

**MINUTES**  
**STATE TRANSPORTATION BOARD PUBLIC HEARING**  
**9:00 a.m., Friday, March 8, 2013**  
**Arizona Department of Transportation**  
**Administration Building Auditorium**  
**206 S. 17th Avenue**  
**Phoenix, Arizona 85007**

**Pledge**

The Pledge of Allegiance was led by Chairman Flores.

**Roll Call**

Roll call by Board Secretary, Lila Trimmer.

Board Members present: Joe La Rue, Steve Christy, Victor Flores, Kelly Anderson, Hank Rogers, and Bobbie Lundstrom (via telephone at 9:20 a.m. after initial roll call)

**Opening Remarks**

Chairman Flores welcomed everyone to the first open public hearing meeting specifically to the five-year plan.

**Call to the Audience**

The following members of the public addressed the Board regarding the five-year plan.

1. Chris Bridges, CYMPO Administrator
2. Jim De Groot, Director, Transportation Services/Pima Association of Governments/RTA
3. Gene Holmerud, advocate/Arizona Bicycle Club
4. Teresa Brice, LISC Phoenix
5. Serena Unrein, advocate/Arizona PIRG
6. Mike Willett, Yavapai County/Assistant Public Works Director
7. Vincent Lopez, health educator
8. Kevin Hengehold, self
9. Josh Wright, Town Manager/Town of Wickenburg
10. Tiffany Sprague, Sierra Club/Grand Canyon Chapter

**PUBLIC HEARING**

**ITEM A: FY2014 – 2018 Statewide Subprograms—Greater Arizona and Statewide Subprograms Scenarios– Scott Omer**

Scott addressed the Board and thanked the public audience in attendance who came to listen to the discussion about the five-year program. Scott provided an overview of the five-year plan. The tentative program is on the ADOT website [www.azdot.gov/FiveYearProgram](http://www.azdot.gov/FiveYearProgram). Every year the five-year program is developed collaboratively with Intermodal Transportation Division (ITD) our engineering side, Financial Management Services (FMS) our finance side, Multimodal Planning Division (MPD) planning side, and our Regional Partners. It demonstrates how federal and state tax dollars will be spent over the next five years. It has to be approved annually and the fiscal year starts each July 1 and must be fiscally constrained.

This year, ADOT adopted MAP-21, which is the new Federal Transportation Reauthorization. It was enacted on October 1, 2012. MAP-21 sets aside how we should be moving forward into the 21st century. It has some areas that we should be focusing on which includes, safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, and environmental sustainability. In preparation for how we move forward into the 21st century not only with MAP-21, but with a performance-based program, we utilized ADOT's Long Range Plan.

The new study we are working on which links our Long Range plan to the capital program or P2P. We will be focusing very heavily on asset management as an agency. The Long Range program that the Board adopted in 2011 really set us up very well for moving into the performance-based planning and programming arena that we are today. The Board adopted a recommended investment choice which really focused our program not just investing in expansion but investing heavily in preservation and modernization of the existing transportation system. From 2006 to 2012, the way we used to invest in the program was about 76 percent of all of our funds went into expansions into the system. That included the projects in the MAG and PAG region. Then 2007 happened. In 2007 we saw a drastic reduction in the amount of revenues that we had available to put into the transportation program. Basically now we are back at the 2004 level and staying at that level. We have to adjust the program accordingly. In 2016 and 2017, we are reducing our program by about \$350 million in those two years. That reduction is shared not only in Greater Arizona but with all of our regional partners; MAG and PAG both reduced their programs by \$87 million and \$35 million, respectively.

At the Board's direction, we developed three separate investments and scenarios for Greater Arizona of how we are going to program out our limited funds available for this five-year program. In the past, we would have brought forward one scenario. This year is different in that we have brought forward three scenarios.

**Scenario A – Focus on Preservation.** This scenario is investing very heavily in preservation of our existing system. However, there are two major projects we are keeping in the program for FY2014 because we are so far along on this project, SR 89 Deep Well Ranch Road in the Prescott District. The other project is in FY 2014 that we will keep on all three scenarios is the US60 Oak Flats passing lane project between Superior and Globe. The rest would be 81 preservation projects from 2014 to 2016, 39 bridge projects, one major project, and 690 miles of pavement preservation projects. An average of \$184 million per year in preservation from 2014 through 2018 would be allocated. Arizona's interstate system will maintain our existing interstate highways to acceptable levels until 2031 with this scenario.

**Scenario B – Focus on Programmed Major Projects.** This scenario focuses on major projects continuing to keep in the nine major projects from FY 2014 to 2017. From 2014 to 2016, there would be 25 bridge projects and 458 miles of pavement preservation projects. An average of \$142 million per year in pavement preservation. Arizona's interstate highways would fall below an acceptable level to the Department in 2017 with this scenario. Remaining in the Program: SR89, Deep Well Ranch Road to Chino Valley (FY 14) \$18M; US95 Fortuna Wash Bridge (FY 15) \$13.5 M; I-10 Ehrenberg POE (FY 16) \$20 M; US93 Carrow to Stephens (FY 17) \$22 M; I-8, Mohawk Rest Area (FY 15) \$20 M; US60, Silver King Section (FY 15) \$45M; SR89, Jct. 89A to Deep Well Ranch Road (FY 16) \$15 M; and lastly, SR260, Lion Springs Section (FY 17) \$40 M. We would maintain all those existing projects in the Greater Arizona portion of the program.

**Scenario C – Combination of Preservation and Major Projects.** This scenario focuses on some investment in major projects that are programmed in greater Arizona with less investment in keeping existing highways in good repair. The recommendation would be to maintain four major projects from 2014 to 2017, 39 bridge projects from 2014 to 2018, and 524 miles in pavement preservation projects. An average of \$149 million per year. Arizona's interstate system would at an acceptable level until about 2021. The four projects that staff would recommend to the Board are SR89, Deep Well Ranch Road to Chino Valley (FY 14) \$18 M; the US95 Fortuna Wash Bridge, (FY 15) \$13.5 M; the I-10 Ehrenberg POE, (FY 16) \$20 M; and the US93 Carrow to Stephens, (FY 17) \$22 M. We would defer the other projects that were listed earlier out of the existing five-year program.

**ITEM B: FY 2014 - 2018 Statewide Highway Construction Program (Excluding MAG and PAG)—Scott Omer**

Scott compared the scenarios A, B, and C. Scenario A is heavily in preservation of our existing transportation system and a small amount in expansion and modernization compared to the other two scenarios. To summarize Greater Arizona recommended program FY2014—2018, we updated all the project costs. This is done very year, and we had to reduce the overall program amount by \$350 million in FY 2016 and FY 2017, and we program our subprogram projects out in the FY 2014-2016 timeframe. There are line items in the program.

**ITEM C: FY 2014 - 2018 PAG Regional Highway Construction Program—Scott Omer**

Scott said they separated the PAG regional program out from the regular Greater Arizona program. This was more efficient and appropriate and should be treated in the same way as the other regional partners by showing their program separately. PAG has a significant investment in their own funding. PAG reduced the overall share of the program by \$35 million. Of the \$350 million that we had to reduce out of the program, PAG's share was \$35 million. The revenue distributed to PAG is in the requirements that have been set aside by the Resource Allocation Advisory Committee in the Casa Grande accord. PAG and MAG both program their projects out after we provide them their funding. We accomplish that all in collaboration. The PAG regional in FY 2014-2018 program does invest heavily in the expansion of the system. There are two projects affected by the tentative program. It is the I-10, Ina Road TI, defer to FY 2017 from FY 2016. We are working with them to make sure the RTA funds can maintain in FY 2016. And then the I-19, Ajo Way TI, defer to FY 2018 from FY 2017 and reduce the amount by \$6M. The difference on this project. All together it is an \$80 million project and it is completely funded with federal aid.

**ITEM D: FY 2014 - 2018 MAG Regional Highway Construction Program—Scott Omer**

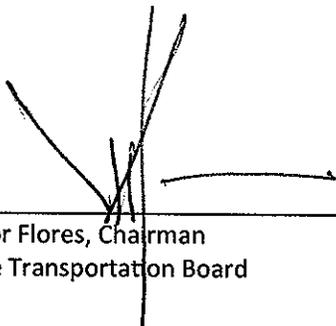
MAG's regional share of our adjustment was about \$87 million. They follow the same process where ADOT provides the funding and they program in collaboration with ADOT. The MAG regional program invests about 88 percent in expansion of the system. MAG has quite a few updates to their program some were due to costs, schedules, and others are being deferred. There are two updated projects that are affected, I-10, SR101L to I-17, reducing \$73.2M, and US60, Meridian Rd, TI Design, Increased \$120K. Other projects that we updated project costs and schedules are: being deferred to FY 2015 from FY 2014: 1. SR85: Warner St, Bridge, defer to FY 15; 2. SR303L/I-10 TI & Thomas to Camelback, Landscape Const., defer to FY 15, 3. I-10, SR101L to I-17, Utilities, defer to FY 15, 4. SR101L, Pima Rd, Extension, JPA, defer to FY 15. The South Mountain Corridor is deferring the entire corridor 1 Year. So every project that was originally programmed from FY 2014 to FY 2019 is being deferred from FY 2015 to FY 2020. The new traffic interchange projects that are programmed in the MAG region are Grand Ave at Bell Rd; Grand Ave at Thompson Ranch (Thunderbird); and SR303Loop to El Mirage Rd. They are increasing maintenance funds overall in the region by \$400K preservation funds from FY 14 to FY18. They are looking to post new dynamic message signs, displaying travel times on those at a cost of \$170K.

**ITEM E: FY 2014 - 2018 Airport Development Program—Scott Omer**

The revenue we have available is about \$22 million. Most of the revenue collected is from flight property taxes. The proposed five-year program in FY 2014 is Federal Match Grants (FSL) \$ 4.5 million; State-Local Grants (SL)\$15.8 million; the Airport Pavement Preservation (APMS) \$ 6.5 million; Airport Development Loans, \$ 2 million; and State Planning Services \$2.6 million. The total program is \$31.4 million for FY 2014.

**A motion to adjourn was made by Kelly Anderson and seconded by Hank Rogers. In a voice vote, the motion carries.**

**Meeting adjourned at 10:10 A.M.**

  
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Victor Flores, Chairman  
State Transportation Board

  
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Floyd P. Roehrich, Jr., Deputy Director for Policy  
Arizona Department of Transportation