

**STATE TRANSPORTATION PUBLIC HEARING**  
**9:00 a.m., Friday, May 17, 2019**  
**Arizona Department of Transportation Auditorium**  
**206 S. 17<sup>th</sup> Avenue**  
**Phoenix, AZ 85007**

**Call to Order**

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

**Pledge of Allegiance** was led by Board Member Elters.

**Roll call by Board Secretary Linda Priano. In attendance:** Chairman Sellers, Vice Chair Hammond, Board Member Stratton, Board Member Thompson, Board Member Elters and Board Member Knight. There was a quorum. Approximately 65 members of the public were in attendance. Board Attorney, Michelle Kunzman, was not in attendance.

**Opening Remarks:** Chair Sellers stated there is a lot of exciting things happening in District One and highlighted a few projects. He stated ADOT's largest project, the South Mountain Freeway, is going to be completed this year, adding 22 miles to our transportation system. He also noted the bridge over the rail crossing in Maricopa is nearing completion and additional lanes are being added on the Pima Freeway. He added ADOT is working towards improving I-17 between Anthem and Sunset Point, as well as beginning discussions with Gila Indian Community to solve issues with I-10 between Phoenix and Tucson.

**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:

1. Tom Morrissey, Mayor of Payson
2. Jim Ferris, Payson Town Councilman
3. Ana Olivares, Pima County Transportation Director
4. Bobby Davis, Star Valley Councilman
5. Zane James, Window Rock Chapter President
6. Kee Allen Begay, Jr., Navajo Nation Councilmember
7. Steve Sanders, Gila County Public Works Director
8. Katherine Arthur, Many Farms Chapter President
9. Darrell Tso, Nahata Dził Commission President
10. Travis Ashbaugh, CAG Transportation Planning Manager
11. John Courtis, Executive Director, Yuma County Chamber of Commerce
12. John Wisner, Fire Chief, Hellgate Fire Dept.
13. Al Tsedah, Many Farms Chapter Vice President
14. Gayle Davis, Boys & Girls Club, Apache County (**did not speak**)
15. Lewanda Ben, Apache County (**did not speak**)
16. Melissa Samuel, Apache County (**did not speak**)
17. Cliff Potts, Member of the Public
18. Garret Silversmith, Navajo Division of Transportation, Division Director
19. Johanna Martinez, Apache County (**did not speak**)
20. Brady Harris, Vice Mayor of Town of Tusayan
21. Paulson Chaco, Chief of Staff, Office of President of Navajo Nation

ARIZONA STATE TRANSPORTATION BOARD

STATE TRANSPORTATION BOARD

PUBLIC HEARING

REPORTER'S TRANSCRIPT OF ELECTRONIC PROCEEDINGS

Arizona Department of Transportation Auditorium  
206 South 17th Avenue  
Phoenix, Arizona 85007

May 17, 2019  
9:00 a.m.

PREPARED FOR:  
ADOT - STATE TRANSPORTATION BOARD

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CALL TO THE AUDIENCE

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Al Tsedah.....	21
Gayle Davis (did not speak).....	23
Lewanda Ben (did not speak).....	23
Melissa Samuel (did not speak).....	23
Cliff Potts.....	23
Garrett Silversmith.....	26
Johanna Martinez (did not speak).....	27
Brady Harris.....	27
Paulson Chaco.....	28

1 (Beginning of excerpt.)

2 CHAIRMAN SELLERS: Okay. We're going to start  
3 with a public hearing on the Tentative Five-Year Plan for 2020  
4 to 2024, and we will begin that with a call to the audience. So  
5 the first person I have speaking is Tom Morrissey, Mayor of  
6 Payson, and on deck we'll have Jim Ferris, Payson Town  
7 Councilman.

8 MAYOR MORRISSEY: This is where I'm supposed to  
9 speak from?

10 Good morning, Board and -- Chairman and board  
11 members. I appreciate the opportunities to address you today,  
12 and I will be brief. As the mayor of Payson, we, in the town of  
13 Payson, experience a tremendous increase in the traffic that  
14 comes through our town and heads out -- heads either north on  
15 87, Route 87 state route, or 260, and my concerns are with the  
16 Lion Springs segment of 260, the four-mile widening project  
17 that's been kicking around for quite a while. And it goes -- it  
18 predates my birth, I think, which is quite a while.

19 But the thing that concerns me is that it's been  
20 removed from the tentative plan, and I would respectfully and  
21 ardently request that it be put back in the plan. It's a public  
22 safety issue. It's much even more -- that more so than the  
23 public convenience issue.

24 But when -- all you have to do is come up and  
25 stand on the corner in Payson, Arizona, not Winslow, Arizona,

1 but just stand up there on the weekend and watch the amount of  
2 traffic that comes through and heads east on 260 to get a really  
3 good grasp of that.

4           So I would plead with you to reinstate that, that  
5 segment of the highway, and get that back in. It's going to do  
6 a world of good for just about everybody in the area and for our  
7 first responders, and Chief Wisner is going to address you in a  
8 bit, Fire Chief Wisner, to talk about that. And I think it --  
9 if you -- as I say, if you would come up and stand on the corner  
10 and over the summer, you'd see what I'm saying. But I thank you  
11 for the opportunity to address you, and I hope that you'll  
12 consider my request. Thank you.

13           CHAIRMAN SELLERS: Thank you. And I will -- so  
14 that we have an opportunity for everyone to be able to speak, we  
15 will have a three minute time limit.

16           Next up is Jim Ferris. On deck will be Ana  
17 Olivares.

18           MR. FERRIS: Yes. My name is Jim Ferris. I'm a  
19 town councilman for Payson, Arizona, and I'd kind of like to  
20 reiterate a lot of what Mayor Morrissey said.

21           You know, our whole Rim Country up there is  
22 really dependent economically on tourism, and as he mentioned,  
23 going through Payson is quite a detriment, quite an exercise for  
24 people to go through to go up there and enjoy the Rim Country.

25           And, you know, to have to go east then on 260 and

1 experience the same thing at the Lion Springs segment there, I  
2 think is a real detriment to our tourism. And you all know that  
3 it's -- wildfires are a main concern of ours up there, and with  
4 the -- they evacuate people, to be able to get the Hotshots  
5 from, you know, the locations that they need to get these fires  
6 suppressed, I think it's, you know, a huge public safety issue  
7 to have that segment widened and that traffic able to flow  
8 through there for public safety and just for regular traffic  
9 going down to two-lane then from four-lane. Just that  
10 transition back and forth, I think, causes a lot more crashes in  
11 that area. That is also a detriment. So I strongly encourage  
12 you to reconsider putting that project back on the agenda in the  
13 near future. Thank you.

14 CHAIRMAN SELLERS: Thank you.

15 Next up we have Ana Olivares, and on deck we'll  
16 have Bobby Davis.

17 MS. OLIVARES: Good morning, Mr. Chair and  
18 members of the Board. My name is Ana Olivares, and I'm the  
19 transportation director for Pima County. I thank you for the  
20 opportunity to speak today.

21 As I have done at previous meetings, I'm here to  
22 speak on the 2020-2024 Tentative Five-Year Program. By speaking  
23 at each Tentative Program hearing, Pima County hopes to  
24 demonstrate how important our public policy initiative to  
25 improve our local and regional economy is. Expanding

1 transportation infrastructure, including interstates and state  
2 routes is critically important to achieving this goal, as is  
3 evidenced by the economic growth in the Maricopa County region.

4           As you hear the presentation of the tentative  
5 plan, you will note the high dollar amount proposed in expansion  
6 projects for Maricopa County, and they are needed to mitigate  
7 the congestion brought on by the economic growth in the region;  
8 economic growth that was made possible with infrastructure  
9 investment the prior years.

10           We request you support for similar infrastructure  
11 expansion in Pima County and ask ADOT make the following  
12 modifications to the five-year program: Program the funding for  
13 both the design and construction of the interchanges at Kino  
14 Parkway and Country Club, as well as the interstate underpass  
15 along Forgeus Road. These improvements are needed to support a  
16 key economic development to create a regional sports park  
17 entertainment venue. Phase one of this venue is currently under  
18 construction.

19           In the tentative plan, funding for design and  
20 right-of-way for Kino has been programmed starting in the fiscal  
21 year '20 and in fiscal year '22 for Country Club. We request  
22 funding for construction of these TIs and the underpass at  
23 Forgeus also be programmed in this five-year plan.

24           The Sonoran corridor is the most important  
25 economic development priority for our region. Completion of the

1 tier one study is scheduled for spring 2020, and identifying  
2 funding for an immediate continuation of this tier two study is  
3 critical to continue the development of this corridor. We have  
4 built great relationships with the stakeholders with tier one  
5 and understanding of this project, and we want to carry that  
6 momentum forward. The tier one study was the funded with  
7 regional 2.6 funds, and we ask you program additional funding to  
8 continue the tier two study in fiscal year '21 of this five-year  
9 plan.

10 The last project I want to discuss today is the  
11 I-10/Sunset Road interchange. Pima County is continuing the  
12 design of the Sunset Innovation Campus in the southwest quadrant  
13 of the interchange, and the connection from I-10 to River Road,  
14 including a railroad grade separation is very important for the  
15 success of this campus.

16 We want to thank Greg Byres and Rod Lane for  
17 meeting with us and seeing the value of including the permanent  
18 I-10/Sunset interchange point improvements as part of the I-10  
19 Ina to Ruthrauff widening project.

20 In this current tentative plan, ADOT has  
21 programmed 114 million from fiscal year '20 to fiscal year '22  
22 for design and construction of the widening project. And we,  
23 along with PAG, are committed to funding the extension of Sunset  
24 Road to River Road and ensuring we have an improvement at this  
25 interchange that will serve the region for many years.

1 Thank you for your time today.

2 CHAIRMAN SELLERS: Thank you.

3 Okay. Next up we have Bobby Davis, and on deck  
4 is Zane James.

5 MR. DAVIS: Good morning, Mr. Chairman, board  
6 members, staff. My name is Bobby Davis. I'm a citizen of Star  
7 Valley. I serve on the Star Valley town council, and I'm also  
8 -- my day job is economic development for the Town of Payson.  
9 So it depends on which hat I'm wearing. I get confused a lot,  
10 but I'm here to talk to you today about the Lion Springs  
11 section. I have two resolutions that I'd like to pass out to  
12 the Board, one from the Town of Star Valley and one from the  
13 Town of Payson.

14 And 260 is a major corridor from the -- and also  
15 some stats from the Hellsgate Fire Department. It's a major  
16 corridor coming from -- trucks coming off of I-40, coming down,  
17 over to Heber, then down 260, through Payson and into the East  
18 Valley. It's a four-lane highway until you get to the Lion  
19 Springs Road. I know it's only 4.5 miles. It's a very small  
20 section. It's a very small amount of dollars in comparison to  
21 what you guys have to face with every day. We understand that.

22 But what's so serious is the fact that this sheet  
23 of paper that shows it was -- since January 2017 through March  
24 of 2019, there's been 21 calls in to this section for accidents.  
25 There's been five major calls there. Then five of them have

1 required helicopters to pull people out because of injuries.

2           One in specific was a lady that was there during  
3 the snowstorm that we had that caused a backup, and she laid in  
4 the snow for five -- for 20 minutes with two broken legs, and we  
5 could not get to her and were less than a quarter of a mile from  
6 where she was at. That to me is unacceptable. If that was your  
7 mother, your sister, your wife, your daughter, you'd be enraged,  
8 as we all are.

9           That's what keeps me awake at nighttime, because  
10 that's such a small section of road. I drove it yesterday  
11 coming back from the Tonto Creek Fish Hatchery. We were out  
12 there taking a tour. And as -- you're in a mindset when you  
13 come off that four-lane road, and all of a sudden you go down to  
14 two lanes that are very close together, and there's no way to  
15 exit that road if there's a problem. And if there is an  
16 accident, then it just backs up, and we're just dead stopped  
17 right there.

18           So please, I mean, my request is at least have us  
19 put back into the three-year plan to get it studied again. I  
20 know it's a very small amount in comparison to what you guys do.  
21 And I sympathize with budgets, but this is huge, and we need to  
22 have this completed for the future. And thank you for your  
23 time.

24           CHAIRMAN SELLERS: Thank you.

25           Okay. We have Zane James, and on deck we have

1 Kee Allen Begay, Junior.

2 MR. JAMES: Good morning, members of the  
3 Transportation Board. I'd first like to say thank you for  
4 having us here this morning. Also, members in the gallery here.  
5 My name is Zane James, and (speaking Navajo) to my brother,  
6 Mr. Thompson.

7 I just want to say thank you first on behalf of  
8 the Many Farms Chapter for you individuals coming up and  
9 visiting the Many Farms community on the Navajo reservation.  
10 I'm here represent the Tsaile/Wheatfields Chapter as the chapter  
11 president. However, I'm speaking on behalf of our brothers and  
12 sisters within the Many Farms community for Highway 191, which  
13 is a main artery through the Navajo Nation.

14 Within our respective chapter, we have a BIA  
15 road, Navajo Route 12, which is funded through Federal Highways  
16 in the amount of \$36 million. And there's a dire need to  
17 connect these main arteries of infrastructure throughout the  
18 Navajo Nation.

19 The Many Farms/Chinle community is home to the  
20 Canyon de Chelly area. This route, Highway 191, feeds tourists  
21 throughout the Navajo Nation and all walks of life from  
22 throughout the country and beyond. So we -- we respectfully  
23 request that you keep 191 road improvements on your five-year  
24 transportation plan. We feel it's a necessity.

25 There is a dire need for bus turnout lanes on

1 this route. I was watching the news this morning and saw a  
2 really disturbing image of a bus that pulled over, and traffic  
3 went flying by on the side, and it's something that our people  
4 encounter daily on some of these routes.

5           So again, we respectfully request that you keep  
6 191 on your five-year plan. It's one of the few routes on the  
7 Navajo Nation that's actually within your five-year plan. So  
8 again, we're here supporting our brothers and sisters from the  
9 Many Farms community, although we're not from that community,  
10 but we understand the importance of these transportation  
11 arteries that connect together, that feed our people, and also a  
12 high -- a high traffic area for the Four Corners National  
13 Monument, also Canyon de Chelly National Monument, and also the  
14 Monument Valley area. All these routes connect to that  
15 particular area. So again, thank you, and God bless each and  
16 every one of you. (Speaking Navajo.)

17           CHAIRMAN SELLERS: Thank you.

18           Next up, we have Kee Allen Begay, Junior, and on  
19 deck we have Steve Sanders.

20           MR. BEGAY: Good morning, board members. I  
21 appreciate the opportunity for me to make another comment on the  
22 particular road project, Many Farms and Chinle, Highway 191.

23           First of all, I just wanted to -- at a personal  
24 level, I just wanted to acknowledge that I had to make a tough  
25 choice to be here, how important it is for me to be here, and

1 also as a tribal representative, a council delegate. If you  
2 would know, we had lost another World War II Navajo Nation code  
3 talker. His name was Fleming Begaye. Today is his funeral.  
4 Again, I had that -- to choose to be here, as important as for  
5 me to be amongst my family back in the community of Many Farms  
6 and Chinle.

7           And also, we're also having our own Many Farms  
8 High School, high school graduation as well. So those are some  
9 tough decisions that we have to make as elected officials. So  
10 on behalf of my chapter, my community, everyone else from the  
11 Navajo Nation, also the state of Arizona, I continue to plead  
12 with you to include Highway 191 into the five-year plan.

13           And I do appreciate Mr. Halikowski, the Board and  
14 the administration being -- coming down to Many Farms several  
15 times, making an assessment, meeting with the community, making  
16 the time to come out here, as also representative Mr. Thompson,  
17 representing us from the northern region, the northeastern  
18 region.

19           So we have the support by the Navajo Nation  
20 president, President Nez. We also have the support letter from  
21 the speaker of the Navajo Nation Council, Seth Damon, and also,  
22 we do have a Navajo Nation Council resolution in supporting this  
23 particular road.

24           But as a nation and as a representative, I know  
25 other community members from the Navajo Nation are here. We do

1 also support all projects. It's just a matter for us to  
2 continue to prioritize how we'll have you, the State Board, to  
3 continue to help support all the state right-of-ways on the  
4 Navajo Nation and in the northeastern part of the state of  
5 Arizona.

6 And again, I appreciate your service. I  
7 appreciate the timing, and I continue to ask and calmly ask for  
8 your support. So again, I want to acknowledge all the elected  
9 officials from the Navajo Nation for being here in support of  
10 all the road projects the Navajo Nation. So with that, thank  
11 you very much.

12 CHAIRMAN SELLERS: Thank you for being here  
13 today.

14 Okay. We have Steve Sanders, and then on deck,  
15 we have Katherine Arthur.

16 MR. SANDERS: Thank you. Good morning,  
17 Mr. Chairman, members of Board.

18 My name is Steve Sanders. I'm the public works  
19 director from Gila County.

20 On behalf of the County Board of Supervisors, I'm  
21 here to submit a resolution from the Board into the record that  
22 asks Lion Springs section funding be restored to that section of  
23 260.

24 Some information that we pulled off of ADOT's  
25 website regarding that four-mile stretch of highway. In between

1 2017 and 2018, traffic increased 21 percent. Accidents  
2 increased 87 percent with a fatality. So, you know, I  
3 appreciate the time to speak to you on this. It's a very  
4 important subject for Gila County. Thank you.

5 CHAIRMAN SELLERS: Thank you

6 We have Katherine Arthur, and on deck we have  
7 Darrell Tso.

8 MS. ARTHUR: Good morning. I am Katherine  
9 Arthur. I come south of the Four Corners on the Navajo Nation.

10 Chair Sellers and members of the Board, I'm here  
11 to speak on behalf of 191. I am the chapter president of Many  
12 Farms Chapter on the Navajo Nation. I am thankful that Director  
13 Halikowski had to visit our town and toured the area with us,  
14 and he seen for himself what improvements that needed to be done  
15 on our highway.

16 Initially we're asking for a huge expansion of a  
17 four-lane highway through our community between Many Farms and  
18 Chinle. Widening the shoulders of it, that's in the plan, which  
19 I am thankful for at this time for a section, a three-mile  
20 section of it. And the bridges are in your plan. I appreciate  
21 it, and thank you for that one as well.

22 In addition to that, the two lanes that we have,  
23 we need improvement on turning lanes, both right and left,  
24 school buses (inaudible) school buses use are 191. Chinle  
25 Unified High School -- unified school, from pre-K all the way to

1 high school, they use that one. Other surrounding areas,  
2 schools like Rough Rock -- Many Farms has three schools there.  
3 They -- we're all bussing our students. There is no more  
4 boarding schools on the Navajo Nation, so we use buses on  
5 getting our children educated.

6 So turning lanes, bus stops, pulloffs where the  
7 children can safely get on, get off the school buses, and the  
8 traffic to safely pass. There's a lot of increase in traffic  
9 for my people. They're beginning to have more vehicles here,  
10 and the two lane are just -- can't handle us at this time.

11 So I appreciate you all coming, and members of  
12 the Board, I finally completed my statement from -- where was  
13 it? Flagstaff. Thank you for your time.

14 CHAIRMAN SELLERS: Thank you.

15 Next up we have Darrell Tso. On deck we have  
16 Travis Ashbaugh.

17 MR. TSO: (Speaking Navajo.) Good morning, Chair  
18 and board members. I just want to thank you for this  
19 opportunity to come before you.

20 My name is Darrell Tso. I'm the commission  
21 president of the new 110th Chapter of the Navajo Nation Nahata  
22 Dziil Commission Government.

23 I come before you for a request and your support  
24 of the Pinta exit and the new relocation of the port of entry in  
25 Sanders, Arizona. Today I'd like to reintroduce my commission

1 members. I introduced them on April 12th in Flagstaff, Arizona.  
2 We have Wayne Lynch, our commission vice president, Darrell  
3 Ahasteen, who's our commission member, and then I have two staff  
4 members who's our commission manager, Eunice Yesslith and our  
5 assistant Lindell (phonetic) Curley.

6           Again, we are here in heavy heart because they  
7 were letting go of one of our -- excuse me -- one of our code  
8 talkers.

9           Again, today is -- we like to share with you, we  
10 have withdrew 45 -- 55 acres on I-40 for a proposed site for the  
11 port of entry. Then also, we have a second -- a handout on a  
12 schematic drawing of our planning that we've been working on so  
13 that we can have this project to be supported and funded, and to  
14 go forward with this, I think it's a great project, and it's  
15 always difficult to obtain land for such a project. So as a --  
16 our community, we went forward, and we wanted to accommodate and  
17 work with ADOT. And again, thank you for having me here and our  
18 community members. Thank you.

19           CHAIRMAN SELLERS: Thank you.

20           Okay. We have Travis Ashbaugh, and on deck we  
21 have John Courtis.

22           MR. ASHBAUGH: Good morning, Chairman Sellers and  
23 members of the Board and ADOT staff. Just to mimic the Lion  
24 Springs 260 project, nothing new to really say, what was already  
25 said by other people that came up here. But as the COG for the

1 region, central Arizona governments, as the transportation  
2 planning manager, we do recognize that this is a corridor that  
3 is -- that does bottleneck, and it does receive that traffic.

4           So we would like to see that being added back to  
5 the five-year TIP as well, five-year construction program. And  
6 just wanted to point out that I understand that this would also  
7 complete ADOT's goal of completing a four-lane divided highway  
8 for US-60 between Phoenix and the Mogollon Rim, so...

9           I also wanted to submit a letter for that support  
10 of keeping it in from our executive director as well. Thank  
11 you.

12           CHAIRMAN SELLERS: Thank you.

13           We have John Courtis, and on deck we have John  
14 Wisner.

15           MR. COURTIS: Good morning, Chairman, board  
16 members. John Courtis, Executive Director, Yuma County Chamber  
17 of Commerce. I'm representing several organizations today from  
18 Yuma: The Greater Economic Development Corporation,  
19 betteryuma.org, and the Yuma Southwest Contractors.

20           I read the *Yuma Sun* article of March 2nd  
21 regarding the funding allocation for Yuma County in the next  
22 five years with much dismay. We need a 12 mile-stretch of U.S.  
23 Highway 95 widened northbound in Yuma, from 9E, Milemarker 33,  
24 to Imperial Dam Road, the entrance to Yuma Proving Ground.

25           According to a recent survey, the 8,500 vehicles

1 on that road every day make it the busiest two-lane road in the  
2 state of Arizona. The survey does not take into consideration  
3 the road is also used extensively for farm equipment. At the  
4 same time, over 75,000 winter visitors from November to December  
5 are traveling it. In short, the mission of Yuma Proving Ground  
6 is at stake.

7 YPG is the Army's business test facility, and  
8 it's home to 2,400 civilian jobs. That number of workers has  
9 pushed Highway 95 past its limits, and the private sector's  
10 trying to help. They're using staggered shifts, four ten-hour  
11 workweeks, dozens of via ride vans for the van pools,  
12 (inaudible) the congestion and danger is getting worse. YPG  
13 will continue its commission of testing robotics, UAVs, long-  
14 range missiles, anti-IED devices, cyber security and more with  
15 the demand rising monthly. Recent tests by NASA, Facebook's  
16 Mark Zuckerberg, and a Predator drone means more testing is  
17 certainly coming to southwestern Arizona.

18 Currently YPG's economic impact on the region is  
19 over a half billion dollars. Something needs to be done now.  
20 Please rethink your funding allocation position and find the \$45  
21 million we need to get matching federal funds for this \$90  
22 million project. The federal Defense Access Road Program has  
23 money for this project right now. The need is already evident  
24 by the new ADOT coordinated \$15 million Fortuna Wash Bridge near  
25 the halfway point of this stretch of road, which is built for a

1 four-lane road. The time to act is now. This may well be a  
2 matter of national security.

3 I'm also attaching an article from the March 18th  
4 edition of *The Outpost*, which is YPG's newsletter, indicating  
5 119 accidents on that stretch of road in the last three years.

6 Thank you very much for the opportunity, and  
7 thank you for the consideration.

8 CHAIRMAN SELLERS: Thank you.

9 Okay. We have John Wisner, and on deck we have  
10 Al Tsedah.

11 MR. WISNER: Honorable board and -- I apologize  
12 if my remarks today seem critical and curt, but I think it's  
13 very important.

14 ADOT has spent 35 years widening and dividing  
15 Highways 87 and 260 from Mesa to the top of the Mogollon Rim  
16 only to propose to stop now and leave the last four-mile Lion  
17 Springs segment, which divides our fire district, as is. The  
18 fact that it is the final four-mile piece has already created a  
19 bottleneck which hinders emergency services and puts lives at  
20 risk, but now this proposed highway plan throws the Lion Springs  
21 segment out altogether.

22 This bottleneck often traps my only staffed  
23 paramedic engine on the one side or the other, as it does the  
24 ambulance coming out of Payson. Sometimes these resources are  
25 needed in the Payson area and get trapped east of the segment

1 for more than an hour while they are needed in Star Valley in  
2 the Payson communities.

3 Yes, traffic delays around airports can be  
4 frustrating on -- to holiday travelers, and rush hour backups on  
5 the great state of Maricopa's freeways are as well. But last  
6 time I checked, people's emergency services were not being cut  
7 off like they routinely are for Arizonans who live east of  
8 Payson because ADOT can't seem to muster the resolve to finish  
9 what it has started.

10 Traffic to the forest communities of Christopher  
11 Creek, Kohl's Ranch, Forest Lakes and all of the many forest  
12 campsites are increasing yearly. This issue is not going away,  
13 and neither are we. Our public officials are no longer going to  
14 sit by silent, hoping ADOT planners will follow through someday.  
15 We are now resolved to hold our state representatives  
16 accountable on this issue.

17 I request in the strongest terms possible that  
18 ADOT finish the Lion Springs segment of Highway 260. Put it  
19 back in the plan, and get it done for the sake of public safety.  
20 Thank you.

21 CHAIRMAN SELLERS: Thank you.

22 Al Tsedah, and on deck we have Gayle Davis.

23 MS. TSEDAH: Good morning.

24 CHAIRMAN SELLERS: Good morning.

25 MR. TSEDAH: Chair, members of the Board,

1 administration, the engineers and audience. I come here before  
2 you as a vice president of Many Farms Chapter. My name is Al  
3 Tsedah. (Speaking Navajo.)

4 I'm also advocating on behalf of the youth of our  
5 community, Many Farms. Many Farms community is the only one  
6 that has a Boys and Girls Club on Navajo Nation. Okay? So I'm  
7 advocating on behalf of the safety. As Boys and Girls Club  
8 says, great futures, and their great futures, 2025. Safety is  
9 one of their number one priority, and with only one Boys and  
10 Girls Club in the area, with about 15 miles radius, our youth  
11 are coming in every day, and with the highway that we have,  
12 though, the 191 between Chinle, Many Farms, which runs all the  
13 way into Round Rock, is quite unsafe at the moment, at the time  
14 because of the -- how it's widened. It's too narrow.

15 So thinking about our youth and their journey to  
16 our club every day. I would like to advocate on behalf of the  
17 community and on behalf to the youth, get you emphasize and  
18 really, really, really consider to recommend Highway 191  
19 improvement. A four-laner would be good. A six-laner would be  
20 great. But shoulder widening is good enough.

21 Bus pullouts and pullouts from the access roads  
22 and the bridges. We all do need a lot of improvement in the  
23 area, and I really appreciate administration coming out several  
24 weeks ago and doing some assessment on the highway.

25 I did -- had also a personal experience on the

1 191 right at Milepost 453. So my wife was coming home. She was  
2 signaling towards where we live, with the high rate speed, which  
3 was also connected to a flatbed with a vehicle on there, came  
4 around that corner right there and hit her right in the back.  
5 And it did 360 twice with her, and today she's very disturbed  
6 and does not like driving on 191 unless -- if it's improved.

7 Thank you very much.

8 CHAIRMAN SELLERS: Thank you.

9 Okay. Gayle Davis. On deck we have Lewanda Ben.  
10 Gayle Davis?

11 Okay. We'll move on to -- I'm not sure I'm  
12 saying this name right -- Lewanda Ben.

13 Okay. How about Melissa Samuel?

14 Cliff Potts?

15 MR. POTTS: Good morning, Chairman Sellers and  
16 members of the Board. I want to just begin by expressing my  
17 appreciation to you for the tremendous sacrifice that you make  
18 to serve the people of Arizona. And I've been involved in  
19 transportation issues for many years, and I've seen several  
20 members of Transportation Board go on to greater and --  
21 leadership positions in the state of Arizona. I wish the same  
22 for you, and I thank you for your service.

23 I drove down this morning from Payson on one of  
24 the most beautiful stretches of highway that exists in this  
25 state, in my opinion, and it's a spectacular drive. And it's a

1 direct attribution to the commitment of the Arizona Department  
2 of Transportation to highway improvements in the state.

3           And the improvements to that road occurred in the  
4 1980s and 1990s, and it's a testament to what can be  
5 accomplished. There was a progression of projects that occurred  
6 on Highway 87 and Highway 260 through that time frame that gave  
7 us a transportation system that we have today. As a result of  
8 Maricopa Accord that occurred in 1999 where rural transportation  
9 construction funding was reduced substantially to assist in the  
10 regional transportation plans of MAG and PAG, the rural systems  
11 were curtailed, and one of the natural progressive projects it  
12 would have completed, the Highway 87/260 corridor all the way  
13 from the four-lane in Mesa, the urban area, all the way up into  
14 the top of the Mogollon Rim left one section that's not  
15 completed, and that's this Lion Springs section that we've  
16 talked and heard so much about this morning and we heard about  
17 in Flagstaff.

18           The -- this section of road is the last piece to  
19 establish continuity of the corridor from -- all the way from  
20 Mesa to the top of the rim. And we had a citizens committee  
21 back in the 80s and the 90s when we could have some impact on  
22 helping ADOT select the program -- the construction projects,  
23 and it was a really no service, because every time Highway 260  
24 Lion Springs corridor on got put into the five-year construction  
25 program, some other contingency or higher need arose, and that

1 project would get bumped.

2           So it's been 20 years that that project has been  
3 in need of being programmed. And Walt Seret (phonetic) was on  
4 our little committee we had back in the 80s. He was a prior  
5 board member, chairman. He was actually chairman when we went  
6 from the Highway Commission to the Arizona Transportation Board.  
7 He was on our committee, and he was a strong advocate at that  
8 time for the Lion Springs section, and we as a committee said,  
9 "Well, let's do the section between Christopher Creek and Kohl's  
10 Ranch, and we supported ADOT in that process.

11           And Walt said, "If you guys support that section  
12 over the Lion Springs section, I can tell you it won't happen in  
13 my lifetime." And then he pointed at me, and he says, "It  
14 probably won't happen in yours." And Walt has passed, and he  
15 was a great servant to the state of Arizona, but my hope is is  
16 that the Lion Springs section can be reprogrammed and that we  
17 can have that project done just as a service to the people of  
18 the state. And thank you.

19           CHAIRMAN SELLERS: Thank you.

20           Okay. Next, Garrett Silversmith, and on deck we  
21 have Johanna Martinez.

22           MR. SILVERSMITH: Good morning, everybody, the  
23 State Transportation Board meeting. Thank you for allowing me  
24 this time to present to you some -- a few words about our  
25 projects happening across the Navajo Nation and also across this

1 great state of ours here.

2 My name is Garrett Silversmith, and I represent  
3 the Navajo Division of Transportation. We are located in Tse  
4 Bonito, New Mexico. Recently, in the past few years, we were  
5 recipients of many improvement projects across -- across our  
6 nation in the form of highway improvements, bridge replacements,  
7 bridge maintenance projects. So we appreciate that from ADOT  
8 and the State of Arizona.

9 This morning I'm here to support and advocate for  
10 several projects here, as my fellow colleagues have presented.  
11 The first one is the Highway 191 corridor from Many Farms to  
12 Chinle. It's a popular route. It serves a direct access to the  
13 Four Corners, state of -- state of Arizona, New Mexico, Colorado  
14 and Utah. So we experience anywhere from 3,000 to upwards of  
15 8,000 vehicles per day. It's a busy route. It's a bus route,  
16 and it serves many communities as well.

17 Also, the Pinta exit, the new development there  
18 for the Sanders new port of entry there. So I'm here in support  
19 of that, and I wish just to be some sort of continued  
20 improvements in that area as well. This is the new port of  
21 entry that's proposed off of I-40 near Sanders, Arizona.

22 And then finally, I'm here to support also and  
23 advocate for Highway 163 between Kayenta and the Monument Valley  
24 National Park. As well, this route experiences high volumes of  
25 traffic every day, and this being the peak of -- this being the

1 peak of tourism season, we're going to see continued traffic  
2 going through that area. So areas that improvement there,  
3 suggestions there are widening the shoulders, possibly adding  
4 another traveling lane. So this goes directly to one of our --  
5 our main attractions across the Navajo Nation, as well as the  
6 State of Arizona.

7           So thank you for allowing me this brief time, and  
8 then as always, on behalf of the Navajo Nation, we partnered on  
9 projects in the past between Navajo Nation and ADOT. So we're  
10 open to the ideas of continuing assisting the ADOT as well as  
11 the State of Arizona in the past like we did before on Highway  
12 89. That bridge collapse, we assisted there. So many  
13 opportunities for us to continue that partnership. So thank you  
14 again, State Transportation Board.

15           CHAIRMAN SELLERS: Thank you.

16           Next we have Johanna Martinez.

17           Okay. How about Brady Harris?

18           MR. HARRIS: Good morning, Chairman and the  
19 Board. We appreciate the time to be able to speak up here. I'm  
20 the -- Brady Harris. I'm the vice mayor of the small town of  
21 Tusayan, up there next to the Grand Canyon. And just here as a  
22 thanks to Director Halikowski and his staff for the support that  
23 they've provided to us, and hopefully developing the corridor of  
24 Highway 64. And it's pretty amazing on see the passion in the  
25 room for rural Arizona, and that they represent that, and it's

1 palpable. It's pretty incredible to see them represented here.

2 We'd also like to thank the Board for their  
3 service, and it's -- it's much appreciated for the time that  
4 they've given to us. And also, we'd like to -- in the future  
5 meetings, for your consideration, be able to visit us there next  
6 to the Grand Canyon. It's a beautiful location, and it has the  
7 facilities to be able to handle any of your needs, banquet and  
8 the conference facilities. And thank you for your time.

9 CHAIRMAN SELLERS: Thank you.

10 Next we have Paulson Chaco.

11 MR. CHACO: Thank you. Thank you, Chairman  
12 Sellers and members of the Board. (Speaking Navajo.)  
13 Mr. Thompson, Mr. Halikowski and audience.

14 My name is Paulson Chaco. I'm the chief of staff  
15 for the Office of the President of the Navajo Nation, and  
16 Mr. Jonathan Nez wishes you greetings this morning.

17 I'm here in support of the projects that were  
18 mentioned, 63, 191, Pinta Road. We're here in full support of  
19 the community and also the traveling public of the great state  
20 of Arizona. As you know, 191, when you travel that road, and I  
21 believe Mr. Halikowski's been out there, when you travel from  
22 Burnside all the way up to Chinle, it's basically a no shoulders  
23 road. So you really have to hold real tight onto your steering  
24 wheel when you drive those roads, especially at night. So for  
25 safety purposes, we fully support those projects in that area.

1                   Thank you, Mr. Chairman, for the time and the  
2 opportunity again. We fully support these projects from the  
3 Office of the President and the vice president of Navajo Nation.  
4 Thank you.

5                   CHAIRMAN SELLERS: Thank you.

6                   Okay. That's all the speaker cards I have for  
7 the public hearing. So next we'll have Greg Byres provide an  
8 overview of the tentative fiscal year 2020-2024 Five-Year  
9 Transportation Facilities Construction Plan, for information and  
10 discussion only.

11                  MR. BYRES: Thank you, Mr. Chairman, board  
12 members.

13                  Before I get going on this, I just want to kind  
14 of give you a little information on what comments we've received  
15 to date. Since we've had this -- the first public hearing, we  
16 have received 166 comments. Those have come through the  
17 SurveyMonkey. They've come through email comments, phone  
18 comments, through the public hearings at March and April, as  
19 well as Facebook posts and Twitter posts. The majority of all  
20 these have come in to about six different themes. They've been  
21 comments on I-10, I-17, SR-260, the Rancho Santa Fe traffic  
22 interchange on I-40, sound walls on I-17, as well as SR-77.

23                  So all of those comments are all taking -- or  
24 being take into consideration, as well as the comments that are  
25 being addressed here today and as we fulfill the rest of the

1 comment period.

2           So I'm just going to go through a quick  
3 presentation on our tentative program. This will satisfy Items  
4 A through D in the agenda.

5           So to start with, we're going to go through some  
6 background, as well as an overview on asset conditions, our P2P  
7 process, the tentative five-year highway delivery program, the  
8 MAG tentative program, PAG tentative program, the airport  
9 program, and then next steps.

10           So as far as the background goes in putting  
11 together the tentative program, this is developed  
12 corroboratively between the State Transportation Board, all the  
13 different divisions of ADOT, as well as regional partners. It  
14 demonstrates how federal and state dollars will be obligated for  
15 the next five years. It is approved on an annual basis, with  
16 the fiscal year starting in July 1, and must be fiscally  
17 constrained.

18           So an overview of the asset conditions. Right  
19 now the value of the state highway system infrastructure is at  
20 about \$22.4 billion. Of course, if it was completely removed or  
21 decimated, it would cost somewhere in the neighborhood of about  
22 \$250 billion to replace.

23           On the bridge conditions, this gives you an idea  
24 of where the bridges are and the conditions over time. As of  
25 the end of 2018, we had 59 percent of the bridges in good

1 condition, 40 percent in fair condition, and 1 percent in poor  
2 condition. To give you an idea of what that means, the good  
3 condition is the primary structure components have no problems  
4 or only very minor deterioration. Fair means primary structural  
5 components are sound but have some concrete deterioration or  
6 erosion around piers or abutments caused by flowing water or the  
7 scour. And poor condition is advanced concrete deterioration,  
8 scour or serious affected primary structure components.  
9 However, a poor condition bridge is not necessarily unsafe. If  
10 it's an unsafe condition, the bridges are closed.

11           On the pavement conditions, starting with our  
12 interstate highway system, this gives you the conditions through  
13 2017. One note, on the 2017, the data that was collected for  
14 the pavement conditions was collected using a -- an electronic  
15 means rather than going out and manually collecting data. As  
16 such, there's a -- you'll see a little differential in there.  
17 We collect an extensive amount of data using the new systems  
18 compared to what we had before. However, we did correlate the  
19 two systems together so that this is representative. What this  
20 shows you is that we've got 49 percent in good condition, 50  
21 percent in fair condition, and 1 percent in poor condition.

22           For the non-interstate highway systems, again,  
23 this takes us through 2017. What we're looking at here is 35  
24 percent in good condition, 63 percent in fair condition, and 2  
25 percent in poor condition. And so this gives you a little more

1 idea of what's going on. The good condition is smooth road  
2 surface with little cracking and no ruts or potholes. Fair  
3 condition is moderate amounts of cracking that lead to increased  
4 roughness of the road's surface and shallow ruts in the wheel  
5 path. Poor condition is numerous cracks, rough road surface,  
6 ruts in the wheel path, potholes and disintegration of the road  
7 surface.

8                   So as we go through the rest of the presentation,  
9 one of the big things that we're going to see here is our  
10 investment categories. So I want to kind of give you what the  
11 definition is of these. So we have preservation, modernization  
12 and expansion. So the preservation is investment in keeping  
13 pavement smooth and the bridges maintained. Modernization is  
14 basically the non-capacity investment for improvements such as  
15 safety and operations. And expansion is investment that adds  
16 capacity to highways, to the highway system.

17                   This is a little better breakdown for you. It  
18 kind of goes through what preservation, modernization and  
19 expansion is. The preservation as well -- is basically three-  
20 fold. It's preservation treatments, rehabilitation and  
21 reconstruction. Modernization is such things as widening  
22 existing lanes, intersection and interchange reconfigurations,  
23 as well as traffic control management and safety modifications.  
24 And then expansion would be such things as new routes, new  
25 lanes, new interchange, so forth.

1           This is a look at our five-year plan as far as  
2 expenditures go. We've taken and broke it down into those  
3 different investment categories. So as you go through, the  
4 green is preservation projects. The red is the modernization  
5 projects. Purple is the development costs. The orange is  
6 planning costs. Blue is expansion projects, and the slashed  
7 blue is part of the executive recommendation that came out of  
8 the proposed governor's budget.

9           So as you can see as we go through there, there's  
10 also a horizontal line that's runs across at \$320 million. That  
11 line is what we projected as minimum for our preservation within  
12 the -- within the greater Arizona area. And this shows you how  
13 close we're getting to that target. We've got some differential  
14 as you go across there, which are all shown with the blue arrow.

15           So what goes into our program is determined  
16 through our P2P process. And so the funding -- or that's  
17 associated with this and the background behind it, funding due  
18 to limited funding, projects must be prioritized to ensure the  
19 limited funds are utilized on projects which provide the highest  
20 value and satisfy the greatest need.

21           Performance measures. Due to the requirements by  
22 the Federal Highway Administration, program projects must  
23 provide an improvement to the performance measures, which  
24 include safety, infrastructure condition, congestion reduction,  
25 and there's several other conditions in which the Federal

1 Highway has implemented in there performance measures.

2           Then there's always the compliance with  
3 objectives and goals provided by the Long Range Transportation  
4 Plan, which was approved by this board.

5           So kind of a breakdown of the P2P process. We --  
6 the way we score these projects is through a series of four  
7 different scoring criteria. We have technical score. We have a  
8 policy score. We have the safety analytic score, and we have  
9 the district score. Those are weighted differently with the  
10 different percentages that you see off to the right side of the  
11 screen.

12           So with the development of the five-year program,  
13 we take all the preservation projects and modernization projects  
14 and expansion projects, run them through the comparative  
15 percentages that we had in the Long Range Transportation Plan  
16 and then filter those down into the tentative five-year program.  
17 That's what we presented to the Board for -- which is what we're  
18 currently going through with the public hearings.

19           So this is kind of another breakdown of what  
20 we've got as far as the five-year program, as well as what we  
21 had in last year's program, and you'll see that they're pretty  
22 much about the same. For the 2020-2024 tentative program, we're  
23 looking at 41 percent preservation, 46 percent expansion, and  
24 then we've got roughly 13 percent, I'm going to call it,  
25 modernization. That's 3 percent that's also for the executive

1 recommendation. As compared to last year, we're only a couple  
2 percentages -- percentage points apart from what we had.

3 For the greater Arizona area -- what we were  
4 looking at before was the entire state. This looks at the  
5 greater Arizona. You can see here it's quite a bit different.  
6 We've got 69 percent in preservation. We have 14 percent in  
7 expansion, and 17 percent in modernization.

8 So to -- kind of going through the years of the  
9 program, we'll start off in 2020. This shows the expansion  
10 projects that are currently in the tentative program. We've got  
11 10.2 million set up for the Fourth Street Bridge on I-40. We  
12 have improvements on 93, which is -- this particular year in  
13 2020 was going to be for right-of-way. On 69, which is the  
14 Prescott Lakes Parkway, we've got 1.3 million. On 93, we have  
15 41 million with -- this is the 93, the gap project. And on 17,  
16 we've got 15 million for design of the project. This goes from  
17 Anthem to Sunset Point. In there, there's also 40 million to  
18 construct Anthem to Sunset Point, which is in that executive  
19 recommendation, and then there's also 50 million that goes in  
20 there from MAG for the portion that's within the MAG region.

21 In 2021 we've got, again, the continuation of the  
22 Prescott Lakes Parkway on 69. We also have 17, which continues  
23 on. This also includes an additional 45 million for the -- from  
24 the executive recommendation, and then we have I-10 in there at  
25 10 million. This is SR-202 to 387, basically, the portion that

1 runs through the GRIC that's south of Phoenix, headed down  
2 towards Tucson. This is to finish the DCR scoping for that  
3 portion of the project.

4 In 2022, the only project that we have in there  
5 for expansion is, again, the continuation of I-17. There's 65  
6 million in there for that, as well as an additional 45 million  
7 that comes out of that executive recommendation.

8 This kind of gives you a little better breakdown  
9 of everything that we're looking at I-17 through -- 2020 through  
10 2022. You can see the entire project is actually at 323  
11 million. That takes care of that entire stretch, which includes  
12 the flex lanes that we're looking at doing, as well as the  
13 section that -- four-lane -- or the added lanes that would run  
14 down all the way into Anthem.

15 In 2023, we're looking at the \$50 million single  
16 project. This is I-10 section that is through the GRIC.

17 In 2024, we're looking at the construction of the  
18 west Kingman TI. This is at 56.2 million.

19 As we go through years 2025 through 2029, this is  
20 what we have projected for all of the different investment  
21 categories. You'll notice that we're at 350 million in  
22 preservation. We bumped that up, because we never really hit  
23 our target of 320 in the previous five years. This gives us a  
24 chance to catch up on what we're -- where we were at in the  
25 current -- or what is being considered for the tentative five-

1 year program.

2                   So now we get into the MAG region. This is a  
3 quick map and IDs the projects that we have in the MAG region.  
4 Right now MAG is going through a -- I'm going to call it  
5 reconfiguration of some of their projects. So that has not been  
6 finalized. However, we should get their final TIP coming  
7 through that will get put into the -- our program. Again, MAG  
8 takes care of their own programming. We don't program for them.  
9 But that should be coming through within the next month so that  
10 we can get it into our tentative program.

11                   MR. HAMMOND: Mr. Chairman, may I ask a point of  
12 clarification? Greg, when you say reconfiguration, is this  
13 (inaudible) revenues that they have to reconfigure the balance  
14 of their programming?

15                   MR. BYRES: That is correct.

16                   MR. HAMMOND: Thank you.

17                   CHAIRMAN SELLERS: Well, and I think part of that  
18 is because of the increased cost of some of the projects that's  
19 above estimate.

20                   MR. BYRES: So -- and like I said, once we get  
21 the final from MAG, we will put it into the program so that --  
22 but it's still got to go through their regional committee.

23                   TAG -- or I'm sorry -- PAG's tentative program is  
24 -- they're actually going through and looking at -- at changing  
25 up their TIP as well. They've not finalized all of their

1 programming, but what they have currently in their program  
2 includes projects on I-10, I-19, SR-77, as well as potential for  
3 the 210/I-10 improvements.

4           So on our Airport Capital Improvement Program,  
5 this is kind of a look back of what -- where we're currently at  
6 and what we've had programmed. We've got three major programs,  
7 which is the FSL or, the federal/state/local, the SL, which is  
8 the state and local, and then the APMS, which is the Airport  
9 Pavement Preservation Program.

10           As you'll see in this, we have zero for SL. We  
11 haven't had any SL programs going out over the last three years  
12 due to the sweeps from the Aviation Fund. So what we've had to  
13 do is we've gradually built up our FSL program as well as our  
14 APMS program to help those airports out and distribute those  
15 funds.

16           For the coming 2020 year, we're looking at in our  
17 FSL program, \$5 million. In our SL program, we're bumping that  
18 up to \$9 million. For our pavement preservation program, we're  
19 looking at \$5.5 million. Grand Canyon National Park gets 4.5  
20 million for their operating, as well as ADOT airport development  
21 projects, which is at 900,000.

22           So we're back, fully functional, and we're also  
23 fiscally constrained in the program at \$24.9 million, which will  
24 help us to keep those sweeps from occurring back in there,  
25 because we're spending the money as fast as it comes in to keep

1 that from -- keep the fund down as low as we can to keep it from  
2 getting swept.

3           So the next steps in the tentative program.  
4 We've got the study session that's coming up June 4th here in  
5 Phoenix. Then we'll have the -- present the final program on  
6 June 21st at the Pinetop State Transportation Board meeting, as  
7 well as the program will be delivered to the governor by June  
8 30th, with the fiscal year beginning on July 1st.

9           With that, I stand for any questions.

10           CHAIRMAN SELLERS: Okay. And I -- I think that  
11 everyone already knows this, but it's probably still worthwhile  
12 to remind everyone that MAG and PAG do have sales tax  
13 initiatives that help support the funding in those two areas.  
14 That's part of the -- part of what you just presented.

15           Any comments or questions from the Board?

16           MR. THOMPSON: Chairman, I just do have one  
17 comment. Regarding your conditions of the road, good, fair and  
18 poor, once it gets into that poor condition, it's just going to  
19 continue to fail and fail. I feel that the (inaudible) are  
20 really seriously thinking about giving (inaudible) at that time.  
21 Only a comment. Thank you.

22           CHAIRMAN SELLERS: Thank you.

23           Any other comments? Yes. Board Member Hammond.

24           MR. HAMMOND: I'd like to thank the speakers who  
25 have stayed who listened to his presentation and understand some

1 of the constraints that we're dealing with when it comes to  
2 funding. You saw the trends in the condition of our existing  
3 road system. And it's -- it's -- it's lacking funding as much  
4 as it is, you know, not recognizing how worthy some of these  
5 projects that were discussed earlier are. So something's got to  
6 give, and I applaud ADOT staff for -- there is always  
7 subjectivity when you go through the P2P process, but they  
8 really -- they really try hard to be objective in prioritizing  
9 where the money is spent. And, you know, Mr. Byres, you must  
10 get a little wary. You've got to go through the study session.  
11 Then you sleep at night. I appreciate you coming in before us  
12 every month to discuss the five-year plan.

13 MR. BYRES: Thank you.

14 MR. KNIGHT: Mr. Chair.

15 CHAIRMAN SELLERS: Board Member Knight.

16 MR. KNIGHT: Greg, Highway 95, of course, is my  
17 favorite subject. Do we have any idea where the design planning  
18 -- I know at one point it was in the five-year plan. It was  
19 there for several years. It's not anymore. But how far did we  
20 make before it is -- that 17 miles from 90 to Aberdeen, where --  
21 where did we get with the design planning on -- on that stretch  
22 of 95?

23 And the second question would be what kind of  
24 dollars are we looking at just to complete the design planning  
25 on it? Any idea?

1                   MR. BYRES: Mr. Chair, Board Member Knight, what  
2 we have done is there's a -- what's called a "corridor profile  
3 study" that's done for that section of 95 that identifies all  
4 the needs through there. And with that, we've taken and  
5 basically put together all of the engineering requirements for  
6 that. The design itself for the widening or whatever  
7 improvements are going in there has not been completed. But we  
8 have everything there in that corridor study for us to proceed.  
9 If we had funding to do such, we'd be able to hop on it  
10 tomorrow, but it's --

11                   MR. KNIGHT: Any idea dollar wise what we'd be  
12 looking at that complete that?

13                   MR. BYRES: I don't have that on the top of my  
14 head. I'm sorry.

15                   MR. KNIGHT: Okay. Thank you.

16                   CHAIRMAN SELLERS: Board Member Stratton.

17                   MR. STRATTON: A follow-up question to Mr. --  
18 Board Member Knight's question. I believe one of the speakers  
19 said there was some DOD money available for that project. How  
20 much was that? I didn't catch it.

21                   MR. BYRES: Board member -- or Chairman,  
22 Mr. Stratton, I'm not sure. We haven't seen anything that  
23 actually came through as in the form of a grant or anything that  
24 I'm aware of to date.

25                   MR. HALIKOWSKI: If I could comment on that, when

1 you say DOD money's available, we're not aware of that. When we  
2 worked on the Fortuna Wash Bridge project, we approached the DOD  
3 and asked them if they could help us with that funding. I think  
4 that project was about 11 million, because we were hearing the  
5 importance of the Yuma Proving Grounds to the Department of  
6 Defense and the local economy. The DOD declined to participate  
7 at that time citing their own financial needs.

8           Last year, I believe I was a lieutenant  
9 colonel -- I'm not sure if that's right, but one of the higher  
10 ranking officers from the Proving Grounds came up and spent some  
11 time with me, and we talked about improvements to 95 quite  
12 extensively. And again, I asked is the DOD capable of  
13 participating to help us because of the connection to the  
14 Department of Defense and the military mission? Again, they  
15 declined. So at this point when we say that funds are  
16 available, I just want to be very cautious, because in the past  
17 we have not seen the DOD step up to participate on these  
18 projects. Thank you.

19           CHAIRMAN SELLERS: Okay. Anything else? And I  
20 guess I just would mention that, you know, all the talk in the  
21 -- at the federal level about infrastructure plans moving  
22 forward, I'm assuming that could change our plan and provide new  
23 challenges for you and the planning crew.

24           MR. BYRES: Very much so.

25           CHAIRMAN SELLERS: Thank you.

1 MR. HALIKOWSKI: Mr. Chairman, just be aware that  
2 right now we're just hoping that Congress passes some continuing  
3 resolution since the Highway Trust Fund is set to expire, I  
4 believe, five weeks before the next presidential election. So  
5 we can imagine what a football that's going to become if  
6 Congress doesn't do something to get us over that hump in the  
7 meantime.

8 CHAIRMAN SELLERS: Okay. Thank you.

9 Thank you, Greg.

10 Do I have a motion to adjourn the public hearing?

11 MR. THOMPSON: Chairman, can I ask one question?

12 CHAIRMAN SELLERS: One.

13 MR. THOMPSON: Our administration, I'm assuming  
14 that not that we know there's a lot of interest, there may be  
15 other options out there that can fund a lot of these projects  
16 (inaudible). So it would be my recommendation, Chairman, to  
17 consider using the grant funding that we've been talking about  
18 (inaudible) some of those to some of these projects that might  
19 not even give them the project plan or (inaudible).

20 CHAIRMAN SELLERS: Thank you.

21 Okay. Do I have a motion to adjourn the public  
22 hearing?

23 MR. ELTERS: I so move.

24 MR. THOMPSON: Second.

25 CHAIRMAN SELLERS: Moved by Board Member Elters,

1 seconded by Board Member Thompson. Any discussion?

2 All in favor say aye.

3 BOARD MEMBERS: Aye.

4 CHAIRMAN SELLERS: Any opposed? The public  
5 hearing is adjourned.

6 (Hearing adjourned at 10:09 a.m.)

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**Adjournment**

***A motion to adjourn the May 17, 2019 State Transportation Board Public Hearing was made by Board Member Eilers and seconded by Board Member Thompson. In a voice vote, the motion carried.***

**Meeting adjourned at 10:09 a.m. MST.**

  
\_\_\_\_\_  
Jack Sellers, Chairman  
State Transportation Board

  
\_\_\_\_\_  
John S. Halikowski, ADOT Director  
Arizona Department of Transportation