

MINUTES
STATE TRANSPORTATION PUBLIC HEARING AND BOARD MEETING
9:00 a.m., Friday, April 15, 2016
Arizona Department of Transportation
Administration Building Auditorium
206 S. 17th Avenue
Phoenix, AZ 85007

Pledge

The Pledge of Allegiance was led by Board member Jack Sellers.

Roll call by Board Secretary Mary Beckley

In attendance: Joe La Rue, Deanna Beaver, William Cuthbertson, Jack Sellers, Michael Hammond, Steve Stratton and Arlando Teller.

Absent: None.

Opening Remarks

Chairman La Rue welcomed everyone in attendance to the public hearing and board meeting. It has been interesting and informative public hearing process so far.

Call to the Audience for the 2017-2021 ADOT Tentative Five-Year Transportation Facilities Construction Program:

The following members of the public addressed the Board:

1. Royce Kardinal, Vice Mayor Wickenburg, re: requests board secure funding for the US 93 Gap Project investment, and keep all US 93 projects in five year plan; with public private partnership/developer from Wickenburg is investing 25% of costs; thank you for board's service.
2. Gary Knight, Yuma Councilmember and Vice Chair YMPO, re: request Hwy 95 corridor from I-8 to I-10, need north/south corridor on western side of AZ as an economic driver for area and state, to compete with business from CA; urge board to get this divided highway project on the five year plan.
3. Priscilla Cornelio, Pima County Transportation Director, re: capital improvement program – pleased to see environmental work done on SR 410, Sonoran Corridor, a very important project for region; supports I-11; Mike Kies and ADOT staff doing a great job; County supports SR 77 Oracle Road project in 2019, overdue to construct needed sidewalks; also appreciates I-10 SR210 TI design project in the program.
4. John Moffatt, re: Strategic Planning Director, Pima County, re: Sahuarita requests modification to scope of SR 410 with county support; support letters to ADOT for TIGER grant on SR189 and I-10; Pima County leading state in aerospace launching business.
5. Lance Jungmeyer, President Fresh Produce Association, re: (read from letter) ADOT doing positive things in the state; mobilize necessary resources to complete SR 189 interchange with I-19 as soon as possible; represent importers of fresh produce warehouses; SR 189 completion will attract businesses and will make a strong statement to investors; SR 189 option D support; Mariposa is most modern port in US; SR 189 will also help with the export of fruit from Washington and California.
6. David Wessell, FMPO Manager, re: requests support of 4th street overpass at I-40 project in the five year program; appreciates support of projects in region – Cameron Hwy link to Navajo Nation, and I-40 preservation and right turn lane project in front of city hall, will ease congestion issues; 4th street overpass is at capacity, two lane bridge and has no pedestrian or bicycle lanes and is heavily used; city applied for TIGER grant for the overpass.

7. Vincent Gallegos, re: Transportation Planner, CYMPO, re: SR 69, working together to work at safety concerns on one mile corridor coming into the city of Prescott, pursuing additional lanes and estimated cost \$6-10 million; negotiations for design and construction; roadway safety assessment to see if there is immediate safety measures until then; I-17 area between Black Canyon City and Cordes Junction is a great concern for MPOs; requests board consider two way reversible lane improvement in that section of I-17.
8. Charlene Fitzgerald, Executive Director YMPO, re: funding request for SR 95, an economic driver in Yuma and keep next steps going, purchase right of way, utility relocation; thank you for Fortuna Wash bridge, but design concept report done in 2006 and is 95% and ready to continue with this project.

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1 (Beginning of excerpt.)

2 CHAIRMAN LA RUE: So let's move on to the
3 presentation of the fiscal 2017-2021 ADOT Tentative Five-Year
4 Transportation Facilities Construction Program recommendations.
5 And we will have a series of overview and items, Items A through
6 E, led by Michael Kies.

7 MR. KIES: Great. Thank you, Mr. Chair.

8 As we do with all of our public hearings, I'd
9 like to give -- take 15 or 20 minutes to remind the Board of the
10 elements of the five-year program and provide the public with an
11 overview of the projects that are proposed. Most of my
12 presentation's --

13 CHAIRMAN LA RUE: Is Mary setting a clock on that
14 15, 20 minutes?

15 MR. KIES: I'll do my best to expedite the
16 presentation.

17 CHAIRMAN LA RUE: No, no, no. Take your time. I
18 just, you know...

19 MR. ROEHRICH: Mr. Chair, if I could, do not take
20 your time, Mike. Let's get going.

21 MR. KIES: The bulk of my presentation will be
22 about the tentative five-year highway delivery program, which is
23 the projects proposed in Greater Arizona. I will do a brief
24 overview of the PAG and MAG program, which is the Pima
25 Association of Governments in the Tucson area, and the Maricopa

1 Association of Governments here in the Phoenix area. Those are
2 separate programs that ADOT and those organizations coordinate
3 on. So I'll just overview those, and then give some information
4 about our airport program.

5 So with that said, just a reminder that the
6 background of the five-year program is -- even though it's
7 called a five-year program, it's an exercise that we do
8 annually. We re-assess the projects that are a high priority
9 for the state over the next five years. This is something that
10 is done in anticipation of our new fiscal year, which starts
11 July 1st. And the most important part of the five-year program
12 is it must be fiscally constrained. We do not put in more
13 projects in the program than we have the revenue to cover the
14 construction costs for.

15 With that, I'd like to start out with an overview
16 of the asset conditions. One of the exercises that we do each
17 year in anticipation of the five-year program is we assess the
18 condition of our assets that are currently in the ground around
19 the state of Arizona. The state highway system that we
20 currently have has been valued this year at \$20.2 billion worth
21 of value. So the amount of preservation that it takes to
22 maintain that system and keep it in good repair is very
23 important, and you'll see that it's a very large aspect of the
24 five-year program. If we were not to do that preservation
25 activity and allow this system to get into disrepair, we

1 estimate that it would take over \$200 billion worth of effort to
2 replace the system that we currently have in place.

3 With that said, just an overview of some of those
4 asset conditions. This is a slide that talks about our existing
5 bridge condition through the calendar year 2014. As you can see
6 here, the green represents, on the bar graph, the number of
7 bridges that were in good condition. The yellow is fair
8 condition, and red is poor condition. We're happy to report
9 that only 4 percent of our bridges are what we consider in poor
10 condition. I do want to remind people that a bridge in poor
11 condition does not mean that it's unsafe. It just is a heads-up
12 alert to our staff that there are some aspects of that bridge
13 that need attention and need to be looked at for rehabilitation.

14 The other highlight of our asset conditions that
15 I'd like to show is the pavement condition. And again, here,
16 the green represents the number of miles of our pavement that
17 are in good condition. Yellow is fair, and red is poor. What
18 we've also broken out here in this chart, in the top right chart
19 is our interstate highway condition, and then the bottom right
20 chart is the non-interstate highway condition. We do hold our
21 interstate highways to a higher level of quality, and we look to
22 maintain at least 90 percent of our interstate highways always
23 in good and fair condition. And as you can see, we are just on
24 the line of keeping that 90 percent goal that we have with the
25 interstate highway system.

1 With that said, I'd like to highlight, then, the
2 five-year program, which is sort of the projects that we propose
3 over the next five years that will help main- -- improve those
4 asset conditions, plus expand the system and improve the safety
5 where required.

6 What I'm showing you here on this slide is the
7 comparison of the major categories of the five-year program,
8 with this five-year program, which is 2017 through 2021, versus
9 the last five-year program, which was last year's exercise. As
10 you can see, we are proposing to increase the amount of money
11 that's dedicated towards preservation. 41 percent of this five-
12 year program is dedicated to preservation, in comparison of 29
13 percent last year. In -- as -- with that increased proportion,
14 you can see that the expansion projects that last year were
15 proposed at 59 percent of the program have now been reduced to a
16 proportion of 44 percent of the program. So again, a larger
17 emphasis of preservation over the expansion of the system.

18 With that said, if we just focus on Greater
19 Arizona, which is those projects that are outside the MAG and
20 PAG funding sources, we see that there's even more emphasis on
21 preservation. In the Greater Arizona area, outside our urban
22 areas, we're looking -- we're proposing 61 percent of that
23 program towards preservation, 25 percent towards modernization,
24 which is those projects that improve safety and the existing
25 system that we have out there, which leaves little of the

1 program, 14 percent, towards those expansion projects that a lot
2 of people have been requesting us that we focus on.

3 With that said, I'd just like to -- this is how I
4 like to present the individual five years of the program, with
5 these five bar charts. Each chart represents the total revenue
6 that we have available in Greater Arizona in each fiscal year.
7 You see 2017, '18, '19 and so on at the bottom.

8 The financial group has shown us that we have
9 between 4 and \$500 million of revenue to dedicate to the system
10 each fiscal year. The green part of this bar represents the
11 part that is dedicated to preservation. So you see that over
12 half of the funding that we are proposing in each fiscal year is
13 dedicated to our preservation program.

14 One thing that I do want to highlight is the
15 green bar that I put across this chart. That's that level of
16 preservation spending, 260 million per year, that we've had as a
17 goal over the last five years based on the analysis that was
18 done in our previous long-range plan. And in 2019 is the first
19 year that we are able to propose spending that level of main --
20 preservation funding on our system, and then we see that level
21 being maintained there out.

22 Then the red part of this graph is a
23 modernization program, which is those safety projects that we
24 see, to enhance the safety of our system. Then we have some
25 other spending on the development side of our projects, to get

1 them designed and ready to go, and the planning. And that
2 leaves the blue part of the -- these bars, which is the amount
3 of funding that's remaining for us to put towards our expansion
4 program, which is those large projects that usually add more
5 lanes to the system. So with that said, I'd like to highlight
6 some of those expansion projects that are now proposed in this
7 five-year program.

8 In 2017, we are proposing to widen State Route 89
9 at Deep Well Ranch Road. That's just north of Prescott. This
10 is a project that widens from two lanes to four lanes between
11 Prescott and Chino Valley. Another project in 2017 is the
12 widening of US-60 at Show Low. This is a project that widens --
13 proposes to widen several miles of US-60 just in the immediate
14 vicinity of the community of Show Low. And then the last
15 expansion project in 2017 is State Route 347 where the project
16 proposes a new overpass over the Union Pacific railroad where
17 there's an existing (inaudible) crossing at 347. And 19 million
18 of that 40 million towards expansion is for that project.

19 As we move on to 2018, the expansion projects
20 that are proposed in this year is, first, the largest project of
21 this program, (inaudible) million dollars to widen a section of
22 Interstate 10 at Picacho. This is the section near State Route
23 87 where the freeway is only two lanes in each direction, and
24 this project (inaudible) widen it out to three lanes in each
25 direction, or six lanes. And then also in this fiscal year, we

1 proposed to start the design of one of our expansion projects at
2 189.

3 Next, in 2019 is the -- another I-10 project,
4 which proposes to widen Interstate 10 from two lanes in each
5 direction to three lanes in each direction in Casa Grande, which
6 is called I-10 from Earley Road to junction I-8. And then also
7 in 2019 to start the design of another one of our expansion
8 projects on US-93.

9 Then moving along to year 2020, the expansion
10 project in this year proposed is to widen a section of US-93
11 from Carrow to Stephens, and this is a site (inaudible) that is
12 currently two -- one lane in each direction, or a two-lane
13 roadway, to be widened out to a four-lane divided highway in
14 between Wikieup, Arizona, and the I-40 junction towards Kingman.

15 And then lastly, in the year 2021, we propose to
16 do an expansion project on 189, a \$64 million project to improve
17 the interchange at I-19 and 189, and also do some improvements
18 on the rest of the corridor down to the U.S./Mexico border, and
19 then also another US-93 project at Cane Springs, which takes a
20 two-lane road and proposes to widen to a four-lane divided
21 highway between Wikieup and I-40.

22 With that said, those are the major expansion
23 projects that are part of the five-year program. And for those
24 people that don't know where in the state they are located, you
25 can see the two US-93 projects that I highlighted that would

1 widen from two lanes to four lanes north of Wikieup towards
2 I-40. You can see here on this map the two sections of I-10
3 between Phoenix and Tucson that are proposed to be widened from
4 four lanes to six lanes, and then the other projects that we
5 mentioned.

6 With that said, I'd just like to highlight really
7 quickly one of those expansion projects, the State Route 347.
8 It's in the program for \$19 million. However, the entire
9 project is going to cost about \$55 million. However, this
10 project was put in for a TIGER grant last year, and we were
11 awarded that TIGER grant, and we'll have the privilege of adding
12 that funding to this project. That's \$15 million. And as part
13 of that package of that TIGER grant application, the local
14 community has generously offered to provide \$15 million also to
15 this project. So you can see that \$55 million is appearing in
16 this five-year program as \$19 million because of the TIGER grant
17 and the local contributions that have been provided to this
18 project.

19 Also, there's a lot -- been a lot of interest in
20 the SR-189 project, which is in -- an expansion project in the
21 year 2021. This is the development plan that we are currently
22 pursuing to get that project ready for construction in 2021. So
23 a DCR and an environmental assessment is currently underway, and
24 in May or June of this year, we'll have some public hearings on
25 that recommended plan that's going into the environmental

1 assessment. Immediately after that, we'll be starting 30
2 percent design plans for what's called the ultimate plan, or the
3 buildout plan, so that we have the entire ultimate vision for
4 189 laid out in design plans.

5 And then this five-year program proposes starting
6 final design in 2018 of a construction project, and that
7 construction project is funded at a level of \$64 million in
8 2021. However, that is not -- the \$64 million is not the
9 funding needed for the ultimate plan. Just one key phase of
10 that ultimate plan.

11 Also, to highlight our pavement preservation
12 program -- as I said, over half of the five-year program each
13 year is dedicated towards preservation. This map just generally
14 shows the spread of projects all over the state of both pavement
15 preservation projects and bridge rehabilitation projects that
16 are proposed for the -- in this five-year program.

17 Also, I want to highlight our modernization
18 program, which is those safety improvement projects that we have
19 in the five-year program. Typical project types are things like
20 new passing lanes, intersection improvements, even shoulder
21 widenings. And again, the math here is just to indicate how
22 many projects are included in the five-year program and how
23 they're spread throughout the state of Arizona.

24 With that, that's the information I have on the
25 statewide program, which some of the things that we wanted to

1 highlight this year, again, this is the first five-year program
2 where we're able to get our preservation funding to the level of
3 our goal of \$260 million a year in fiscal year '19, '20 and '21.
4 And also, we had some funding increases with the TIGER grant
5 that I mentioned and some funding increases with the FAST Act
6 that have allowed us to bring some of these signature projects
7 that I mentioned into this five-year program that really focus
8 on freight movements, such as the I-10 projects and the widening
9 along -- the two widening projects along US-93.

10 With that I'm going to move on to the PAG
11 program, or the Pima Association --

12 MR. SELLERS: Mr. Chairman.

13 CHAIRMAN LA RUE: Yes. Board Member Sellers.

14 MR. SELLERS: Could you remind us what the
15 ultimate plan would cost for State Route 189?

16 MR. KIES: The ultimate plan -- so as we go
17 through the process of development -- developing the project,
18 we've been refining those cost estimates for the ultimate plan.
19 At one time it was predicted to cost as much as \$200 million,
20 but now, with some added design, we've recently shown that we
21 believe that that cost of that ultimate project may only be as
22 much as \$140 million. So the \$64 million is approaching half of
23 that.

24 MR. STRATTON: Mr. Chair.

25 CHAIRMAN LA RUE: Board Member Stratton.

1 MR. STRATTON: Mike, you've given us a good
2 overview on the capital and the expansion and the Greater
3 Arizona (inaudible). Do you have an estimate of how much of the
4 preservation money is being spent on freeways rather than
5 (inaudible) roads in greater Arizona.

6 MR. KIES: I don't have that at my fingertips,
7 but I do know we've put a higher emphasis on our interstate
8 system, and so I would say -- I would gather that a greater -- a
9 great proportion of it is towards the interstate system.

10 MR. STRATTON: So more than 50 percent would be
11 (inaudible)?

12 MR. KIES: It may be in that range, but I don't
13 have that. I could look it up in the program and e-mail that to
14 you after this meeting.

15 MR. STRATTON: Okay.

16 CHAIRMAN LA RUE: You know, Mike, maybe along
17 with that -- this information might be helpful -- you said that
18 there was a policy to keep the interstates at 90 percent
19 condition, Greater Arizona, the rural's less, but is there a
20 policy for that? And I'm assuming and those two policies get us
21 to this 260 million. Is that how that was arrived at?

22 MR. KIES: The 260 million was arrived at as what
23 is the number that we should be spending on our system each year
24 so that the overall average condition of the system does not
25 degrade from where it is now to anything lower. So yes, the

1 goal is to hold the interstate system at 90 percent --

2 CHAIRMAN LA RUE: 90.

3 MR. KIES: -- which we are at. So if we continue
4 to spend \$260 million, we should be holding that at that level
5 and not degrading from it.

6 CHAIRMAN LA RUE: And then what is the rest of
7 Greater Arizona held at then if -- if we're holding this at 90,
8 and we're shooting for 260, there must be a point there. I
9 think that's kind of Steve's question, is what is that point.

10 MR. KIES: Yeah. And --

11 CHAIRMAN LA RUE: And if you don't have it, you
12 can bring it back next month.

13 MR. KIES: Yeah. I don't think I do. My
14 understanding is there is no (inaudible). Dallas?

15 MR. HAMMIT: Mr. Chairman, Mr. Stratton. I don't
16 know what it is exactly, but I want to emphasize the interstate
17 (inaudible) in good condition is -- 78 percent of our
18 interstates are in good condition. There's less than 10 percent
19 that are in poor. So that's where the 90 is in --

20 CHAIRMAN LA RUE: (Inaudible.)

21 MR. HAMMIT: -- good and fair. Only 78 percent
22 of our interstate -- I believe we're -- I need to get that
23 number. (Inaudible.)

24 CHAIRMAN LA RUE: Okay. So bring it back next
25 month.

1 MR. STRATTON: If I could, I'd just like to give
2 the Board and the staff a little explanation of my question. My
3 question being (inaudible) obviously (inaudible) a certain
4 amount of money, 50 percent spent in Greater Arizona. And while
5 I know the freeways are very crucial to our system, we have a
6 lot of inner roads that lack and don't get the desired
7 maintenance or needed maintenance because we're putting so much
8 into the freeways. And so that takes a large amount of the
9 funds that are dedicated to Greater Arizona. (Inaudible.)

10 CHAIRMAN LA RUE: Okay.

11 MR. HAMMIT: Mr. Chair, Mr. Stratton, when we
12 were given those numbers, those include rural interstates. So
13 I-40, I-10, I-8. There's not -- I guess we need to clarify. We
14 can get you what's in the metro freeways, but when we were given
15 those numbers, those are their -- our interstates, which include
16 rural areas as well. But we can break out the metro area
17 (inaudible).

18 CHAIRMAN LA RUE: Thank you.

19 MR. ROEHRICH: Mr. Chair, Mr. -- did you want it
20 broken up that way? I guess (inaudible) answering your
21 question. Because I think it's important to understand the
22 interstate system is our key economic driver, but it has to --
23 to function not only through the state, but connectivity to our
24 international and national networks and partners as well. So I
25 don't want to -- I don't want to make it urban interstate versus

1 rural interstate. The interstate system is instrumental as a
2 complete system. That's why we address it, and as Dallas and
3 Mike had said, we address it as a complete system.

4 MR. STRATTON: And I understand that,
5 Mr. Chairman, and I agree that the interstate is very, very
6 important and vital to Arizona and our commerce. However, in
7 the metropolitan areas of Phoenix and Tucson, you have MAG and
8 PAG and (inaudible) help with additional (inaudible) freeways,
9 wherein Greater Arizona, we're totally relying on the funds that
10 are given to Greater Arizona, which we have to take care of the
11 freeways, plus we have to also take care of the rural roads. So
12 that's my point being is how is that split, and as driving
13 around the state, I see a lot of roads that need maintenance,
14 that need repair, but also the interstates do. So I'm just
15 curious of the breakout in Greater Arizona. (Inaudible.)

16 CHAIRMAN LA RUE: Okay. Maybe we need to just
17 take that offline, because I'm not sure I totally understand
18 the --

19 MR. STRATTON: Yeah.

20 CHAIRMAN LA RUE: -- data you're seeking, so...

21 MR. ROEHRICH: And that's exactly what I was
22 going to say, Mr. La Rue, because my concern is MAG and PAG also
23 have taxed themselves with additional revenues to put into their
24 system above what would even have been considered spending
25 anywhere else. It could only be spent in those areas. So they

1 get the regular distribution of funds that are required to them
2 by -- by law or by formula so there's nothing extra given to
3 them other than what they've generated themselves.

4 MR. STRATTON: And I understand that, and I
5 applaud the people for taxing themselves and doing that. It's
6 just --

7 MR. ROEHRICH: Okay.

8 MR. STRATTON: -- the rural Arizona has a harder
9 time distributing (inaudible).

10 MR. HAMMOND: (Inaudible.) Just real quick. My
11 understanding, though, I mean, the two major items as far as
12 expansion on Picacho Peak and then the I-8 interchange, that's
13 rural. That's not PAG or MAG money. None of that was PAG or
14 MAG money; am I correct?

15 MR. KIES: Correct. That's in Pinal County, and
16 that's considered Greater Arizona. So yes, those projects are
17 coming out of that portion of the Casa Grande and (inaudible)
18 that's dedicated to Greater Arizona.

19 CHAIRMAN LA RUE: Well, speaking of PAG and MAG,
20 why don't you move on to the PAG --

21 MR. KIES: Is there a question?

22 CHAIRMAN LA RUE: Oh, did you have a question?

23 MR. TELLER: Yes.

24 CHAIRMAN LA RUE: Mr. Teller.

25 MR. TELLER: Thank you, Chair.

1 I appreciate Board Member Stratton's question,
2 and I concur with his concerns as well. Though we're not in
3 Navajo County, Apache County and Coconino County (inaudible) in
4 northeastern Navajo, we also have to -- we have to question the
5 concerns that are being expressed here. We're not in the
6 commerce section of Arizona, but we are in Arizona. So we need
7 to know that we've -- I've been getting asked, you know, how do
8 we address those concerns up there. So that's something that I
9 concur with Mr. Stratton.

10 CHAIRMAN LA RUE: Thank you.

11 UNIDENTIFIED SPEAKER: (Inaudible.)

12 CHAIRMAN LA RUE: Yes.

13 MR. HAMMOND: Just very quickly. I hope my
14 comments -- I'm very much in support of what's going on,
15 between, you know, Picacho and I-8. And I don't think we want
16 to get into a competitive -- I don't think we should be in a
17 competitive situation when it comes to the interstate system and
18 making sure that our (inaudible) this state efficiently
19 (inaudible) in this state efficiently. So I'm not, again, real
20 sure of the -- maybe we can, again, take this offline and make
21 it a study session on how we make sure that we're kind of
22 together on this and not, you know, competing for resources
23 that...

24 MR. KIES: Yeah. I echo Floyd's comment. We --
25 the staff, we look at the interstate system as an entirety. If

1 somebody can't get along the Interstate 10 from California,
2 through Phoenix, through Tucson, all the way to New Mexico, then
3 that system isn't operating the way that it's -- so it's rural
4 and urban, in it's a combination.

5 CHAIRMAN LA RUE: Well, so let me just make this
6 comment, and then I think we can move on, and then look at maybe
7 a study session item is -- is I think what you're seeing is the
8 tension between spending money on expansion and Greater Arizona
9 versus preservation. And so I've been on the board five years.
10 I know in the earlier years, even though staff's recommendation
11 was saying we need this minimal preservation number, we kept
12 going below -- we kept pushing it down to get more expansion in.

13 I think we're now seeing that -- some of the
14 consequences of some of those decisions, and so now we're back
15 up to the 260, which the recommendation is what we need to hold.
16 It would be interesting to study saying, well, if we hold it at
17 260, do we catch up in Greater Arizona and the roads, or do we
18 need to go above that? If so, you know, then -- this board
19 needs to reconsider that policy and what is a direction in the
20 next future five-year plans that we're going to do between
21 expansion and preservation. Is that kind of really the tension
22 we're hearing here?

23 MR. KIES: I think -- I think you portrayed it
24 very well there.

25 CHAIRMAN LA RUE: Yeah. So -- and I think that's

1 really study session material that we could (inaudible).

2 MR. STRATTON: And I agree, Mr. Chairman. I just
3 wanted to make one more comment. And I apologize if (inaudible)
4 competition. I'm -- although I represent a portion of rural
5 Arizona (inaudible).

6 CHAIRMAN LA RUE: But by a five-year plan, by its
7 inherent nature, board members, there is competition between the
8 projects. So we can say we don't want competition, but to some
9 extent there is competition to get projects in the plan. We
10 just have to acknowledge it but follow our policies that we've
11 set about in the organization to approve these plans.

12 Any other questions? Ready to move on to PAG.
13 Good dialogue. Thank you.

14 MR. KIES: So to be brief, I'll very quickly just
15 highlight the PAG program. Again, this is a separate process
16 since there are separate funds that are dedicated in the -- in
17 Pima County towards transportation.

18 But the overall PAG program, as far as the state
19 system is concerned, is highlighting a lot of improvements on
20 interchanges along our interstate system. You can see Ina Road,
21 Houghten Road, Kino Road on I-10 as some examples, and then a
22 couple interchanges along I-19. So that's really the focus of
23 the PAG program. Again, with those additional funds that come
24 from the half cent sales tax, 88 percent of the program in the
25 PAG areas on the state system is dedicated towards expansion.

1 And then quickly on to the MAG system. A similar
2 case where there's a half cent sales tax in Maricopa County that
3 helps with the transportation system. Therefore, over 90
4 percent of the projects that are dedi- -- that are proposed in
5 the MAG area are dedicated towards expansion. One of those
6 signature projects being South Mountain, which is a new freeway
7 from -- connecting I-10 in the east to I-10 in the west, around
8 the south side of the Phoenix area.

9 But there are other projects that MAG is
10 proposing on the system, such as widening of Interstate 10 from
11 Loop 202 in Chandler, all the way up around the Broadway Curve,
12 which are some improvements that I'm sure a lot of people will
13 understand are needed, and then other -- other parts of the
14 system like SR-101 loop, a couple general purpose lane widening
15 projects that are proposed in 2021.

16 With that said, I'll just highlight the airport
17 program quickly. So each year there's a State Aviation Fund,
18 and each year we look at how much we predict will come into the
19 State Aviation Fund and then make a recommendation to the Board
20 of how that money should be divided up between some major
21 programs.

22 For next fiscal year, fiscal year '17, we are
23 proposing that -- we predict that a little over \$29 million will
24 be available in the State Aviation Fund, and this is how we
25 recommend that the money be divided.

1 First, the \$3.8 million, which is the first line
2 item, is money set aside so that airports can match with state
3 funds federal grants. The Federal Aviation Administration, or
4 FAA, provides a lot of funds that are available, but those
5 airports need to match them with state funds. So each year we
6 put aside an amount of funds that can be used for that purpose.

7 But the bulk of the program is the next two
8 lines, which are those state and local grants, and then the
9 Airport Pavement Preservation Program. Again, preserving
10 airport pavement is just as important as our highway system. So
11 over \$18 million is dedicated to those programs, which is state
12 money that's provided to local airports to improve their system,
13 whether it be preservation or expansion projects.

14 And then there's a loan program which we always
15 have each year available. And then the rest -- the rest of the
16 money is in-house state planning services where our aeronautics
17 group does studies and looks at needs around the airport system.
18 With that, that's the overview of all the elements of the five
19 year -- tentative five-year program.

20 I just wanted to go through the next steps over
21 the next couple months. Again, as I mentioned earlier, there
22 are three public hearings on this tentative program. This is
23 the second one here in Phoenix. The last one will occur in May
24 in the -- in Flagstaff. We'll then combine all the comments
25 that are received to date. Those comments, if anybody's

1 interested, not only provided today in front of the Board, but
2 on our web page, there are ways to go and send us an e-mail
3 directly or to log in your comment on our web page that comes to
4 staff.

5 We combine all those comments and provide it to
6 the Board ahead of the May 31st study session, where we'll talk
7 about potential changes to the tentative program based on those
8 comments. We then bring it back to you in June as a final
9 program for your approval. That allows us to get the signature
10 from the governor before July 1st, and then we start our new
11 fiscal year with our new program.

12 With that, that's the presentation I had on the
13 overview of the five-year program.

14 CHAIRMAN LA RUE: Thank you, Mike.

15 Any further questions by Board members?

16 I do not see any, so I would entertain a motion
17 to adjourn the public hearing on the 2017 to '21 Tentative
18 Five-Year Transportation Facilities Construction Program.

19 MS. BEAVER: So moved.

20 CHAIRMAN LA RUE: I have a motion by Vice Chair
21 Beaver.

22 MR. CUTHBERTSON: Second.

23 CHAIRMAN LA RUE: Second by Board Member
24 Cuthbertson.

25 All those in favor, signify I did saying "aye."

1 BOARD MEMBERS: Aye.

2 CHAIRMAN LA RUE: Any opposed?

3 The "ayes" have it. That is adjourned.

4 And we will now call to order the board meeting
5 for April 15th, 2016 for Transportation Board.

6 And first -- oh, got to call to the audience
7 again. Mary, any other speaker cards? No speaker cards. This
8 is an opportunity for citizens to discuss interests that are on
9 this agenda. If anybody's interested, please come forward.

10 Seeing none, we'll move on to Item No. 1, the
11 district engineer's report.

12 MS. GADSBY: Mr. Chairman, members of the Board,
13 my name's Julie Gadsby. My title -- official title is the
14 assistant district engineer for the Central Construction
15 District. My part-time job is a construction manager for South
16 Mountain. So I'm just going to give an overview of --

17 CHAIRMAN LA RUE: You said part-time job was --

18 MR. ROEHRICH: Part time. I was --

19 MS. GADSBY: (Inaudible.)

20 MR. ROEHRICH: I was (inaudible) same thing.

21 CHAIRMAN LA RUE: Yeah. It's like, yeah.

22 MR. ROEHRICH: I've known Julie for years. She's
23 -- she's been a (inaudible) here on major construction projects
24 throughout the valley. I don't think (inaudible) part time.

25 MS. GADSBY: Okay. My full-time job is

1 (inaudible). Part-time job is (inaudible).

2 CHAIRMAN LA RUE: I'd say, Julie, you're going to
3 -- you know, somebody -- Halikowski or Floyd or somebody sold
4 you a really, really interesting part-time job.

5 MR. ROEHRICH: (Inaudible.)

6 CHAIRMAN LA RUE: (Inaudible.)

7 MR. ROEHRICH: He said, I'm going to make you my
8 assistant district engineer. Oh, by the way, you're going to do
9 South Mountain at the same time. That's the guy who's the
10 culprit.

11 CHAIRMAN LA RUE: And it's just a little project
12 out there.

13 MS. GADSBY: As you know, the programmed amount
14 was 1.77 billion, publicly financed. They opted not to go with
15 private financing. It's a split, 40 percent, 60, between
16 federal/regional funding. We went with a 30-year
17 design/build/maintain contract. The (inaudible) 18 months,
18 (inaudible) wrapped up March 1st and a three-and-a-half year
19 construction duration.

20 Here's a summary of the best value selection. We
21 received proposals November 2nd and took roughly six weeks to
22 evaluate it. There are 100 members of the ADOT internal staff
23 that reviewed it for value. So you can see here it was a
24 combination of both technical and price score. We wrapped up
25 our technical scores on December 17th, before we opened the

1 price proposals, to make sure that it was an even playing field.
2 And as you can see, the Connect 202 team won on both price and
3 technical (inaudible).

4 The reason there's a star by the Connect 202
5 team, the benefit of a P3 is after we opened the proposal, we
6 were able to renegotiate five alternative design concepts from
7 the other proposals before we executed the contract (inaudible).

8 Here's the organizational structure. So Connect
9 202 is a single-purpose vehicle made up of four (inaudible),
10 four being the lead member of that team. Their lead engineering
11 firm is Parsons Brinckerhoff. (Inaudible.) Here's 202
12 maintenance services, which is also a culmination of four
13 (inaudible).

14 The first time (inaudible) for IQF was Robin
15 Kissner (phonetic), and I'll explain later their role in
16 construction. And then public relations is (inaudible). ADOT,
17 Robert Zamore is our project director. You can see the staff
18 here. I'm the construction manager. Romello Acevedo is our
19 project manager, and (inaudible) is Amy (inaudible). Steve
20 (inaudible) will be the design manager, and Alex (inaudible).

21 What you don't see on here is that I'm supported
22 by the Central Construction District staff. I have three
23 (inaudible) that will be managing individual segments that line
24 up with the Connect 202 team.

25 So you guys have probably seen this map before.

1 The 22 miles, 13 service interchanges, the system traffic
2 interchange (inaudible) Papago/I-10. Forty bridges. We're
3 currently negotiating with the developer on a number of bridges,
4 so as we finalize the design, that number may go down.

5 Additional features. These are some of -- the
6 pedestrian bridge at Elmwood came during the development
7 process, and we asked them to bid that for us. We do have a
8 \$600,000 allowance to involve the City of Phoenix public artist
9 for the artwork on that bridge. The bottom is the shared use
10 path. That was one of the alternative design concepts that was
11 negotiated in the month of January (inaudible).

12 We're repurposing a lot of the existing Pecos
13 Road. We're going to do a mill and overlay from 17th Ave. to
14 40th Street.

15 Other developer design features. They did opt to
16 go with an asphalt concrete main line section with a half inch
17 of rubber overlay. All of the cross roads will be (inaudible).
18 They're using multi-bridge girders and precast elements, which
19 are different than our normal procedures. There's -- they
20 optimize the ramp configuration at I-10.

21 And what you didn't see on the map, we're
22 shifting the TI at 51st Ave. to Estrella Drive. Currently
23 there's (inaudible) roundabouts there, and we're currently
24 trying to incorporate some other DBIs and roundabouts other
25 places, and that would finalize as the July design gets

1 finalized in the next 18 months.

2 So ADOT construction, and this is where it's
3 different than our normal projects. Normally we do the full
4 administration (inaudible) and oversight. So we're in more of a
5 monitoring and auditing role. We review the developers
6 responsible to keep all the documentation, and we just review
7 for compliance with the contract. The developer will be
8 delegated all the materials testing according to our ADOT
9 sampling guide, and ADOT will do roughly 10 percent to verify
10 that it meets our standards. And then we have the opportunity,
11 we're not obligated to helping the developer, on their
12 inspections just to make sure that it's meeting the contract
13 requirement.

14 We will also be conducting our own inspections,
15 auditing their records, and this is both in construction and
16 during maintenance to make sure that they're (inaudible)
17 requirement.

18 We'll be having the staff -- the developer's
19 staff will roughly be 75 to 80 inspectors. I have a staff of 30
20 that will be ensuring compliance with both ADOT standards and
21 the contract. And then at the end, we'll certify the drawings
22 and the as-builts (inaudible).

23 So currently, as I said, we issued NTP1 March
24 1st. The (inaudible) -- the list up there, and I'm not going to
25 read them all, that's what all the developer's authorized to do

1 right now. In order to get NTP2, which authorizes construction,
2 we have to receive and approve all these plans. Currently,
3 we've received the public involvement plan, the quality
4 management plan, the co-located office plan, the right-of-way of
5 Tempe plan, the DBE plan and the OJT plan.

6 We're required to do a ten-day turnaround on
7 submittals. So all of our comments went back to them today. We
8 look to co-locate with them the middle of June, just in time to
9 start construction mid-July.

10 CHAIRMAN LA RUE: Questions of the Board members?

11 You know, I -- as I'm trying to do some math in
12 my head, and I'm not very good at math, I found out this past
13 weekend when my daughter came with a math question and I had to
14 Google it ten times to try to find the answer. I never did.
15 But as I think of -- try and do the math -- so you said there's
16 a 42-month period, construction development period,
17 three-and-a-half years, and whatever the dollar figure there --
18 so you're going to -- we're going to have activity out there
19 about \$40 million a month on average. I mean, that's -- that's
20 a lot of work going on all at one time. It's going to be cool
21 to have, like, a time lapse camera of some of that.

22 MS. GADSBY: Uh-huh.

23 CHAIRMAN LA RUE: And then shorten it up into a
24 little scene. I mean, that would be like a lot of little ants
25 down there running around, doing stuff. That -- I mean, just --

1 just try to think of that. That's pretty amazing stuff.

2 MS. GADSBY: And through our G and C, we have
3 those cameras. They have to be stationed at sites, so we're
4 getting the most volume with the I-10/Papago. We're working
5 with the developer to see if they want to take shots of Pecos or
6 when we get through the (inaudible).

7 CHAIRMAN LA RUE: Yeah. I mean, put it -- in a
8 little perspective, the way I would do it is say some of these
9 freeway things you do in Maricopa County, say a segment of the
10 303 or whatever, was a 40 or \$50 million project. It takes, you
11 know, eight months or whatever, and they're bringing the work
12 and all that. Well, think of multiplying that, doing that every
13 month. They're doing something like that on the South Mountain.
14 That's -- and you guys -- so for part-time work --

15 MS. GADSBY: Yeah.

16 CHAIRMAN LA RUE: -- that's pretty awesome.

17 MS. GADSBY: (Inaudible.)

18 MR. ROEHRICH: I think it's fair to say that the
19 monthly payout on this one project will probably be bigger than
20 the rest of the state (inaudible) on that month to month.

21 CHAIRMAN LA RUE: Yeah. I saw some twitching by
22 a finance offer on that cash flow statement and that look ahead.

23 MR. TELLER: Question.

24 CHAIRMAN LA RUE: Question, yes. Board Member
25 Teller.

1 MR. TELLER: Thank you for that presentation.
2 How's the public outreach of the tribal
3 communities who are in this project?

4 MS. GADSBY: So currently ADOT has been doing all
5 the public outreach. We're currently transitioning to
6 (inaudible) Communication, as you've seen up there. We're
7 requiring our developer and anyone that participates in the job,
8 which would be ADOT staff as well, to attend the cultural
9 sensitivity training, but we're gearing up once we get the
10 designs to start going out for the public meetings to make sure
11 there's (inaudible).

12 MR. TELLER: What does that entail? How many
13 meetings? How many -- do you have that scope with you, or do
14 you have an idea of how many meetings you'll be meeting with the
15 tribal community?

16 MS. GADSBY: I don't. Caramelo Acevedo, the
17 project manager, he's going to take it during the development
18 stage, and then I hand off and handle construction.

19 MR. ROEHRICH: Mr. Chair, Mr. Teller, I think
20 that once we have put together a communication strategy from the
21 -- for the project (inaudible) have a better understanding of
22 it, we could provide that if you'd like to see what it is.

23 MS. GADSBY: Yep.

24 MR. ROEHRICH: So we could follow up, Julie, and
25 get that to us -- to myself or Mary. We can make sure the board

1 members get it.

2 MS. GADSBY: Sounds good. And like I said, we
3 got it two weeks ago. So I'd anticipate us finalizing it in a
4 month-and-a-half.

5 MR. ROEHRICH: (Inaudible.) Perfect. That would
6 be -- thank you.

7 CHAIRMAN LA RUE: Thank you. Thank you, Julie.
8 No other questions.

9 Are we ready for Item 2?

10 MR. ROEHRICH: Yes, sir.

11 Mr. Chair, obviously you see that the director's
12 not here. He does have the conflict, as we had previously
13 discussed. We did not have any last minute items. I would
14 remind the Board if you've got items from him that you'd like
15 him to follow up on, please let me know so we can get them
16 agendaed. Thank you.

17 CHAIRMAN LA RUE: Okay. So let's move on to Item
18 No. 3, what is -- which is the consent agenda. That was
19 distributed to you in your package.

20 Does any board member want to pull any item on
21 the consent agenda, make any comments, questions? And if not, I
22 would entertain a motion to approve the consent agenda as
23 presented.

24 MR. STRATTON: So moved.

25 CHAIRMAN LA RUE: I have a motion by Board Member

1 Stratton.

2 MR. CUTHBERTSON: Second.

3 CHAIRMAN LA RUE: We have a second by Board
4 Member Cuthbertson. Any discussion?

5 Hearing none, all those in favor, signify by
6 saying "aye."

7 BOARD MEMBERS: Aye.

8 CHAIRMAN LA RUE: Any opposed?

9 The "ayes" have it.

10 Go on to agenda Item No. 4. Kevin Biesty. I
11 didn't even notice you were here. You're kind of hiding down
12 there, over there in the corner.

13 MR. BIESTY: Lay low.

14 Good morning, Mr. Chairman, members of the Board.
15 For the record, my name's Kevin Biesty, ADOT Deputy Director for
16 Policy.

17 I don't have a very large report today. It's
18 been pretty quiet on the federal front. The Senate is currently
19 working on passing the FAA re-authorization, at least to extend
20 its (inaudible) 2017, and that's occurring as we speak.

21 As mentioned earlier, ADOT has been working on
22 submitting the grants for the FAST lane, the I-10 FAST lane
23 grant, as well as the two TIGER grants. Those will be submitted
24 on time, and we've got lots of support on each of those
25 projects.

1 On the state level, things have been in kind of a
2 lull. The governor has issued a statement to the legislature
3 saying don't send me any bills until you have a budget. So
4 things have kind of grinded to a halt. Senate Bill 1207, the
5 ADOT continuation bill, was ready to go to a final read, a final
6 vote. But again, they're not going to do that until they get
7 the budget.

8 House Bill 2600, which was the bill to
9 consolidate a lot of the -- to eliminate some of the boards and
10 commissions that are currently in statute, of interest to the
11 department and to the (inaudible) the CTOC (phonetic), Maricopa
12 County CTOC committee. (Inaudible.) Again, that's awaiting a
13 -- it's stalled in process until the legislature gets a budget.

14 As far as the budget, there's a lot of rumors
15 flying around. There's a lot of we're almost there. We're this
16 close. We're this close, depending on who you talk to. You may
17 have heard rumors about some one-time money for transportation.
18 That is being discussed at various levels, and that takes
19 various forms.

20 There are some that -- some proposals being
21 discussed of the 97 million that it would be going to DPS
22 highway patrol, go -- you know, hold off for one year, keep it
23 in the HURF and then do the regular distribution. There's talk
24 about allocating one-time moneys for specific projects. There's
25 talk about allocating money to help support some of the grants

1 we've put in.

2 So it's kind of all over the -- there's quite a
3 few proposals being discussed, and once we get a budget out of
4 the House and/or Senate, we'll have a better idea of what that
5 -- what that might look like.

6 But I will tell you that it is pretty -- there's
7 a lot of people talking about using some one-time money this
8 year for transportation itself, from different sides of the
9 aisle and different levels of the leadership. So we'll keep you
10 informed as soon as we get any information on the budget. We'll
11 make sure we share that with you and the impacts that it will
12 have on transportation.

13 And with that, I'll be happy to answer any
14 questions.

15 CHAIRMAN LA RUE: Questions from Board members?
16 Mr. Teller.

17 MR. TELLER: Thank you, Mr. Chair.

18 Regarding the last statement you just made, so
19 the funding will be used for state assets, specifically?

20 MR. BIESTY: Mr. Chairman, Board Member Teller,
21 some -- there are -- there are some folks talking about doing a
22 regular distribution so that counties, cities and the state
23 basically be held harmless for (inaudible). That's one of the
24 proposals I've heard. And again, these are just conversations
25 that people are having.

1 Others are maybe holding HURF harmless a little
2 bit and then infusing some one-time levies into state highways,
3 interstates, projects like that. Key Commerce Corridors, for
4 example, what we've been talking about for a number of years.
5 So those are -- those are some of the debates going on -- the
6 discussions going on. What exactly at one time (inaudible).

7 MR. HAMMOND: Mr. Chairman.

8 CHAIRMAN LA RUE: Mr. Hammond.

9 MR. HAMMOND: I'd like to kind of elaborate a
10 little more on -- is there any -- does ADOT give input on this
11 process, or are we totally hands off on what we would like to
12 see if funds become available or where they might come from?

13 MR. BIESTY: So Mr. Chairman, Mr. Hammond,
14 usually when it comes to the budget, the agency, being an
15 executive agency, all that discussion is basically the governor
16 is the (inaudible) on that. We feed information up.

17 I will tell you that we have been asked for
18 information from both JLBC, the Joint Legislative Budget
19 Committee, and from OSPD, the governor's, you know, budget
20 office. So we are providing input as to say, look -- for
21 example, do we really want to earmark projects? I mean, that's
22 a slippery slope in some people's minds. We see how it works in
23 Congress. There's a little bit of a hesitancy that's earmarked
24 specific projects, because once you do that, you have 90
25 members. So again, usually our advice is trust the

1 professionals, trust the folks that have put together a plan,
2 and let's deliver on that. So -- but yes, we do provide some
3 input, and we are requesting -- we are asked to provide
4 information.

5 CHAIRMAN LA RUE: Any other questions?

6 MS. BEAVER: Chairman.

7 CHAIRMAN LA RUE: Vice Chair Beaver.

8 MS. BEAVER: I think just what I would like to
9 comment on is the fact that with communities that get HURF
10 funds, and when the HURF funds get cut back, they're building
11 their plan around what they believe that they're going to have,
12 and then when the State comes in and sweeps it, it, you know --
13 it creates difficulty in any kind of municipality, particularly
14 the small rural ones, on making plans because of that. And so I
15 think -- if there's one thing I would like for the legislature
16 to consider, it's just, you know, they are looking at the State
17 on what they can do. But to me, if those HURF funds are
18 designated for those rural communities or communities just
19 generally, they should try and look at some other approach
20 besides the HURF funds.

21 MR. BIESTY: And Mr. Chairman, Board Member
22 Beaver, again, the whole discussion of the use of HURF funds, we
23 kind of stay out of, because what the legislature and what the
24 governor is doing is appropriating the money for HURF purposes.
25 I mean, the state highway patrol is laid out in the institution

1 as a recipient of HURF.

2 So again, we get into the discussion of kind of
3 how you were discussing earlier about everybody's kind of vying
4 for the money, and you know, that's the legislature's purview is
5 they're appropriated how the money goes and will allocate it and
6 spend it as appropriately as we can. But there are a lot of
7 discussions going on from little locals, the -- you know, the
8 county supervisor's association (inaudible) and all those -- all
9 the folks involved will try to figure out a way to also take DPS
10 out of the discussion.

11 And we've had proposals, and the governor had
12 floated one last year about doing similar what some other states
13 are doing, saying, look, the highway patrol serves everybody,
14 right, so if highway patrol writes a ticket, that goes to the
15 locality. It doesn't go to the state. The state gets the
16 benefit, and the taxpayer gets the benefit of having roads
17 cleared quickly, accidents hopefully prevented, drugs hopefully
18 taken off the road. So what they do is sometimes put a
19 surcharge on a registration, so everybody who uses the roadway
20 is paying for that. So those discussions are (inaudible).

21 CHAIRMAN LA RUE: Well, thank you.

22 And I -- Mike just mentioned, I think all Board
23 members received some letters that were distributed this week
24 from members of Congress supporting the TIGER grant, and then
25 some legislators supporting the TIGER grant. I have to say for

1 the five years I've been on here, I don't think I've seen two of
2 those letters like that. So that was interesting and good to
3 see people solidly behind that TIGER grant.

4 MR. BIESTY: Mr. Chair, as I mentioned at the
5 last board meeting, I was in D.C. recently, and we were working
6 with the delegation to support these projects ASAP. Each of the
7 three proposals we put forward are solid and supported by our
8 delegation.

9 CHAIRMAN LA RUE: Right. That was very nice
10 work. Thank you.

11 No other questions on this agenda item, we'll
12 move on to the next agenda item, financial report. Ms. Ward.

13 MS. WARD: Good morning.

14 CHAIRMAN LA RUE: Good morning.

15 MS. WARD: (Inaudible.) Good Morning.

16 CHAIRMAN LA RUE: Good morning.

17 MS. WARD: (Inaudible) a lot of discussion this
18 morning. I'm sorry there's not more of it for you to work with
19 and for me (inaudible).

20 All right. So with regards to where we sit on
21 HURF, we had an exceptionally strong (inaudible) from fuel tax
22 in March, with the 10 percent (inaudible) gas over the previous
23 year, as well as 13 percent growth in the diesel over the last
24 year.

25 We've also seen -- and we are actually running a

1 little outside of our forecast. We're above our -- we are
2 exceeding our targets at 2.2 percent growth over forecast.

3 So we're also seeing -- that is a rather pleasant
4 sight -- is the new -- growth in our new residents coming in
5 from Arizona -- coming into Arizona and registering their cars.
6 We saw 13.3 percent growth in there, in that -- in people coming
7 into the state and registering their cars, and God help those
8 recent arrivals as we head into the summer months.

9 In terms of Regional Area Road Fund, we are on
10 forecast. We've got \$260 million collected to date and 4.1
11 percent growth. We have had 13 consecutive months of growth in
12 our contracting source, and that's very encouraging. In fact,
13 quite a few -- you'll see in your -- in your report, but if you
14 -- quite a bit of growth in permanents.

15 Moving on -- I -- like Kevin, I don't have much
16 to report on the federal aid program. The debt financing
17 program, last month I came to you for a resolution. We're
18 proceeding with that -- those refundings, but nothing further to
19 report on that at this time.

20 One item I would like to cover (inaudible) is
21 Chairman La Rue, at the last Board meeting, you asked a question
22 with regards to why had I not done a presentation on the PAG --
23 the PAG RTA funds. The reason for that is that the county
24 transportation excise tax for both MAG and PAG are established
25 within the same statute, but the authority to administer those

1 taxes are established in separate statutes.

2 The department does not have authority over the
3 PAG funds. We do, however -- the director has administrative
4 authority over the Regional Area Road Fund, the county
5 transportation and excise tax for MAG. And statute
6 differentiates between those two areas based on population data
7 (inaudible). I have the statutory references for you that I
8 could provide to you (inaudible) at a separate time if you'd
9 like, but that explains -- does that answer your question as to
10 why I'm not presenting to with you regards to the PAG RTA funds?

11 CHAIRMAN LA RUE: Yeah, it does. It just now
12 raises more questions on, well, why would the legislature split
13 it and do something different and all that, but that's for
14 another day and another reading assignment.

15 MS. WARD: You know, forecasting revenues is one
16 thing. Forecasting to the basis for a legislative decision is
17 really beyond my specialty.

18 With that, any further questions? I'd be
19 happy --

20 MS. BEAVER: Well, Chairman La Rue, do I
21 understand correctly then the reason is population based?

22 MS. WARD: So -- no, not precisely. When the
23 authority is established for a county to establish a county
24 transportation excise tax, it says, okay, if you are a county
25 that has 1.2 million in population or above, then the little

1 statutory reference says, go over to this statute over here, and
2 the director has authority to administer the funds associated
3 with that (inaudible). If you are below 1.2 million, then it
4 says that those funds are administered by the regional
5 transportation board. Does that help?

6 MS. BEAVER: Uh-huh.

7 CHAIRMAN LA RUE: Any other questions?

8 MR. HAMMOND: (Inaudible.)

9 MS. WARD: Thank you.

10 UNIDENTIFIED SPEAKER: (Inaudible.)

11 CHAIRMAN LA RUE: Well, I was going to think it
12 is a Pima County compromise or something, you know.

13 UNIDENTIFIED SPEAKER: I don't know.
14 (Inaudible.)

15 CHAIRMAN LA RUE: Thank you.

16 MS. WARD: Have a nice day.

17 CHAIRMAN LA RUE: Next agenda item is the
18 Multimodal Planning Division report. Michael Kies -- Michael,
19 before you begin, I -- we better check on Mary to see if you
20 have any time left on your 20 minutes.

21 MR. KIES: Well, as far as the multimodal
22 planning report, I don't have anything further to report. I did
23 cover a lot of what we're doing under the five-year program.

24 CHAIRMAN LA RUE: All right. Good. So we'll
25 move on to the next item, the PPAC.

1 MR. KIES: Yes. Item 7. Yes. Thank you,
2 Mr. Chair.

3 Item 7 is the PPAC agenda items. Items 7A
4 through 7R are project modifications. I do want to bring
5 attention to the Board, attention to Item 7A. This is the time
6 of the year that we start to work with the books to get ready
7 for the end of the fiscal year. So you'll notice Item 7A is
8 looking at all the subprograms that we have available in the
9 state and seeing if they were going to use all their funds or
10 not, and now they're being what we call swept into the
11 contingency fund.

12 So with that, unless there's any questions, I
13 would ask the Board to approve the project modifications, which
14 are Items 7A through 7R.

15 CHAIRMAN LA RUE: You know, I -- when I read this
16 the other day, it dawned on me when I became chair, I was really
17 asleep at the switch, especially on this one, because in the
18 organization that I work for, we do a lot of these things, and
19 I've got the finance team there pretty well trained that when we
20 do these sweeps, it's called Joe's fund, you know, because then
21 I can reallocate (inaudible) this stuff. I got this and I said,
22 this should be Joe's fund, you know. But it's not. I guess
23 it's probably too late to put that -- put that out there.

24 But anyway, if there's no questions or comments
25 from Board members/you want to pull a particular one, I would

1 entertain a motion for project modifications Items 7A through 7R
2 to accept and approve those modifications as presented.

3 MS. BEAVER: So moved.

4 CHAIRMAN LA RUE: We have a motion by the vice
5 chair, Ms. Beaver.

6 MR. SELLERS: Second.

7 CHAIRMAN LA RUE: And a second by Board Member
8 Sellers. Any further discussion?

9 Hearing none, all those in favor signify by
10 saying "aye."

11 BOARD MEMBERS: Aye.

12 CHAIRMAN LA RUE: Any opposed?

13 The "ayes" have it.

14 MR. KIES: Thank you, Mr. Chair.

15 Items 7S through 7W are new projects from the
16 PPAC committee, and unless there's any questions or comments on
17 any of those, I'd ask the Board to approve Items 7S through 7W.

18 CHAIRMAN LA RUE: Does the board member want to
19 -- any board member want to pull, question, comment? If not,
20 I'll entertain a motion to accept and approve new projects Items
21 7S through 7W as presented.

22 MR. SELLERS: Move for approval.

23 CHAIRMAN LA RUE: Motion by Board Member Sellers.

24 MS. BEAVER: Second.

25 CHAIRMAN LA RUE: Second by the vice chair,

1 Ms. Beaver. Any further discussion?

2 All those in favor signify by saying "aye."

3 BOARD MEMBERS: Aye.

4 CHAIRMAN LA RUE: Any opposed?

5 The "ayes" have it.

6 And Mary, I don't know if you need to notice
7 this, but Mr. Hammond was absent for that vote.

8 MS. BECKLEY: Okay. Thank you.

9 CHAIRMAN LA RUE: Next item is the state
10 engineer's report. Dallas.

11 MR. HAMMIT: Mr. Chairman, the state engineer's
12 report is going to be three parts today. One, I'm going to give
13 you the background, basically, on our projects. Then I'm going
14 to introduce a couple folks that are going to address items that
15 the Board had requested in a previous meeting.

16 The first part of it is projects under
17 construction. We have 125 projects under construction totaling
18 \$1.848 billion. They came and asked me, can you put a thousand,
19 848 million (phoentic), or do we put billion? But it is 1.8
20 billion. If you take out South Mountain, so if you want to look
21 back at last month, it would have been 820 million. So over a
22 billion dollars is from the South Mountain project.

23 In March we finalized 27 projects totaling \$233.1
24 million, and year to date, we've finalized 29 -- 129 projects.

25 Any questions on this part of the...

1 CHAIRMAN LA RUE: Questions? Nope.

2 MR. HAMMIT: One other thing. While we were
3 working, I found a couple -- information on what you just talked
4 about, on goals, pavement. Our goal for interstates is 80
5 percent in good condition, and our goal -- they're not really
6 policy. They're goals that we set -- 60 percent of our
7 non-interstate in good condition. That doesn't mean 40
8 percent's in poor, but that's our goal. So we can do a big --
9 more in-depth report at a different time.

10 CHAIRMAN LA RUE: And so my simplistic mind says
11 if I take those two goals and then take the -- you know, the
12 existing conditions, I need \$260 million to hit that goal. Is
13 that --

14 MR. HAMMIT: To maintain where we're at.

15 CHAIRMAN LA RUE: To maintain -- oh, maintain
16 where we're at, not so much to hit the goal.

17 MR. HAMMIT: Right.

18 CHAIRMAN LA RUE: So --

19 MR. HAMMIT: And remember we started setting that
20 goal a number of years ago.

21 CHAIRMAN LA RUE: Right.

22 MR. HAMMIT: We have never got there. So we had
23 lost ground over time.

24 CHAIRMAN LA RUE: So what we need is a refresh to
25 say what does it take to get to that goal.

1 MR. HAMMIT: That is correct.

2 CHAIRMAN LA RUE: Because I think then that gets
3 directly to the questions we heard earlier.

4 MR. HAMMIT: And our staff is working on that.

5 CHAIRMAN LA RUE: And when you give that to us,
6 better have Kleenex, because we're not going to want to --

7 MR. HAMMIT: (Inaudible.)

8 CHAIRMAN LA RUE: We're not going to really want
9 to hear it (inaudible).

10 MR. HAMMIT: (Inaudible.)

11 CHAIRMAN LA RUE: But we must. We must hear it.

12 MR. ROEHRICH: As Mr. Stratton pointed out, the
13 rural areas get hit harder, obviously.

14 CHAIRMAN LA RUE: Yeah.

15 MR. ROEHRICH: And that's where you see the
16 biggest --

17 CHAIRMAN LA RUE: Right.

18 MR. ROEHRICH: -- negative impact that has been
19 happening.

20 CHAIRMAN LA RUE: Well, we all travel those
21 roads. We see it. We feel it. We hear it from others. So --
22 but it would be nice to have that updated, because I think five
23 years ago I kind of heard that. It would be nice to have it
24 updated again. Thank you.

25 MR. HAMMIT: So two months ago the Board had

1 asked for two presentations: One on our safety program, and one
2 on our railroad program. So Scott Beck, he's with our new
3 division at TSMO, which is Transportation Systems Management and
4 Operations. Scott's our operational traffic and safety
5 engineer, and he's going to give a presentation on our safety
6 program. And Vicki Bever will come up after Scott, who's our
7 manager for Utility and Railroads Section, and she'll talk about
8 the railroad program.

9 CHAIRMAN LA RUE: Great. Thank you.

10 (Inaudible.)

11 MS. BEAVER: No. It doesn't mean I wouldn't
12 claim her, but...

13 CHAIRMAN LA RUE: Yeah. Wait until after the
14 presentation.

15 MR. BECK: So Mr. Chairman, members of the
16 Board, what I'm going to do is provide you a quick history of
17 our safety planning efforts and provide you a -- kind of a
18 glimpse of where we're at with the current SHSP, which is our
19 Strategic Highway Safety Plan.

20 2007 was the first year that we really put
21 together a Strategic Highway Safety Plan, and that was under the
22 federal guidelines (inaudible). Currently we are working on the
23 2014 update of that one, and that's based on the updated MAP-21
24 requirements that every state develop a Strategic Highway Safety
25 Plan.

1 So we worked on this one, and it was finalized
2 in October of 2014. The website, if you're interested in
3 downloading it, is available there.

4 The executive committee for this -- this plan
5 consists of four state agencies, and that's ADOT, the Governor's
6 Office of Highway Safety, the Department of Public Safety and
7 then the Department of (inaudible). It also includes three
8 federal partners, being the Federal Highway Administration, the
9 Motor Carrier Safety Association and then NHTSA.

10 So why have an SHSP? First and foremost, it's
11 required for all states to have a documented plan, and it's
12 required under MAP-21 and now the FAST Act. Really, where it
13 goes, is it provides us a strategic plan on where to spend our
14 limited resources. And particularly with the Highway Safety
15 Improvement Program, with the limited dollars, we really need to
16 identify focus areas and make sure that we're making the best
17 decisions with those resources. And obviously, why we're -- a
18 lot of us are in this business to make the transportation
19 network safe and reliable for the general public.

20 So the required elements that are in this plan,
21 first and foremost, it's data driven. It's not a com- -- you
22 know, a compilation of just ideas. It's really going through
23 and looking at the numbers. It's all public roads. It's not
24 just ADOT facilities. So we are addressing the local arterials,
25 collectors, the tribal areas.

1 It's collaborative. It's not just ADOT. As you
2 -- as you saw with our partners, it goes across all -- all
3 aspects of transportation, whether it's enforcement, education,
4 safety, health services. And it's a program of actual
5 strategies. We've got a plan in place. We've got actual goals
6 and objectives, and we have targets that we are required to --
7 required to meet.

8 So I kind of touched on this. It's really the
9 four Es, what we reference, and that's engineering, education,
10 enforcement and emergency medical services. And through our
11 partners, the Strategic Highway Safety Plan kind of is the
12 umbrella document. We work with the Governor's Office of
13 Highway Safety with their own highway safety plan. We work with
14 our ADOT partners and local jurisdictions with the HSIP funding.
15 And there's other safety programs that all feed into this
16 program, and then this program feeds into those as well.

17 So I mentioned that it was data driven. We went
18 through eight years of crash data, from 2005 to 2012, and we
19 looked at about 50,000 of the most serious and fatal crashes
20 that occurred throughout the state. So it really, really does
21 pinpoint where our problem areas are and what some of the issues
22 are in terms of characteristics of those crashes, not only the
23 roadways, but also the drivers as well.

24 In going back to the targeted measures, really
25 the objective is to reduce the total number of fatal and serious

1 injury crashes in Arizona by 3 to 7 percent over the next five
2 years. So it has a measurable goal. 2013 is our base year,
3 which is when this plan was finalized.

4 Based on the crash data, we broke everything down
5 into 12 emphasis areas, and we've got individual groups within
6 each emphasis area that has a list of emphasis that they are
7 working on. The top five emphasis areas, you'll note, are all
8 behavioral. So speed and aggressive driving, impaired driving,
9 occupant protection, which includes both seat belt and helmet
10 use on motorcycles. We've got motorcycles and then the
11 distracted driving.

12 And then just -- just to note, the reason why
13 those are the top focus areas is each one of those contribute to
14 probably the largest majority of the serious and fatal crashes.
15 So speeding and aggressive driving account for about 40 percent
16 of our fatalities. Impaired driving accounts for probably about 50
17 percent of our fatalities, and occupant protection, seat belt use,
18 is about 40 percent of our fatalities overall.

19 Now, mathematically, if you add that up, it's
20 going to -- just those (inaudible) areas is already 120 percent
21 of our fatalities. So there are characteristics. Obviously you can
22 have multiple characteristics within one crash. Someone could
23 -- you know, you could be under the influence, DUI, speeding and
24 not wearing your seat belt. But individually, those three are
25 -- do account for the majority of our fatal accidents out on the

1 roadways.

2 CHAIRMAN LA RUE: Scott, a couple questions back
3 on that slide. So what is age related? Line -- next two down.

4 MR. BECK: So age related is to look at the
5 different characteristics of both younger drivers --

6 CHAIRMAN LA RUE: Oh, it's related to the
7 driver's age. Okay.

8 MR. BECK: This is related to the drivers, yeah.

9 CHAIRMAN LA RUE: Okay. Then the above is
10 roadway infrastructure and operation. So what is that
11 percentage? If it's not in the top five --

12 MR. BECK: I -- we could bring that data back to
13 you.

14 CHAIRMAN LA RUE: Okay.

15 MR. BECK: I did not -- I wrote down the
16 percentages for the top five.

17 CHAIRMAN LA RUE: Okay. Well, just -- just to --
18 you know, just looking at it, you know, we -- change in human
19 behavior is something I don't think this board can do a whole
20 lot of, but, you know, improving infrastructure is something we
21 can do, so...

22 MR. BECK: And that's really why we have the
23 partnerships. Education is probably one of the biggest --
24 biggest tasks that you have going forward, and we've developed a
25 safety communication group specific to that effort, and that

1 group is going to work across the board both with ADOT and DPS
2 and health services and -- just as an example, some of the
3 things that are coming out of these task forces, emphasis area,
4 are educational materials that we're pushing out to the schools
5 or hospitals, you know, community groups. So driver behavior is
6 -- you know, it accounts for probably about 90 percent of the
7 issue, and that will be part of the overall plan (inaudible)
8 push.

9 MR. ROEHRICH: Mr. Chairman, that was the point I
10 wanted to make. The emphasis areas are part of the Strategic
11 Highway Safety Plan, but all these agencies will be involved in.

12 CHAIRMAN LA RUE: (Inaudible.)

13 MR. ROEHRICH: Our priority is also growing
14 infrastructure. That's all part of our analysis. We have a
15 safety program that addresses those infrastructure issues,
16 because that's where we have the primary focus on, but we're a
17 partner in the rest of the Strategic Highway Safety Plan, and
18 that's where these -- the factors come in.

19 CHAIRMAN LA RUE: Yeah.

20 MR. SELLERS: Mr. Chairman. Yeah. Really a
21 curiosity and not a major thing, but when I see signs on the
22 freeway that say no median barrier for the next 5,000 miles, you
23 know, we're obviously not going to change driver behavior. Is
24 that principally to satisfy some legal issue?

25 MR. HAMMIT: Mr. Chairman --

1 MR. ROEHRICH: You guys relaxed back there. You
2 got two senior deputy state engineers back there getting
3 nervous.

4 MR. HAMMIT: -- that in -- after a core briefing,
5 that was a recommendation, was to put out some warning signs,
6 but I don't think we got any quite to 5,000, but we do have
7 (inaudible) --

8 MS. BEAVER: (Inaudible).

9 MR. HAMMIT: -- area. So we did go out and put
10 signs on our interstates where we had no median barrier to alert
11 the public.

12 MR. SELLERS: Thank you.

13 CHAIRMAN LA RUE: You know, kind of as an aside,
14 back to, I think, Scott's point, and I heard on the news coming
15 in, and I thought very cool, was that little story on the news
16 this morning where a father with two kids was driving somewhere
17 back east, and he was impaired, and the daughter said, you know,
18 Dad, pull over, whatever, and he said, I'm fine, slurring.

19 So she texts 911, got the police there and
20 stopped the car. And when asked, you know, why did you do it?
21 She says, I just feared for my life and this is wrong. So, you
22 know, educating the kids that -- I thought that was pretty
23 awesome. I mean, I -- who knows what the family life's going to
24 be like now, going forward, but boy, you know, she may have
25 saved their lives that day. So anyway...

1 MR. ROEHRICH: That was good.

2 CHAIRMAN LA RUE: And others. Yeah. Absolutely.

3 MR. ROEHRICH: She's a brave young lady.

4 MR. BECK: And I just get into that point.

5 ADOT's the administrator for the school program, but certainly
6 not all these issues will ADOT solve. So we're working with our
7 partner agencies on a lot of these efforts.

8 So in terms of implementation, this is kind of a
9 living document. We will be updating it every five years, a
10 full update based on the federal requirements, but we will be
11 doing annual reports as we go along.

12 Right now, we're in the implementation cycle, but
13 later this summer we're going to go through and evaluate the
14 process and really how -- how the program's working in terms of
15 -- in terms of the emphasis areas and keeping track of our
16 progress. And if -- you know, if there's things that we see
17 that need to be modified or tweaked, then we will do that as we
18 continue along through the implementation (inaudible).

19 And then just going back to why it's a living
20 document. That dashed line, 2012, is where this data ended when
21 we started this program. So we looked at 2005 to 2012 data. If
22 you notice, that was a fairly good range in terms of the fatal
23 and serious crashes. We're starting to plateau, and you know,
24 lots of theories on why that could happen. Population growth,
25 better economy, more people are out there driving, but as that

1 -- as we get more data and every year as we go through this
2 process, we're going to be updating this, making sure that we're
3 hitting the correct emphasis areas and we have the right tasks
4 in front of us.

5 MR. HAMMOND: Mr. Chairman.

6 CHAIRMAN LA RUE: Yes. Mr. Hammond.

7 MR. HAMMOND: This data has just brought raw
8 numbers. It's not per vehicle mile driven or anything like
9 that.

10 MR. BECK: Correct. On a -- on a crash rate
11 basis, you know, how many crashes per vehicle mile, we're still
12 somewhat on a downward trend.

13 MR. HAMMOND: Thank you.

14 CHAIRMAN LA RUE: And Mr. Hammond, I think that
15 was an important question, because many of us have seen the
16 spike in fatalities and said, wow, what's going on, and I think
17 some of that answer is the vehicle miles of -- had increased.

18 UNIDENTIFIED SPEAKER: Had increased.

19 CHAIRMAN LA RUE: So tracking that data, I think,
20 is kind of important as well.

21 MR. BECK: I don't have any more, if you guys
22 have any questions.

23 CHAIRMAN LA RUE: Other questions from Board
24 members?

25 MS. BEAVER: Chairman.

1 CHAIRMAN LA RUE: Okay.

2 MS. BEAVER: I would just like to compliment you,
3 you know, on what those that are working on this have done. I
4 think -- and I'm not certain that this came about from the
5 question. There had been something in the newspaper or
6 something about how many accidents there'd been and had a figure
7 for Arizona.

8 And I think just generally for the public to see
9 that we're working on it from a lot of different angles, you
10 know, whether it be working with the University of Arizona, with
11 regard to the dust conditions that was done on I-10 and trying
12 to come up with solutions that way, trying to figure out where
13 in the state these accidents are more occurring, it's just -- to
14 me, it's good community service in terms of ADOT doing these
15 type of studies and these different things to try and better
16 serve the public safety. And so I appreciate what you have
17 brought to us.

18 CHAIRMAN LA RUE: Thank you.

19 Thank you, Scott. All right. Next item,
20 Railroad Grade Crossing Safety Program. Vicki. And Board
21 Member Stratton, I think this was your -- (inaudible) your
22 request. (Inaudible.)

23 UNIDENTIFIED SPEAKER: (Inaudible.)

24 MS. VICKI BEVER: Thank you, Mr. Chairman,
25 members of the Board (inaudible).

1 You asked a question about railroads and how are
2 they funded and how do you get a railroad in the project. I
3 thought I'd just start with a map of the railroads in Arizona.
4 As you can see, we all think about the BNSF and the UPRR
5 railroads as our major railroads, and they are. But there's
6 also ten additional railroads throughout the state --

7 CHAIRMAN LA RUE: I didn't know that.

8 MS. VICKI BEVER: -- that primarily service
9 economic areas, and we call them short hauls. Any railroad in
10 the state that has a public crossing -- and a public crossing is
11 very specific in that anybody is allowed to cross it -- is
12 eligible for a part of a safety program called Section 130. We
13 refer to it as Section 130. It's in the United States Code. It
14 went in about 40 years ago, and 25 years ago, it got some good
15 attention and started setting aside some real money in the
16 safety program for this project.

17 Its whole goal is to eliminate hazards at those
18 public crossings, and those hazards could involve pedestrians,
19 bicycles, trails, as well as vehicles. So if there is a pathway
20 specific that crosses a railroad, it is eligible for evaluation.

21 It can't be some things, also. It can't install
22 a new at-grade crossing. It cannot improve a private crossing.
23 It cannot do maintenance. It cannot replace or widen an
24 existing crossing, and it can't do the work necessary in order
25 to qualify as a quiet zone. Those are all improvements that are

1 not necessarily just geared to providing an improvement in the
2 safety.

3 So in Arizona, we work with the local agencies,
4 the tribal agencies, the Arizona Corporation Commission. Let me
5 back up and let you know that the Arizona Corporation Commission
6 in Arizona is responsible for rail safety, and they oversee the
7 entire spectrum of rail safety. They have inspectors. All we
8 do within that program is we provide the improved safety at a
9 crossing. So the work that we do goes through the Corporation
10 Commission. They're a part of that team as well as the
11 railroads and our staff.

12 So if somebody has a project that they feel needs
13 to be done, they make a recommendation, and once a year we
14 submit to the Corporation Commission an array, which is similar
15 to the five-year program that we do for the Transportation
16 Board. And in that array, there's projects that are recommended
17 for safety improvements. They typically include either a
18 crossing surface, which is considered (inaudible) is considered
19 a hazard elimination. It requires a funding match from that
20 local agency, and typically they're (inaudible) services. You
21 know, over the years they've consistently improved.

22 There's also some work to improve the approach
23 that's (inaudible). If a local agency needs to acquire
24 right-of-way, that's eligible. Signing and striping,
25 (inaudible).

1 It's Floyd doing that. (Inaudible.)

2 MR. ROEHRICH: (Inaudible.)

3 CHAIRMAN LA RUE: You're a ventriloquist,
4 (inaudible).

5 MS. VICKI BEVER: There's the second program that
6 does the protective devices, and those are typically the
7 cantilevers, the lights, the gates that you see out there. That
8 program is eligible with no match from the local agency. And it
9 -- it installs. It upgrades. We've been upgrading many of
10 those lights and signals to LEDs. It also requires the signing
11 and striping at the crossing in accordance MUTCD.

12 Another big thing that we're doing is the train
13 detection and traffic signal preemption, and what it is is,
14 especially if you would drive on the main road, through
15 Flagstaff and Grand Avenue here, where -- and on Highway 70, the
16 Arizona Eastern, where the railroad is very close to the state
17 highway, and typically within 200 feet, if there's also a
18 traffic signal involved, there has been a lot of federal
19 interest in putting in advanced preemption. What that does is
20 it recognizes when a train's coming, and it overrides the
21 traffic signal to make those gates go down in order for a car to
22 clear that crossing before he gets stuck on the tracks.

23 Let's see. What are some other things that you
24 might be interested in?

25 MS. BEAVER: Well, I have a question.

1 CHAIRMAN LA RUE: Sure. Vice chairman.

2 MS. VICKI BEVER: Absolutely.

3 MS. BEAVER: With regard to communities, you
4 mean, like, Flagstaff?

5 MS. VICKI BEVER: Uh-huh.

6 MS. BEAVER: I think Globe has a situation, over
7 in Parker, they have a situation, where you've got these rural
8 -- well, I guess Grand Avenue wouldn't be rural. That's urban.
9 So it's just where the train tracks are crossing over a highway
10 or going -- cutting through. Does the community -- with regard
11 to making application for these safety funds, can a community do
12 it, or is that -- does it fall on the railroad company that has
13 control of the tracks?

14 MS. VICKI BEVER: So let's make sure. If you are
15 a community representative and you have a condition that you'd
16 like to have improved, can you make that request? Absolutely,
17 yes. And we have a -- we have a -- what do you call it? It's
18 the chart that you go through to get it into the array and get
19 it funded.

20 But a lot of our requests come in from the
21 communities. A lot of them, believe it or not, come in the
22 railroad reports or the near miss reports. The ACC, their
23 safety people will come in with requests. When a project's
24 asked for, we have a criteria that you go through, and it's
25 based on how many tracks there are, what are the number of

1 vehicles per day, all of those types of things. How fast is the
2 posted speed? How fast is the train speeds?

3 And then you don't always get into that top
4 third. You're in a rural area. You're on a short line. You
5 only have one track. It moves at 15 miles an hour. But you
6 still have a real need. And so there are on-site diagnostic
7 meetings where everybody gets their input. And sometimes a
8 project that maybe doesn't rise to the top is the only way to
9 apply that criteria, we would probably only work on Grand
10 Avenue. And that -- I mean, that's a huge need, but there's a
11 lot of needs in this state. And so it -- a lot of it is finally
12 and ultimately based on the diagnostic meeting that's done on
13 site.

14 MS. BEAVER: Do you have a website or links or
15 something, like, where communities, municipalities or -- they
16 could, you know, contact you directly?

17 MS. VICKI BEVER: It just really is in our
18 regular website, under Utilities and Railroads. And we do get
19 contacted regularly. We also do a lot of outreaches, most
20 communities. We've stepped up the program. We had a long list
21 of arrays that weren't getting done. I believe Globe was one of
22 them that was moving very slowly, and so the word is out there
23 that it's available. I'm assuming that they're getting to the
24 -- we only have it on our existing website. We don't have a
25 separate section 130 website. There is an earmark in here.

1 MS. BEAVER: But the website is --

2 MS. VICKI BEVER: It's under Utility and
3 Railroads in the ADOT website.

4 MS. BEAVER: Okay. So it's --

5 UNIDENTIFIED SPEAKER: (Inaudible) website.

6 MS. BEAVER: It is within ADOT's website.

7 MS. VICKI BEVER: It is within ADOT main website.
8 But it's not some separate website.

9 MR. TELLER: Question.

10 MS. BEAVER: Thank you.

11 CHAIRMAN LA RUE: Board Member Teller.

12 MR. TELLER: Thank you, Mr. Chair.

13 And I think you already answered it, but as far
14 as the outreach efforts, a municipality or a sponsor needs --
15 can request for safety audits and so forth along the rail. What
16 about communities such as I'm seeing a lot of the rail on the
17 I-40 corridor, you know, some of that goes through Navajo, and
18 we do have concerns with livestock on the rail, children playing
19 on the rail, right-of-way fencing being down, so on, so forth.
20 So a specific community on the Nation can request without having
21 to go through the whole sponsorship, having the Navajo Nation
22 actually submit on behalf of the community, right?

23 MS. VICKI BEVER: Yes, but not for any of the
24 reasons you described.

25 MR. TELLER: Okay.

1 MS. VICKI BEVER: So anybody that was
2 interested -- but this is only a crossing of a roadway, a
3 pathway or a pedestrian walkway -- the maintenance of keeping
4 the livestock and kids with their pennies on the track, keeping
5 those off of the railroad is actually the responsibility of the
6 railroad.

7 I will tell you, though, I offered up to the
8 Flagstaff folks, we have quarterly meetings with the railroad.
9 And if you have a group that's trying to do something with the
10 railroad, feel free to give us a call and we'll let you come
11 down. We pay for their trip to the valley, and they're here for
12 the entire day, and to me, it's a good use of our money for
13 anybody that has a question to come in. They come with their
14 representative. Know that the railroad's representative
15 typically serves five states. So we really only get one day a
16 week out of them, but they come with their management staff,
17 also.

18 MR. TELLER: I appreciate that. Thanks very
19 much.

20 MS. VICKI BEVER: It would be worthwhile.

21 I just want to quickly also let you know that we
22 have 810 -- 870 public crossings in this state. We have 100
23 that are (inaudible). 347 will be one next year. Of those 100,
24 about half, the train goes over us, and the other half, the
25 train goes under us, and probably over 300 of our crossings are

1 passing, which just means it's a (inaudible), and you as the
2 driver responsibly stop and look. So it's a program that has a
3 lot of needs.

4 Thank you very much.

5 MR. TELLER: Thank you.

6 CHAIRMAN LA RUE: Any other questions on this
7 topic?

8 Thank you.

9 MS. VICKI BEVER: Thank you.

10 CHAIRMAN LA RUE: So that's brings us down to
11 contracts.

12 MR. HAMMIT: Thank you, Mr. Chairman.

13 And one other thing I want to point on Scott's
14 (inaudible) behavior, and we are looking at our infrastructure
15 at times can affect behavior, and one of those --

16 CHAIRMAN LA RUE: Right.

17 MR. HAMMIT: -- are our message boards. So we're
18 also looking at feedback signs in specific locations. The ones
19 that say speed limit 75, and you're doing above 75. So we are
20 looking -- we are limited how we can affect behavior, but where
21 we can, we are looking for those opportunities as well.

22 CHAIRMAN LA RUE: Yeah. Perfect. Good.

23 MR. HAMMIT: Our summary of our construction
24 projects -- and thank you for approving the ones on the consent
25 agenda. We do have five additional. One of the things that was

1 asked of last meeting is we could do a year to date plus and
2 minus. And so as you see here, year to date, the State's
3 estimate for all of our projects, 414 -- 100,429,173, a low
4 estimate, \$400,305,512. Basically, \$14 million under our
5 State's estimate of our 3.4 percent (inaudible). And that is
6 just on the -- from the State's estimate to the low bid.

7 Does that meet the need, Mr. Chairman,
8 Mr. Stratton?

9 CHAIRMAN LA RUE: I believe so. Mr. Stratton?

10 MR. STRATTON: Mr. Chairman, Dallas, yes, it
11 does. And thank you.

12 CHAIRMAN LA RUE: I thought you were making a
13 motion to say Joe's Fund, but -- kind of got me amped up here.

14 MS. BEAVER: (Inaudible) people supporting that
15 idea.

16 MR. STRATTON: (Inaudible) a question to continue
17 on the same subject.

18 CHAIRMAN LA RUE: Sure.

19 MR. STRATTON: So the \$14 million, would that go
20 back into a contingency fund?

21 MR. HAMMIT: Mr. Chairman, Mr. Stratton, yes,
22 they do.

23 MR. STRATTON: Thank you.

24 MR. ROEHRICH: But not Joe's contingency fund.

25 CHAIRMAN LA RUE: Yeah. I was waiting for him to

1 go to the next step, but he just -- you know.

2 MR. ROEHRICH: I (inaudible) to see if he was
3 going to say it. So I had to say it. I apologize for
4 (inaudible).

5 MR. STRATTON: I knew Floyd would, so I just...

6 MR. HAMMIT: On the projects, our first project
7 is on the Tohono O'odham Nation. This is a guardrail
8 replacement project. The State's estimate was 652,600 -- excuse
9 me. The low bid was \$652,652. The State's estimate was
10 \$474,217.20. The bid was over the State's estimate by
11 \$178,434.80, or 37.6 percent.

12 When we looked at it, if you looked at the
13 specific bid items, you saw the differences in the borrow on the
14 guardrail, (inaudible) the bridge barrier, but the real thing is
15 there's nine -- excuse me -- 15 locations. So there were 15
16 mini (inaudible), and we didn't estimate that properly, because
17 you move into one area, and then you go to another area, and
18 that's really where the difference was.

19 We have reviewed this and believe it is a
20 responsible and reasonable bid and would recommend award to
21 Granite Construction Company.

22 MR. HAMMOND: Move approval.

23 CHAIRMAN LA RUE: Board Member Teller, I think,
24 had --

25 MR. TELLER: Question.

1 CHAIRMAN LA RUE: -- a question.

2 MR. TELLER: So this is off of Indian Reservation
3 Road 15, and it connects with 19?

4 MR. HAMMIT: It's multiple locations, but yes.
5 Those two different roadways, there's multiple locations on
6 those roadways. So it's not one intersection. It's multiple
7 locations (inaudible) --

8 MR. TELLER: Off the EIA asset?

9 MR. HAMMIT: Yes.

10 MR. TELLER: Okay. Thank you. Just curious.

11 CHAIRMAN LA RUE: I heard a motion by Board
12 Member Hammond to accept and approve staff's recommendation to
13 award the contract for Item 9A to Granite Construction Company.
14 Do I have a second?

15 MR. TELLER: Second.

16 MS. BEAVER: Second.

17 CHAIRMAN LA RUE: We have a second from Board
18 Member Teller. Any further discussion?

19 Hearing none, all those in favor signify by
20 saying "aye."

21 BOARD MEMBERS: Aye.

22 CHAIRMAN LA RUE: Any opposed?

23 The "ayes" have it.

24 MR. HAMMIT: Mr. Chairman, the next project is in
25 Prescott Valley. This is a local project that came in through

1 our Transportation Advancement Program when we had that. And if
2 you remember, this project was deferred last month. On this
3 project, the low bid was \$1,613,000. State's estimate was
4 \$1,391,525.50, or over the State's estimate by 221,474.50, or
5 15.9 percent.

6 If you look at it, where we saw the differences
7 was in the aggregate base. There is one area where you have a
8 drop off a hill. There's quite a bit of handrail for -- there's
9 some switchbacks and some concrete sidewalk. As we looked at
10 it, especially in the aggregate base, this project is over a gas
11 pipeline, which you -- the community thought that was a good use
12 of that over there, but it does put limitations on equipment
13 that we can put on there. So the contractor has to use lighter
14 equipment, so more trips, and that was part of that cost. We
15 have reviewed the bids, and we have worked with the City. We've
16 worked it out with Central Yavapai MPO and came up with the
17 funding. So we would recommend award to J. Banicki
18 Construction, Inc.

19 MS. BEAVER: Chairman, I move for approval.

20 CHAIRMAN LA RUE: We have a motion --

21 MS. BEAVER: Of 9B.

22 CHAIRMAN LA RUE: -- to accept and approve
23 staff's recommendation and to award the contract for Item 9B to
24 J. Banicki Construction by Vice Chair Beaver.

25 MR. CUTHBERTSON: I second.

1 CHAIRMAN LA RUE: I have a second by Board Member
2 Cuthbertson. Do we have any further discussion?

3 Hearing none, all those in favor signify by
4 saying "aye."

5 BOARD MEMBERS: Aye.

6 CHAIRMAN LA RUE: Any opposed?

7 The "ayes" have it.

8 MR. HAMMIT: Mr. Chairman, the next item is Item
9 Number C. This is a pavement preservation project on Interstate
10 10. The low bid was \$9,622,895.19. The State's estimate,
11 14,653,381.85, under the State's estimate about \$5,030,486.66,
12 or 34.3 percent.

13 As we reviewed this, the biggest thing is in oil.
14 Just before advertisement, we used a price of sixty -- \$600 per
15 ton. We changed that because we had seen some lower than -- oil
16 prices to 480. At the time of bid, it came in at \$239 dollars a
17 ton. A big reduction. We hope this trend continues.

18 The other thing that led (inaudible), the
19 contractor was able to acquire a source in the middle of the
20 project. So they're right on the project, who we'd estimate a
21 source, a public source that was further away where you had some
22 more transportation costs.

23 After review of the bid, the department does
24 believe this was a reasonable and responsive bid and would
25 recommend award to FNF Construction, Inc.

1 MS. BEAVER: Chairman La Rue, I move for approval
2 of Item 9C as presented.

3 CHAIRMAN LA RUE: All right. We have a motion to
4 award to FNF Construction as presented. Do I have a second?

5 MR. SELLERS: Second.

6 CHAIRMAN LA RUE: We have a second from Board
7 Member Sellers. Any further discussion?

8 Hearing none, all those in favor signify by
9 saying "aye."

10 BOARD MEMBERS: Aye.

11 CHAIRMAN LA RUE: Any opposed?

12 The "ayes" have it.

13 MR. HAMMIT: Mr. Chairman, 9D, this is a -- an
14 enhancement project in the City of Kingman. It's a remodel of
15 some elements of their visitor center. The low bid was
16 \$339,800. The State's estimate was \$195,000. The est- -- the
17 bid was over the State's estimate by \$144,800, or 74.3 percent.

18 We are requesting postponement. The City of
19 Kingman would like to move forward with this project, but
20 there -- need to get their finances where they can make that
21 happen. So the department is recommending postponement of this
22 award.

23 MS. BEAVER: Chairman La Rue, I move for
24 postponement of Item 9D.

25 CHAIRMAN LA RUE: We have a motion by Vice Chair

1 Beaver to accept staff's recommendation to postpone 9D. Do we
2 have a second?

3 UNIDENTIFIED SPEAKER: (Inaudible.)

4 CHAIRMAN LA RUE: Let's see. I don't think we
5 heard from Board Member Hammond. So we'll say Board Member
6 Hammond eked that one out. Second.

7 Any further discussion?

8 All those in favor, signify by saying "aye."

9 BOARD MEMBERS: Aye.

10 CHAIRMAN LA RUE: Any opposed?

11 The "ayes" have it.

12 MR. HAMMIT: Thank you, Mr. Chairman.

13 The last item, Item 9E, is on State Route 87.
14 This is a tree removal project for safety purposes. It helps us
15 to get these trees that are growing up. Be another hazard if
16 you run into them. But, also, one of the things that we found
17 was during the winter months, if you have these large trees
18 right next to the roadway, you don't get melt, because they
19 shade the roadway, and you don't get the ice to melt off. So it
20 serves two purposes.

21 The low bid was \$634,697. The State's estimate
22 was \$527,250. It was over the State's estimate by \$107,447, or
23 20.4 percent. There's only one item on this, tree removal. And
24 in the consent agenda last month, we awarded one of these and
25 used the same estimating. We were within 2 percent. So it just

1 -- as they came in, that's what we saw the difference, just a
2 different price. We underestimated it.

3 We have looked at it, reviewed the bids and
4 believe that it was responsive and reasonable, and would
5 recommend award to Intermountain West Civil Contractors, Inc.

6 MR. STRATTON: So moved.

7 CHAIRMAN LA RUE: We have a motion by Board
8 Member Stratton to accept and approve staff's recommendation to
9 award the contract for Item 9E to Intermountain West Civil
10 Constructors. Do we have a second?

11 MR. CUTHBERTSON: Second.

12 CHAIRMAN LA RUE: We have a second by Bill
13 Cuthbertson. Do we have any further discussion?

14 Hearing none, all those in favor signify by
15 saying "aye."

16 BOARD MEMBERS: Aye.

17 CHAIRMAN LA RUE: Any opposed?

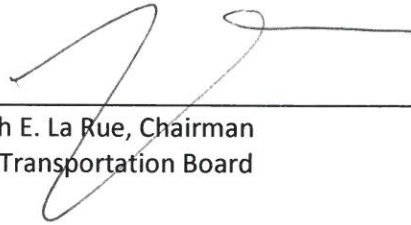
18 The "ayes" have it.

19 Item 10: There were no suggestions for Item 10.
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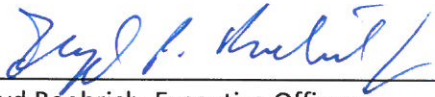
Adjournment

A motion to adjourn the April 15, 2016 Board meeting was made by Deanna Beaver and seconded by Michael Hammond. In a voice vote, the motion carries.

Meeting adjourned at 11:10 a.m. MST.



Joseph E. La Rue, Chairman
State Transportation Board



Floyd Roehrich, Executive Officer
Arizona Department of Transportation