get into this year, we can now have the  
23 funding and the establishment of the aviation plan or the  
24 Aviation Fund to actually take and open up all of our programs,  
25 and not only open them up, but fund them the way they should be

1 funded, which allows for the entire use of the aviation program  
2 on an annual basis.

3           One of the big things to note here is we have  
4 changed the way we take and program all of the airport projects  
5 so that it's fiscally constrained and maintained within that  
6 Airport Fund, but also utilizes as close as we can to 100  
7 percent of that fund at any given time to keep the future sweeps  
8 from occurring, which have occurred in the past. So we have \$5  
9 million set up for the federal match grants, which is our FSL  
10 program. We have 9 million for the state and local grants. We  
11 have 5.5 million for airport pavement management preservation.  
12 There's also four and a half million that's set up for the Grand  
13 Canyon National Park Airport, as well as 900,000 for airport  
14 development group projects.

15           The next steps, as we go forward, we've got one  
16 more hearing in Phoenix in -- on May 17th. We have a study  
17 session that will follow that on June 4th in Phoenix with --  
18 where we'll present the final program to this board June 21st at  
19 Pinetop-Lakeside. The program must be delivered to the governor  
20 by June 30th, and again, it starts fiscal year '20 on July 1st.  
21 And so -- oops. With that, I'll stand for any questions that  
22 anyone may have.

23           CHAIRMAN SELLERS: Any questions from board  
24 members? Yes. Board Member Stratton.

25           MR. STRATTON: Thank you, Mr. Chairman.

1                   If you could go back to the Greater Arizona  
2 slide, please.

3                   MR. BYRES: It takes a minute to go back to it.

4                   MR. STRATTON: That's okay. Maybe you can answer  
5 without it anyway.

6                   MR. BYRES: Sure.

7                   MR. STRATTON: In Tucson, I had -- at the public  
8 hearing there, I asked what percentage of Greater Arizona was  
9 being spent on freeways. After the meeting, I was told 40  
10 percent. Is that correct?

11                  MR. BYRES: That is correct.

12                  MR. STRATTON: I did want to share with the rest  
13 of the Board since I asked the question during the meeting.

14                  Secondly, I don't believe in the previous public  
15 hearing we were counting the 130 million from the Legislature or  
16 the governor, because it was still very tentative.

17                  MR. BYRES: Uh-huh.

18                  MR. STRATTON: Is that correct?

19                  MR. BYRES: That -- it still is.

20                  CHAIRMAN SELLERS: Yeah. The budget has not been  
21 approved yet.

22                  MR. STRATTON: Correct. Assuming it gets  
23 approved, now that you're showing it potentially in the program,  
24 what percentage of that would be used in rural Arizona, in  
25 Greater Arizona?

1 MR. BYRES: The I-17 project splits across  
2 between MAG and Greater Arizona.

3 MR. STRATTON: I understand.

4 MR. BYRES: So the -- I'm going to say the  
5 majority -- I don't know the exact amount, but the majority of  
6 that would probably occur within Greater Arizona, but some of it  
7 does fall into the MAG region.

8 MR. STRATTON: Having said that then, that would  
9 free up other moneys for Greater Arizona, or would it not?

10 MR. BYRES: That money would take and actually  
11 complete out the project on 17. Otherwise, 17 would -- they  
12 would have a reduced scope, because there's not funds to be able  
13 to do more.

14 MR. STRATTON: Thank you.

15 CHAIRMAN SELLERS: Any other questions or  
16 comments?

17 MR. HAMMOND: I've got one question. This is  
18 maybe not a question you can answer, but I think the current  
19 plan includes the additional money for the vehicle license tax,  
20 which is -- was set at \$36 and is now probably going to get  
21 rolled back. Will some of these projects have to be taken out  
22 or do you know what the financial impact is going -- that \$36  
23 down to 18, the dollar amount, roughly, that would have to come  
24 out of the plan?

25 MS. WARD: Mr. Chair, Mr. Hammond, wouldn't I

1 like to know? The difficulty here is, is if they were to -- if  
2 they were to repeal what is the \$32 fee, the public safety fee  
3 that has been established to support the DPS Highway Patrol, the  
4 question is how they would backfill those revenues that they had  
5 repealed. If -- --

6 MR. HAMMOND: What's that dollar amount that  
7 (inaudible)?

8 MS. WARD: The total amount that's going to be  
9 generated to support DPS Highway Patrol, I believe to be about  
10 \$186 million annually.

11 MR. HAMMOND: So if they repeal the whole thing,  
12 we'd have to -- they have to backfill that from some other  
13 source?

14 MS. WARD: Correct.

15 MR. HAMMOND: Okay.

16 MS. WARD: Previously, they were -- if you'll  
17 recall, there was about \$100 million off of the top for DPS that  
18 came off of the top of HURF to support DPS --

19 MR. HAMMOND: Which is our infrastructure money.

20 MS. WARD: -- dollars that flow down through into  
21 transportation. Yes, sir.

22 MR. HAMMOND: That's still a wild card out there.  
23 We have to see how it plays out.

24 MS. WARD: Mr. Chair, Mr. Hammond, that is --  
25 that is correct. The hope would be that they would not come

1 back to the old mechanism and that the dollars would continue to  
2 flow through HURF.

3 MR. HAMMOND: Okay. Thank you.

4 MS. WARD: Thank you.

5 CHAIRMAN SELLERS: Board Member Thompson.

6 MR. THOMPSON: (Inaudible) remember, what project  
7 has been listed in the five-year plan (inaudible) consider to  
8 withdraw any of those projects?

9 MR. BYRES: During our -- Mr. Chairman, Board  
10 Member Thompson, during our P2P process, we take and not only do  
11 we prioritize new projects, but we take and prioritize all the  
12 projects that are in the current program. So we go through our  
13 P2P process, and we take and make sure that the program that --  
14 the tentative program that we bring to this board for -- as a  
15 recommendation has the absolute best priorities in that  
16 tentative program.

17 So if we have projects that are in the outer  
18 years of the program that funding has not started on, we haven't  
19 started design on it, we haven't implemented any money on those  
20 projects, and it turns out that those projects are not our  
21 highest priority, we take and make sure that the highest  
22 priority projects go into the tentative program, and those ones  
23 might fall down.

24 MR. THOMPSON: So if whatever information is not  
25 available, then it's up to the community whose project

1 (inaudible) they could provide all that information to you  
2 within the time specified so that they won't be taken off? Is  
3 that what I'm hearing?

4 MR. BYRES: In the course of completing our P2P  
5 process, we have a call for projects, and then we start  
6 through -- with that call for projects, we go through our P2P  
7 process. It is -- it takes us roughly about nine months to go  
8 through our P2P process. So it isn't something that we just do  
9 overnight. And part of that P2P process is making sure that we  
10 have all of the data associated with each project that's being  
11 analyzed. So we take and we have meetings at each of the  
12 districts. We go through each of the projects as part of our  
13 rating process. We go through all of the safety data that we  
14 have present as we go through and take and prioritize projects.

15 MR. ROEHRICH: Mr. Chair, Mr. Thompson, I guess  
16 if I could add to that maybe to be a little more specific, I  
17 think let's -- let's talk about maybe the Navajo Nation. If  
18 they've got information on crash data that we don't have that  
19 would maybe make an impact either on our safety analysis or our  
20 consideration, yes, provide that information. It helps us.  
21 Because we take what we have available at the time we're running  
22 through the P2P process to make our recommendation to the --  
23 bring it to the Board, and obviously, the better information we  
24 have, the more accurate information that we have helps us to --  
25 during that analysis process. But it is a discovery process,

1 and it is an evolving process each year as we continue to look  
2 at where are our best investment choices and options.

3 MR. THOMPSON: Thank you, Chair.

4 Greg, thank you.

5 CHAIRMAN SELLERS: Thank you.

6 MR. KNIGHT: Mr. Chair.

7 CHAIRMAN SELLERS: Yes. Board Member Knight.

8 MR. KNIGHT: Thank you.

9 At the last meeting, I mentioned about the zeros  
10 that appear on the summary of dollars over the five-year plan.  
11 It was mentioned that the -- they should go away as we got  
12 closer to the first year, but we've got -- we've got counties in  
13 the plan that they've still got zeroes in year one, year two and  
14 three.

15 It just seems like from what I'm hearing from my  
16 constituents and those of us that are elected officials in -- on  
17 the side or -- that's what we do when we're -- in addition to  
18 the -- to being on the Board, what we hear from constituents is  
19 they're -- they don't see where they're getting any return on  
20 the fuel tax money that is being paid in.

21 And let me just give an example. At YMPO, at our  
22 executive board meeting, it was put forward for us to send a  
23 letter to the Legislature endorsing the -- or supporting  
24 Representative Campbell's -- I think it was 2536 -- with the  
25 increase in the fuel tax. And one of the executive board

1 members who is a supervisor, county supervisors, said I can't --  
2 I can't support that. I'm not going to vote for it, because in  
3 looking at the tentative five-year plan from ADOT, it doesn't  
4 look like if we -- if I ask my constituents to support a gas tax  
5 increase, they're not -- the money's not coming back to the  
6 county. It's not coming back to them.

7           So I'm just saying this is what we have to deal  
8 with from our constituents, is how are we going to support --  
9 why should we support a gas tax increase, even though he said --  
10 he knew very well it was needed. (Inaudible) had to have it  
11 since 1991. He had no problems, knowing that it was definitely  
12 needed. But why should his -- his argument was why should we  
13 increase it 25 cents when we're not going to see any of it back  
14 here in our county.

15           So that's just the mindset out there, just to  
16 give you -- and it seems to me that if we had a little more  
17 balance so that there weren't any -- and I know it's all a  
18 matter of funds, but if there weren't any zeroes, if every  
19 county got at least something, it would be -- it would go a lot  
20 farther to getting a gas tax increase, or if it had to go the  
21 voters for something to increase the road tax, they have a  
22 better chance of that passing if they see that -- I mean,  
23 Flagstaff is an excellent example. Flagstaff was able to pass  
24 initiatives because they were able to show their voters exactly  
25 what they were going to get for their money, and that money was

1 going to stay here or they knew it was going to stay here.

2           So from that perspective, if you could kind of  
3 look at the way the voters are looking at it, and when they see  
4 a five-year plan and things have gone away, and we've got some  
5 counties that are getting absolutely nothing for one, two, three  
6 years out of a five-year plan doesn't make them too anxious to  
7 want to raise fuel tax or anything else, for that matter.

8           Anyway, thank you, Mr. Chair.

9           MR. ROEHRICH: Mr. Chair, Mr. Hammond, I'm not  
10 sure how to respond to that. If you have a specific question.  
11 I'd give you an opinion. But specifically how to respond to  
12 that, somebody's individual opinion, I don't know, you know --  
13 he has that -- he or she has that opinion, and they're entitled  
14 to it.

15           MR. KNIGHT: Yes, and I just wanted to put that  
16 perspective on it.

17           MR. ROEHRICH: Right.

18           CHAIRMAN SELLERS: Well, and I would mention that  
19 I've attended a number of the Rural Transportation Advocacy  
20 Group meetings, and there was widespread support from the  
21 statewide group in that organization.

22           MR. ROEHRICH: And I guess, Mr. Chair,  
23 Mr. Knight, if I would listen to that general sentiment, my  
24 general comment would be within the context of the long range  
25 plan that we developed, and the Board adopted it, and we

1 submitted to the Legislature and the governor last year or the  
2 year before, I think it was, we had identified in there the fact  
3 that with the existing funding that we have, this is the system  
4 that we could provide. Mostly emphasized on preservation,  
5 limited expansion, especially in the areas within the urban  
6 areas that have additional revenues that they develop through  
7 their own self-taxation, but within the contiguous system of a  
8 state highway system, this is what we're able to do with the  
9 funding that we have.

10           If the funding increased, that doesn't mean that  
11 that system stays the same. The expansion and the ability to  
12 improve within that system increases as the funding increases.  
13 And I'm not -- I don't have in front of me what you have that  
14 says counties are getting zero. I would struggle to say that  
15 there's any county there that's getting zero, especially when  
16 you look at the total funding package, whether they're safety  
17 funds, maintenance funds, preservation funds, any of those  
18 programs.

19           Are we able to do everything that is needed out  
20 there? Hell no. And you see that every month when we come here  
21 when the citizens around the state come up and identify these  
22 great needs. Every one of those are valid and needed  
23 improvements. But within the confines of what we have to  
24 provide with the funding that we have, we're coming forward with  
25 what we feel is the best system of improvements that we can with

1 that.

2           If the pot increases, the money increases, that  
3 means we're able then to expand what happens within those  
4 improvements, which means that expands through -- throughout the  
5 system. Additional funding doesn't mean that we're not going to  
6 -- you know, you're not going to get anything more. Additional  
7 funding means we're able to do more. This board is able to  
8 further consider other types of improvements. But until that  
9 funding increases, this is the system that we have within the  
10 constraints that we have, and our best estimate of how to move  
11 forward and maintain it to the degree that we can.

12           MR. KNIGHT: I understand. I just wanted to get  
13 that perspective out there.

14           CHAIRMAN SELLERS: Okay.

15           MR. KNIGHT: Thank you.

16           CHAIRMAN SELLERS: All right. Thank you.

17           Do I have a motion to adjourn the public hearing  
18 on the Tentative Five-Year Transportation Facilities  
19 Construction Program?

20           MR. ELTERS: So moved.

21           CHAIRMAN SELLERS: We have a motion from Board  
22 Member Elters.

23           MR. KNIGHT: Second.

24           CHAIRMAN SELLERS: And a second from Board Member  
25 Knight. Any discussion? All in favor say aye.

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BOARD MEMBERS: Aye.

CHAIRMAN SELLERS: Any opposed? The meeting's  
adjourned.

**Adjournment**

***A motion to adjourn the April 12, 2019 State Transportation Board Public Hearing was made by Board Member Elters and seconded by Board Member Knight. In a voice vote, the motion carried.***

**Meeting adjourned at 10:59 a.m. MST.**



Jack Sellers, Chairman  
State Transportation Board



Floyd Roehrich, Jr., Executive Officer  
Arizona Department of Transportation