

**STATE TRANSPORTATION PUBLIC HEARING MINUTES**  
**9:00 a.m., Friday, March 18, 2011**  
**Town of Sahuarita Council Chambers**  
**375 West Sahuarita Center Way**  
**Sahuarita, Arizona 85629**

**Pledge**

The Pledge of Allegiance led by Chairman Feldmeier.

**Roll Call**

Roll call by Board Secretary, Mary Currie.

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

**Opening Remarks**

Mayor Lynne Skelton: She welcomes everyone to the town of Sahuarita. The Arizona Department of Transportation and the Town of Sahuarita share many years of good working relationships and dedicated individuals to bring such plans to commission. She thanks the Board and ADOT's staff for all their hard work and support and look forward to working with them as they improve the quality of life throughout this state.

Steve Christy: He speaks on behalf the Board in recognition for Mayor Skelton who has gone through some recent grief with the loss of her husband Dennis, yet she has maintained a grace under pressure and a certain dignity that is admirable as evidence by her presence here this morning and her continue to work for the people of Sahuarita and the region particularly as Chairing the Pima Association of Governments and the Regional Transportation Authority. On behalf of the Board and behalf of the residents of this community, he offers their sympathy and condolences and thanks for her continued work.

**ITEM A: FY2012 – 2016 Statewide Subprograms / ITEM B: FY2012 - 2016 Statewide Highway Construction Program / ITEM C: FY2012 – 2016 PAG Regional Highway Construction Program – Jennifer Toth**

The 5 year program is developed annually for the upcoming 5 years. It outlines how they are going to spend state / federal money throughout the next 5 years. It is approved annually and the fiscal year starts July 1<sup>st</sup> of the year.

If the 5 year program is taken with the MPO's and COG's who develop the transportation improvement program similar to a local jurisdiction for developing a capital improvement program. Then those programs then roll into the statewide transportation improvement. The 5 year program can be viewed as ADOT's TIP rolling into the Statewide Transportation Improvement Program. The important thing to remember about the 5 year program and the steps is that they do have to be fiscally constrained. In particular, the first two years have to be fully

funded projects or projects that are felt to be reasonably able to be advertised and funded at that level within those first two years. The elements of the program as it stands today are three separate sections within the 5 year tentative program. The first being highways and within that there are greater Arizona major projects, including the PAG (Pima Association of Government) major project. There are federal aide subprograms and subprograms in terms of the operations. A lot of those federal aide programs are programs that have very specific requirements and eligibility requirements for use within those funds such as the Transportation Enhancement Program or the Coordinated Border Infrastructure Program, things of that nature.

Revenues statewide continue to remain down and as many entities have had to do, ADOT is in a position where they have had to re-prioritize and defer some projects in order to keep the program fiscally constrained. They have gone through the old program updated project costs for those projects that were in the program. Having done that and having looked at the revenues for the next 5 years, they had to move \$112M out of the program. They have gone through and reduced a number of the subprograms, the majority of that being from pavement preservation \$31M was removed from the subprogram of pavement preservation over the 5 year timeframe and \$45M in terms of the district minor subprograms. The other subprograms were nicked and dimed to come up with a total of \$35M that was reduced from other subprograms. In addition, some of the changes that will be seen from last year into this tentative program is that they have actually programmed out the pavement preservation and bridge programs. Normally those would be subprograms in fiscal 2012 and 2013 but they have included those projects in the program and programmed those out to those first years.

She will cover the changes from 2011 to 2015 program that comprised the tentative program. She will concentrate on the major projects. There are singular adjustments for either a project that was new or a project that was only deferred or a project that only had budget adjustments. To cover those, due to emerging needs they have proposed funding for I-15 bridge replacement starting with design in FY2012 and then programming construction in the years 2014 – 2016. In terms of deferral, on I-10, Earley Road to I-8, they have deferred \$19.4M from FY2013 out to FY2015 and updated that project estimate within the 5 year program. They would need an additional \$106M to fully fund that project. I-10 is a high priority for the department along with US 93 and I-17. In addition, they deferred SR 90 Central Avenue to Moson Road which is widening to a 5 lane section, to FY2013 – 2014. They re-budgeted the Sanders Port of Entry and that project is currently in FY2014 and they had to do a budget adjustment increasing that \$1M. The projects that are listed here have schedule and budget changes and there is one odd project in the middle that had some money advanced as part of that and deferred some of it. Currently they are undertaking a design concept report on I-17 from New River to Cordes Junction. This was brought into the program as initial funds for corridor improvement once the DCR is finalized. The estimated project costs for that entire corridor is upwards of \$500M. They have advanced \$3M in design money to FY2014 so they can start undertaking some disputes of segments in terms of designing those and they have deferred money out of the program for construction until they are able to program out and decide what those distinct project will be. On US 89 the Cameron section, they have advanced \$10M from FY2014 and they have \$17M in FY2015. They have moved that project up to FY2013 due to some issues associated with the bridge that they want to move forward with. They have increased that budget from \$27M up to \$35M. On US 93 Antelope Wash, that has advanced from FY2013 to 2012 and increased that budget by

\$6.5M. On US 60, they have combined two projects one being the US 60 Silver Kings section and then the other being US 60 Superior Streets. They have deferred those projects out to FY2016 and have increased that budget from \$25M to \$60M in order to be able to move forward with that project. They are currently under design for both of those projects.

Projects that have been moved out of the program: On I-40, there is the Ranchos – Santa Fe Parkway. On June 17<sup>th</sup>, 2005, the State Transportation Board programmed \$500,000 in FY2006 to complete a scoping document for the first phase of that project. The design concept report and environmental document was completed in 2007. A letter of intent was signed between ADOT and the City of Kingman and approved by the State Transportation Board in December 2005 and the Board agreed to fund 70% of the construction at a cost of \$25.1M. At this time, they need to work on developing an intergovernmental agreement or a joint project agreement in order to be able to move forward with that project. At this time, they have moved that out until such time so that this could be negotiated with the City of Kingman. In addition on US 93, Carrow to Stevens and the corridor north of Wikieup has been improved to a four lane divided highway or have sections programmed to complete improvements with the exceptions of Carrow to Stevens and also the Cane Springs section. Antelope Wash is being kept in the program but needing to defer the Carrow to Stevens project in order to complete that corridor they will still need Carrow to Stevens as well as Cane Springs section.

On US 95 Avenue 9E to Avenue Road, the department completed a design concept report for that and that DCR ranges exactly that US 95 starting from Avenue 9E and approximately 6 miles east of the City of Yuma to continuing for 16 miles to just beyond the intersection of Aberdeen Road. Aberdeen does serve as the main entrance to the US Army Yuma Proving grounds, a major employer for the region. The project is located in Yuma County outside of the city limits. The 5 year highway construction program included \$10M in FY2012 and an additional \$10M in FY2013. The entire corridor is anticipated to be \$85M. They have asked the District Engineer to continue working with the communities to look at implement-able segments along that road to be able to reprogrammed in at a future date. In addition in that area, there is SR 195 San Luis II Port of Entry. Design for the state Port of Entry for San Luis II was funded in FY2004 and then construction was finished in September 2009. Based on an assessment from the Enforcement Clients Division which operates the Ports of Entry, they felt there were no further needs at the San Luis II Port of Entry. That project was moved out of the program.

The last project in greater Arizona is SR 260, the West Willis Extension. SR 260 is a main link between Payson, Show Low, and the Apache Sitgreaves National Forest, also the Sunrise Ski Area which is located on White Mountain Apache Reservation. This project would take a two lane roadway and improve it with turbaned gutter as well as widening that roadway. This project was added last year into FY2015 and is part of that program at an estimated cost of \$6.8M. Because it was one of the last projects to be added, it was moved out of the program.

PAG Regional Program: They have worked closely with PAG to move forward with what is in the tentative program. They have a deferred project, I-10 Marana Road to Ina Road. They have deferred design money which was about \$4M from FY2014 out to FY2015 and they renamed Marana to Cortero. In addition, they brought in a new design project on I-10 from Cortero Road to Ina Road in order to move forward with the I-10 project. They also brought in two new

projects, SR 86 the San Isidro section which will widen drainage structures and shoulders in FY2012. That is a combination of ADOT funds and PAG 2.6 funds. Also on SR 86, there is the Santa Rosa section and that is in FY2012. They have also adjusted the budget on SR 86 to Kitt Peak and they had that in FY2012 and that project was increased from \$6.3M to \$15M.

Projects that have both schedule and budget changes are I-10 Ina Road TI and reconstructing that. They have deferred that from FY2011 to 2016 and increased that budget by \$5M. In addition, I-10 Cienega Creek to Marsh Station, they have deferred that from FY2011 to FY2012 and have increased that budget from \$9.8M to \$20M.

#### **ITEM D: FY2012 – 2016 MAG Regional Highway Construction Program – Steve Hull**

For the MAG area , projects in FY 2012-2015 of the current program are being carried forward into the tentative FY 2012-2016 program with minor adjustments to budget and schedules as follows:

- Loop 303 from Thomas Road to Camelback Road in FY2012 is being reduced from \$72M to \$61.6 for a construction budget savings of about \$11M.
- Loop 303 from Camelback Road to Glendale Avenue in FY2013 has a construction budget reduction of about \$6M from \$62.9M down to \$56.2M.
- Loop 303 from Glendale Avenue to Peoria Avenue in FY2012 has a construction budget increase of about \$13M from \$113M to \$126M.
- Right of Way budget savings at the US 60 Grand Avenue / Loop 303 traffic interchange in FY2013, with a reduction from \$25M down to \$10M.
- I-17 from the Arizona Canal to Route 101, a general purpose lanes and drainage improvements project, is being deferred from FY2015 to FY2016
- Route 101 Pima Freeway, general purpose lanes from Shea to Loop 202 Red Mountain Freeway, is being advanced from FY2013 to FY2012.
- Route 101 Pima corridor, the Pima Road extension project is being deferred from FY2012 to FY2013.
- Loop 303 / I-10 traffic interchange landscaping construction will be deferred from 2013 to 2014.

Overall these are minor changes in budget and schedule for the MAG program. MAG will be addressing those changes in their April or July committee meetings for companion changes to their current five year program, the one exception being I-17, where MAG is asking us to hold off on moving that project to FY 2016 pending further review of the program later this year.

The proposed tentative five year program for the MAG area simply carries forward the current program along with those relatively minor changes. The fifth year that is shown in the handout for the tentative 5 year program includes FY 2016 projects from the MAG 20 year plan. However, MAG is under the constraint that the entire prop 400 regional Freeway program through FY 2026, including the tentative five year program, must be fiscally constrained. With revenue having declined since MAG did a rebalance of the program two years ago, the MAG area program once again needs to be rebalanced. The overall cost for the tentative program for the MAG area, if the FY 2016 fifth year projects were adopted, would be \$2.8 billion. Under that scenario the cash flow balance by the end of FY2016 would fall to a negative balance of nearly

\$700 million, so the proposed tentative MAG five year program is not fiscally constrained. Accordingly, MAG is beginning the process to defer some projects out of FY2014, FY2015, and FY2016 to future years to bring costs and revenue back in balance. This is a process that will take some time and will not be done in time for MAG to adopt a FY2012 – 2016 program. They will instead wait and adopt an FY 2013 – 2017 program sometime next year. In the interim, we can continue to adopt schedule and budget adjustments to FY 2012-2015 MAG area projects as needed, but for now will not adopt any MAG projects for FY2016 and will hold off on moving the I-17 project from FY 2015 to 2016 until MAG has studied the broader issue of how to rebalance the program and which projects to defer.

**ITEM E: FY2012 – 2016 Airport Development Program – Jennifer Toth**

65 airports have submitted 840 projects worth about \$1.6B in total over the 5 years. The five year programs are shown in priority order specifically for FY2012. If the legislature diverts aviation funds, they will need to change the priority of this moving the airport pavement preservation up above the state local grants. They have deferred the pavement preservation over the past few years to the redirection of funds and it is extremely important that they move forward in assessing the payment of the airports runway system. Representing 5 years with a very conservative approach with increasing the aviation fund back to its full capacity by the year 2016 and dividing that into the 5 different subprograms as noted earlier.

**Call to the Audience**

Charlene Fitzgerald, Executive Director of YMPO: During these challenging times, they hope that the Board will keep in consideration the extremely important projects that they are looking at that would be in Yuma County.

Steve Stratton: He urges the Board to reconsider and not defer the Silver Kings section of 260.

Sheldon Miller: He is a resident of Globe and he represents Gila County and he wants to comment on US 60 being deferred and ask that if there is any way that this could be moved back into 2013 that this is done.

  
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John S. Halikowski, Director  
Arizona Department of Transportation

  
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Bill Feldmeier, Chairman  
State Transportation Board