

**STATE TRANSPORTATION BOARD
PUBLIC HEARING MINUTES
9:00 a.m., Friday, April 16, 2010
Town of Oro Valley Council Chambers
11000 N. La Canada Drive
Oro Valley, Arizona 85737**

Pledge

[The Pledge of Allegiance was recited, led by Mr. Christy.]

Roll Call

In attendance: Bob Montoya, Bill Feldmeier, Felipe Zubia, Victor Flores, Kelly Anderson and Steve Christy. Bobbie Lundstrom was absent.

Opening Remarks

Chair Montoya expressed his gratitude to Oro Valley for hosting them, and invited Oro Valley Mayor Paul Loomis to the podium. Mayor Loomis introduced several of their council members. He also remarked that he is thankful the Board makes the effort to go to all areas of the State so that they can get to know the local areas and their issues. Mayor Loomis said they are pleased to be part of the regional cooperation that is shaping the transportation system statewide. The Federal Stimulus Program is just one of many ways Oro Valley has partnered with ADOT. He also mentioned he is honored to be able to serve with the Board and staff.

Chair Montoya invited Kingman Mayor John Salem to the podium. He offered greetings from the Mojave Valley, Kingman area, and Tri-City Council. He also thanked ADOT for the several projects occurring in the area.

PUBLIC HEARING

Presentation of FY 2011-2015 ADOT Tentative Five Year Transportation Facilities Construction Program Recommendations

ITEM A: FY 2011-2015 Statewide Subprograms – Jennifer Toth

Ms. Toth addressed the members of the public who attended the meeting, thanking them for their interest in the future of the State's transportation system. She noted that on the ADOT website they have created more public outreach associated with the draft Tentative Program. She will email a copy of the story on their website plus the first set of emailed comments based on the banner story and on an email distribution to 17,000 people in their database.

There are corrections that need to be made in reference to the airport program where project priorities were incorrect, and these changes were distributed to the Board. In addition, on the Highway Program, page 9 of Tentative Program, Greenlee County was inadvertently omitted from the Summary Table of the County Summary by Dollars.

[Ms. Toth showed a short video clip tying into public outreach and gaining public input.]

ADOT is trying to create investment choices that will leave a legacy into the future and want to generate public comments on what that means in terms of priorities and quality of life for the transportation system. The Five Year Program is developed each year for the upcoming five years, and the staff works all year to prepare for spring, when the tentative Plan is presented to the Board and the public. The programming process is very collaborative, involving communities statewide, the District Engineers, COGs and MPOs, planning partners, and the general public. It is approved annually, and the fiscal year starts on July 1.

There are certain regulations that dictate the information included in the Five Year Program: federal regulations for the statewide transportation improvement program, and Arizona revised statutes included for the Five Year Program. The first and second years of the Five Year Program must be fully funded projects, and projects in the last three years can be illustrative in nature and do not have to be fully funded projects. Overall the Five Year Program has to meet fiscal restraints.

Several areas of the Five Year Program to be discussed include the following:

- Federal Aid Subprograms
- State- supported Subprograms
- Greater Arizona Major Projects
- PAG Major Projects
- MAG Regional Programs, presented by Steve Hull
- Airport Development Program

Federal Aid Programs:

- In the past, ADOT had not programmed through the federal apportionments for the Federal Aid Programs. However, this year they are bringing all the federal aid programs in the Five Year Program up to 90% of FY2009 apportionments. This is important for internal staff to manage their subprograms better so they will not have any excess apportionments that may be entitled to rescissions.
- Bridge Replacement and Rehabilitation Program. Bridges are a high cost system asset, and their condition directly affects customer satisfaction. The objective of the bridge replacement and rehabilitation program is to restore the structural integrity of the bridge, or to replace it.
- Highway Safety Improvement Program (HSIP). This plan's overall objective is the efficient spending of funds to achieve the highest safety benefit. The agency is currently in the process of updating the HSIP to raise the maximum project amount from \$3M to \$10M, changing some cost benefit criteria and encouraging some systematic safety improvements. The HSIP program also contains some set-aside funds for highway-rail crossing improvements and high-risk rural roads.
- High Risk Rural Roads. This program is defined as any roadway functionally classified as a rural major and minor collector, or a rural local road on which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of the roadway.
- Railway-highway crossings are used for elimination of hazards of rail-highway crossings on at-grade intersections or at-grade crossings. The Department has traditionally received the money but has not put it into the program, and is now requesting that.
- The State Planning and Research Fund. This allows the agency to plan future highway programs and local public transportation systems. It also includes research and technology, and transfer activities in conjunction with planning, design, construction and maintenance activities. This is a very popular fund, helping local agencies with their transportation systems.

- **Recreational Trails Program.** This program provides funds to the states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail use.
- **Safe Routes to School Program.** This is a highly popular program to enable and encourage children to walk and bicycle to school and to make those modes safe for children. It also aims to facilitate the planning, development and implementation of projects that will reduce traffic, fuel consumption and air pollution within the school vicinities.
- **The Coordinated Border Infrastructure Program.** These funds can be used within 100 miles of an international land border to facilitate and expedite cross-border motor vehicle and cargo movements.
- **The Transportation Enhancement Program.** This program has 12 categories of activities, the most familiar being provisions for pedestrians and bicycles. ADOT is not asking for a change in funding, but is combining the line items of design, construction, and contingency into one subprogram to help better manage the program and allow flexibility for the Program Administrator.

State Subprograms:

- In Preventive Pavement Preservation, the Department is asking for an increase from \$12M to \$15M in FY 2015. Both pavement surfaces and bridge conditions directly affect customer satisfaction. In addition to routine maintenance and major rehabilitation, there are preventive surface treatments that include activities undertaken before significant distress is evident. Bridges are a major transportation asset, constituting almost one third of all highway assets.
- The Bridge Inspection Program is a federally mandated program to ensure compliance with the national bridge inspection standards.
- There are two other subprograms for which they are asking increases, the Deck Replacement Fund and the Bridge Design Funds.
- Another state-funded subprogram that they are asking for programming funds in FY2015, but increases from FY 2014 timeline, is The Port of Entry Subprogram. Its mission is to enhance the motor carrier enforcement operations, and the Port of Entry is to implement and expand the mobile enforcement operations. This mission has led to the establishment of a program to modernize those facilities and to meet mandated federal requirements of 23CFR657. This subprogram supports the 16 ports of entry on the highways and borders with neighboring states, and the 6 international ports of entry.
- The Right-of-Way Plans and Title Preparation, and the Contract Auditing Subprograms support the continuing needs of the construction program. They are asking for \$.5M in FY2011.
- With the recent P3 legislation, ADOT is asking for an increase in the Privatization and Alternative Funding Subprogram from \$300,000 to \$1M per year over the next 5 years.
- Two new subprograms added this year are: Roadside Improvements in relationship to cattle guards, drainage improvements and roadway fencing; and the Environmental Stewardship Subprogram to look at future environmental issues such as wildlife connectivity, open spaces, and environmental stewardship mitigation. There are increasing amounts during FY 2011-2015 for both of these subprograms.

Greater Arizona Subprograms:

There are four Subprograms that are part of the Greater Arizona distribution outside of the Maricopa and Pima County areas. These are Major Project Design, Design Concept Reports, Passing Lane Design, and Passing Lane Construction. The design and construction projects are being programmed into the Five Year Program, and the Department is requesting to include that into FY 2014-2015.

Ms. Toth noted that there were questions at the last Board meeting regarding lengths of projects and RTA funding and she passed out a spreadsheet including additional information in summary form.

ITEM B: FY 2011-2015 Statewide Highway Construction Program (Excluding MAG and PAG) – Jennifer Toth

Greater Arizona Major Projects:

- The I-17 from Rock Springs to Cordes Junction widening project. This is currently programmed in FY 2014 for \$24.98M and the Department is requesting an additional \$6.2M to support I-17 from Phoenix to Flagstaff. The DCR is currently underway and will be completed next year.
- The I-40 Rancho Santa Fe Parkway, formerly known as Rattlesnake Wash, is a traffic interchange that is on the east side of Kingman which would connect the local system from the airport to I-40. ADOT is asking to defer \$5M from FY 2014 out to FY 2015 as the Department continues working with the City of Kingman on developing inter-governmental agreements.
- For the US89 Cameron section, ADOT completed a DCR/ EA in the 2007, and the Cameron section project is the first of seven recommended phases in the DCR. The existing two-lane facility has varying shoulder widths from one to eight feet, with deficiencies that could be alleviated by constructing a four lane divided highway with raised medians. The Department is asking for \$17M in FY2015
- Another project is the roundabout at the SR64 and US89 intersection, as well as the Cameron Bridge replacement. The Bridge group has identified the Cameron Bridge crossing as a priority. The existing bridge structure was built in 1959, and is structurally deficient. In addition, the accident rate history for this section of roadway is higher than the state average for rural facilities. The total estimated cost of this project is \$40M. ADOT currently has programmed \$10M in FY2014 and is requesting an additional \$17M in FY 2015. It is anticipated that the remainder of funding will come from the Bridge Replacement and Rehabilitation Federal Aid Subprogram.
- The Department is requesting \$6.8M to program into FY 2015 for a project on SR260 and the West Willis Extension. This is identified as a high priority project for rural Arizona and will be the first phase of improvements on SR260 from Overgaard to US60. This area has increasing residential and commercial development, resulting in more vehicles each year needing access to and from the state routes. In addition, the accident data indicates need for improvements in this stretch of roadway. The existing road is a typical two-lane roadway, and widening from two to five lanes would improve the congestion along with safety in terms of accidents.

ITEM C: FY 2011-2015 PAG Regional Highway Construction Program – Jennifer Toth

- Reconstruction of the I-10 frontage roads between Marana to Ina Road is planned for completion before the I-10 main line construction in that area. The Department is asking to defer \$10M from FY2013 to FY2014, and also to increase the amount from \$20M to \$30M. The frontage roads plan to be reconstructed and widened to two 12-foot lanes with 8-foot shoulders and would complete the one-way frontage road system there. Once constructed, the frontage roads would also allow the Department to utilize them as detour routes during the I-10 main line construction. The ultimate frontage system will be added for capacity growth along the I-10 system.
- Regarding the I-10 Ina Road to Ruthrauff, the DCR/EA is underway to study the main line widening between these two areas. The Department is asking to defer \$4M for the DCR and EA from FY2011 to FY2012 and add the roadway construction phase for FY2015 for \$10.1M. The DCR/EA will determine the most cost efficient and optimum implementation plan, and how to best utilize available funding which may be for structure construction, raised and separated railroad crossings, or other improvements. Projects will be phased to meet the projected travel demands.

- There are three railroad crossings located within those study limits: Ina Road, Sunset Road and Ruthrauff Road. Ina and Ruthrauff crossings will be reconstructed as raised and separated crossings. The City of Tucson and Pima County currently have a study underway to evaluate the Sunset Road crossing between Silver Bell and River Roads. The coordination of those projects is critical.
- The next four projects are contained within the design concept report that is currently being entertained.
 - The first is reconstruction of traffic interchanges on the I-10 at Kino Road. They are asking to defer that design project out from FY2014 to FY2015. They are just finishing up the DCR and will then move into the design and construction phase.
 - Country Club Road, Valencia Road. The new DCR being performed for these TIs has been awarded and is progressing. The Department is asking to defer \$4M from FY2014 to FY2015 and the District would like to maintain those funds to continue designing.
 - The project at Valencia Road also includes reconstruction of the main line. That would mean deferring \$25M from FY2013 to FY 2015, and also moving the \$17.82M that was programmed in FY2014 and moving that out to FY 2015. Combining those two projects would bring the total to \$48.82M.
 - The last TI in that corridor is I-10/Wilmot Road. They are asking to defer the design money out from FY 2013 to FY2014 and also the construction money which is programmed in FY2014 out to FY2015.
- The DCR for I-19 from San Xavier to Ajo Way is scheduled for completion next year. The Department is asking to increase FY2014 from \$66.4M to \$86.4M for this project. The Ajo TI and bridge over the Santa Cruz would be constructed first. It was determined through modeling that these improvements would have the “biggest bang for the buck” and would allow the main line improvements to be deferred until FY2016 or later.
- The next project in the PAG region is SR77, widening Tangerine Road to Pinal County Line. The Department is asking to increase the funding in FY2013 from \$30.5M to \$33M. The purpose of this project is to improve traffic operations and safety of SR77 by adding capacity through additional travel lanes in each direction, for a six-lane travel section in each direction. This project also improves existing signal lights, constructing right turn lanes, and improving the flow of through traffic. Design will begin in the spring and design completion is expected by FY2013. In addition, the RPA is adding \$8.2M for three wildlife crossings within the area.
- The last project is on SR86 from Valencia Road to Kinney Road. The Department is asking to increase in FY2011 from \$23.5M to \$29M. Capacity and safety improvements are needed for this segment, allowing the location of future access to preserve the functionality of the highway while accommodating the needs of the adjacent property owners.

ITEM D: FY 2011-2015 MAG Regional Highway Construction Program – Steve Hull, ADOT Regional Freeway System Office

Mr. Hull commented he will be talking about plans for the Five Year Program for the Phoenix regional freeway system, by which he means the Maricopa County urbanized area. He pointed out that the piece that they have for the Phoenix regional freeways matches what MAG has and their tentative Five Year program. In order for MAG to go forward, the MAG program must match ADOT's and vice versa.

Last year at this time, ADOT did not adopt projects for FY2014 for the MAG area because they were experiencing a significant drop in revenue coupled with a big increase in construction costs, resulting in a \$5M gap between anticipated revenue and costs. Rather than program FY2014 projects last year, MAG has spent the entire year figuring out how to spread out the schedule, adapt the programs and defer projects to the future, back scope on some programs, look at management strategies, and how to get cost

and revenue back in line. As a result, they adopted a new Tentative Long Range Program covering 20 years, and Proposition 400 will provide funds through FY2026. MAG is going to re-examine the entire program in the next 18 months, as revenues are still dropping. There are changes in the ADOT Five Year Program because of the changes in MAG's long range plan.

The following is a summary of changes in the Five Year Program:

- Adjusted project schedules to match the MAG scenario to balance cost and revenue for their long-term 20-year program. That means spreading out some projects to a longer timeline.
- Adjusted project schedules to align with current status of work for projects that are in progress, minor adjustments from one year to the next.
- Updated costs for all projects for Design, Right of Way and Construction based on current prices. The good news is that current prices are lower than a year ago, so that helps offset decreased revenue but does not eliminate the entire problem.
- The remaining changes fall mostly on repackaging corridors. Major corridors start out with design concept reports that cover the entire corridor. At the point when they get far enough along, they can see there are logical beginning and ending points for construction of each segment within the corridor. There is major repackaging on the SR303 Corridor, the I-10 Broadway Curve down to the SR202 San Tan Corridor, and the South Mountain Corridor in terms of what makes logical beginning and ending points for each of those Corridors. Repackaging does not change the overall cost; it just shifts where the beginning and ending points are.

For FY 2014, ADOT deleted the \$600M place holder money that was earmarked for projects for FY2014. This is being replaced with specific projects: 24 new ones for FY2014 plus 6 projects that were deferred from earlier years due to rebalancing costs and revenues. In FY2015, there are 21 new projects plus 5 projects that were deferred from previous years.

Systemwide costs associated with the MAG program include items such as landscaping, litter control, dust sweeping, right-of-way advance acquisitions when there are opportunities, TI improvements, freeway management system components such as ramp metering, overhead variable message signs, and preliminary engineering costs associated with developing the overall corridors.

The MAG program still has a substantial budget even though revenue is down. In large part, they are in a better position than the statewide program because of the \$.005 Proposition 400 sales tax still in place in Maricopa County. The Five Year program is \$3.8B, just under \$800M per year. That is more money per year than they have in current revenue, but they have some bonding capacity due to Proposition 400. It is an aggressive program to get as much work done as possible to take advantage of lower construction costs that exist in today's climate.

The major projects coming up in the Five Year Program are:

- The 303 at I-10 to Grand Avenue. In FY2011-2012 all of those segments will be under construction totaling about \$900M in the corridor.
- I-10 through the Broadway Curve from 32nd Street down to the San Tan 202. It is roughly about \$600-700M starting in FY2013, with more construction in FY2014-2015.
- The 202 South Mountain Corridor. The west connector and the piece around South Mountain are the first two segments, and MAG is examining strategies and alignments to see which makes most sense to construct first. Those are subject to change. The project is coming in FY2014-2015, but may extend out.
- HOV lanes on Loop 101 all the way from I-10 around to Tatum Blvd. It will complete all the HOVs for the Loop 101 roadway from one end to the other. Although it is scattered through the

Five Year Program, MAG is looking at accelerating this if there is an additional stimulus package.

- Rte. 202 HOV lanes from I-10 to Gilbert Road. This is being accelerated now, anticipating additional stimulus funding. If funds are not forthcoming, it will take advantage of some federal highway funds available in the MAG area now. They will pull it out of the Five Year Program and bring it back in June as a FY2010 project.
- Adding HOV lanes on the I-10 from Loop 202 down to Riggs Road. This is within the Five Year Program.
- Some smaller projects scattered throughout the area for general purpose lane improvements and TI improvements.

ITEM E: FY 2011-2015 Airport Development Program – Jennifer Toth

The funding for the Airport Development Program is spread out over the five year time period as follows:

- Federal, State and Local Grant Process
- State Local Grant Process
- Airport Pavement Maintenance System
- Loans Program (no money programmed for FY2011, due to aviation sweeps)
- Planning, economic impact studies supporting the State airport system plan and moving that forward

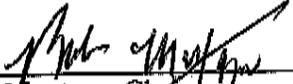
In FY2011, there is a lower dollar amount. Hopefully the legislature will not raid those funds as they have over the past few years and by FY2012 the funds will start to grow.

Call to the Audience

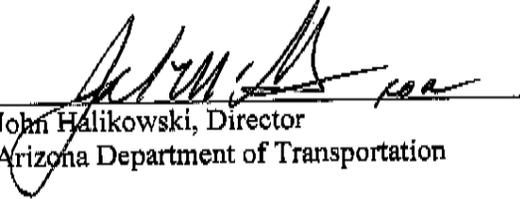
Cherie Campbell, Transportation Planning Director for Pima Association of Governments. She welcomed ADOT to Oro Valley and the Tucson metro region and expressed her appreciation to the Board for coming to this area. Specifically, she expressed her appreciation to ADOT staff under the leadership of Director Halikowski, who have been instrumental in helping the region achieve some transportation successes in the difficult economic times. She has seen a focus on delivering projects and they have benefited greatly in the area. She has also seen the cooperative effort between the local areas and ADOT during the crisis situation and they have had real successes. It has been a great effort and Pima Association of Governments appreciates it.

Chair Montoya closed the Call to the Audience.

Motion by Mr. Feldmeier, seconded by Mr. Zubia to adjourn the hearing at 10:45 a.m. In a voice vote, the motion carried unanimously.



 Bob Montoya, Chairman
 State Transportation Board



 John Halikowski, Director
 Arizona Department of Transportation