

**STATE TRANSPORTATION BOARD**  
**PUBLIC HEARING**  
**9:00 a.m., Friday, March 19, 2010**  
**Arizona Department of Transportation (ADOT) Auditorium**  
**206 S. 17<sup>th</sup> Ave**  
**Phoenix, AZ 85007**

**Pledge**

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

**Roll Call**

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

**Opening Remarks**

Chairman Montoya congratulated Mr. Christy on his official senate confirmation to the State Transportation Board. He thanked Advancing Women in Transportation (WTS), who hosted a very nice reception and dinner the previous evening for the State Transportation Board. Mr. Flores commented that he did not realize this organization existed, but understands that ADOT has been a long time supporter. He thanked them for a wonderful evening. Mr. Christy said WTS also has a vibrant Tucson chapter and shares Mr. Flores' hopes that they can also work together.

**PUBLIC HEARING**

Presentation of FY 2011 – 2015 ADOT Draft Five Year Transportation Construction Program Recommendations (Including FY 2010 Modifications)

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

Ms. Toth thanked the Board for the opportunity to present the Plan to the Board and to the public. She personally welcomed the members of the public present at the meeting for attending and providing input to the Plan.

[Ms. Toth presented a video clip, which encouraged people to be involved in the transportation programming and planning process.]

The Five Year program is developed each year for the upcoming five years, and staff works all year to prepare for spring, when the tentative Plan is presented to the Board and the public. The programming process is very collaborative, involving communities statewide, the District Engineers, COGs and MPOs, our planning partners, and the general public.

There are certain regulations that dictate the information included in the Five Year Program: federal regulations for the statewide transportation improvement program, and Arizona revised statutes included for the Five Year Program. The projects contained in the first and second years

of the Five Year Program must be fully funded. Projects in the last three years can be illustrative in nature and do not have to be fully funded.

Highlighted changes in the Five Year Program to be discussed include the following:

- Federal Aid Programs
- Subprograms
- Greater Arizona Major Projects
- Pima Association of Government Major Projects
- Maricopa Association of Governments Regional Program
- Airport Development Program

#### **Federal Aid Programs:**

- In the past, ADOT had not programmed the federal obligation authority for the Federal Aid Programs. However, this year they are bringing all the federal aid programs in the Five Year Program up to 90% of FY2009 apportionments. This is important for Program Managers of subprograms to understand how much money is able to be programmed so there is no loss of obligation authority.
- Bridges are high cost assets, and their condition directly affects customer satisfaction. The objectives of the bridge replacement and rehabilitation program are to restore the structural integrity of the bridge, or to replace it.
- The Highway Safety Improvement Plan's overall objective is the efficient spending of funds to achieve the highest safety benefit. The agency is currently in the process of updating the HSIP to raise the maximum project amount from \$3M to \$10M, changing some cost benefit criteria and encouraging some systemic safety improvements. The HSIP program also contains some set-asides like highway-rail crossing improvements and high-risk rural roads.
- The High Risk Rural Roads program is defined as any roadway functionally classified as a rural major and minor collector, or a rural local road on which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for that functional class of roadway. Funds for rail-highway crossings are used for elimination of hazards of rail-highway crossings on at grade intersections or at grade crossings. The HSIP program has not previously been broken into specific categories, and that is why the different areas will be highlighted.
- The State Planning and Research Program allows the agency to plan future highway programs and local public transportation systems. This includes research and technology transfers in conjunction with planning, design, construction and maintenance activities.
- The Recreational Trails Program also provides funds to the states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trails. This is widely used by local communities.
- The purpose of the Safe Routes to School program is to enable and encourage children to walk and bicycle to school and to make those modes safe and more appealing. It also aims to facilitate the planning the development and implementation of projects that will improve the safety, and reduce traffic, fuel consumption and air pollution within the school vicinities.
- The Coordinated Border Infrastructure Program funds improvements within 100 miles of an international land border to facilitate and expedite cross-border motor vehicle and cargo movement. In the past, ADOT has not programmed this, but is asking to do so for the next five years.

- The Transportation Enhancement Improvement Program has 12 categories of activities; the most familiar being provisions for pedestrians and bicycles. ADOT is not asking for a change in funding, but combining the line items of design, construction, and contingency into one subprogram to help better manage those funds.

**Subprograms:**

- The preservation of the existing system is a primary component of ADOT's mission. Both pavement surfaces and bridge conditions directly affect customer satisfaction. In addition to routine maintenance and major rehabilitation, there are preventive surface treatments that include activities undertaken before significant distress is evident.
- Bridges constitute almost one third of all highway assets. The Bridge Inspection Program is a federally mandated program to ensure compliance with the national bridge inspection standard. It is unfunded.
- The objective of the Bridge Sector Replacement Subprogram is to maintain integrity of the bridge decks and the safety of the traveling public. There are a total of 96 bridges requiring bridge deck rehabilitation and replacement in the immediate future to maintain their integrity and ability to carry traffic. The estimated cost for these projects is in excess of \$75M. Assuming a preservation timeframe of 10 years with conditions held constant, the ADOT funding requirement is in excess of \$6M. Staff is requesting an increase to \$7M in FY2015. Chair Montoya was curious what the effective life of a bridge deck replacement would be, and Ms. Toth answered it would be 50 years.
- The Port of Entry Subprogram's mission is to enhance the motor carrier enforcement operations, and the Port of Entry is to implement and expand the mobile enforcement operations. This mission has led to the establishment of a program to modernize those facilities and to meet mandated federal requirements. This subprogram is for the 16 ports of entry on the highways and borders with neighboring states, and the 6 international ports of entry.
- The Right-of-Way and Contract Auditing Subprograms support the continuing needs of the construction program.
- With the recent P3 legislation, ADOT is asking for an increase in privatization and alternative funding subprogram in order to support the development of the P3 programs within Arizona.
- Two new subprograms added this year are: Roadside Improvements in relationship to cattle guards, drainage improvements and roadway fencing; and the Environmental Stewardship Program to look at future environmental issues such as wildlife connectivity, open spaces, and environmental stewardship mitigation. There are increasing amounts during FY 2011-2015 for both of these subprograms.
- There are several subprograms that are part of the Greater Arizona Distribution outside of the MAG and PAG regions. These are Major Project Design, Design Concept Reports, Corridor Studies and Passing Lane Design and Passing Lane Construction. Mr. Christy requested clarification on the stated \$5M for 15 projects per year on the Passing Lane Design and Construction. Ms. Toth responded that for FY2014 and FY2015, the Department is asking for \$5M for each year. Chair Montoya was curious how many passing lanes the Department could buy with \$5M. Ms. Toth said the Department has been able to program about \$2M per passing lane, so \$5M would purchase roughly 2.5 passing lanes.

**ITEM B: FY 2011 – 2015 Statewide Highway Construction Program – Jennifer Toth**

- The I-17 from Rock Springs to Cordes Junction roadway Widening is definitely in need of widening, with a great deal of commuter traffic. The Department is asking to add \$6.2M into FY2015 for this. Chair Montoya wondered if there was a study in progress, and Ms. Toth said there is a DCR/EA underway. Mr. Roehrich noted that the widening is expected to be completed by next year, although discussions with the City are still underway.
- The Rancho Santa Fe Parkway is a traffic interchange that is on the east side of Kingman, which would connect the local system from the airport to I-40. ADOT is asking to defer \$5M from FY 2014 to FY 2015 as the Department continues working with the City of Kingman on developing inter-governmental agreements.
- For the US89 Cameron section, the Department is asking for \$17M in FY2015. ADOT completed a DCR/ EA in the 2007, and the Cameron section project is the first of several recommended phases in the DCR. The existing two-lane facility has varying shoulder widths from one to eight feet, with deficiencies that could be alleviated by constructing four lanes with raised medians.
- Another project is the roundabout at the SR64 and US89 intersection, as well as the Cameron Bridge replacement. The Bridge group has identified the Cameron Bridge crossing as a priority. The existing bridge structure was built in 1959, and is structurally deficient. In addition, the accident rate history for this section of roadway is higher than the state average for rural facilities. The total estimated cost of this project is \$40M. ADOT currently has programmed \$10M in FY2014 and is requesting an additional \$17M in FY 2015. It is anticipated that the remainder of funding will come from the Bridge Replacement and Rehabilitation federal aid program. Mr. Halikowski asked for clarification of what “structurally deficient” means when a bridge is in imminent failure of collapse. Ms. Toth answered that it is not in imminent failure of collapse; there are numerous ratings in terms of what classifies “structurally deficient”. We are trying to replace this bridge before it comes into that more detrimental effect.
- SR260 and the West Willis Extension is identified as a high priority project for rural Arizona and will be the first phase of improvements on SR260 from Overgaard to US60. This area has increasing residential and commercial development resulting in more vehicles each year needing access to and from the state routes. In addition, the accident data indicates need for improvements in this area. The existing road is a typical two-lane, and widening from two to five lanes would improve the congestion along with the safety in terms of accidents.

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

- Reconstruction of the I-10 frontage roads between Marana to Ina Road is planned for completion before the I-10 main line construction in that area. The frontage roads plan to be reconstructed and widened to two 12-foot lanes with 8-foot shoulders and would complete the one-way frontage road system there. Once constructed, the frontage roads would also allow the Department to utilize them as detour routes during the I-10 main line construction. The ultimate frontage system will be added for capacity growth along the I-10 system. The Department is asking to defer \$10M from FY2013 to FY2014, and also to increase the amount from \$20M to \$30M.

- Regarding the I-10 Ina Road to Ruthrauff, the DCR/EA is underway to study the main line widening between these two areas. The DCR/EA will determine the most cost efficient and optimum implementation plan, and how to best utilize available funding which may be for structure construction, raised and separated railroad crossings, or other improvements. Projects will be phased to meet the projected travel demands.
- There are three railroad crossings located in that area: Ina Road, Sunset Road and Ruthrauff Road. Ina and Ruthrauff crossings will be reconstructed as raised and separated crossings. The City of Tucson and Pima County currently have a study underway to evaluate the Sunset Road crossing between Silver Bell and River Roads. The outcome of that study will determine the ultimate environment at the Sunset Road Crossing area. There is a high volume of train traffic, as well as vehicular traffic. The DCR that ADOT is performing will establish the vertical geometry to provide clearance at the railroad grade crossing along the north side of I-10, along with this project.
- The next four projects are reconstruction of traffic interchanges on the I-10 at Kino Road, Country Club Road, Valencia Road and Wilmot. The new DCR being performed for these TIs has been awarded and is progressing. The Department is asking to defer \$4M from FY2014 to FY2015 and the District would like to maintain those funds to continue designing. The project at Valencia Road also includes reconstruction of the main line. That would mean deferring \$25M from FY2013 to FY 2015, and also moving the \$17.82M that was programmed in FY2014 and moving that out to FY 2015.
- The DCR for I-19 from San Xavier to Ajo Way is scheduled for completion next year. The Ajo TI and bridge over the Santa Cruz would be constructed first. It was determined that these improvements would have the “biggest bang for the buck” and would allow the main line improvements to be deferred until FY2016 or later. The Department is asking to increase FY2014 from \$66.4M to \$86.4M for this project.
- Two other projects in the PAG region are SR77, Tangerine Road to Pinal County Line. The purpose of this project is to improve traffic operations and safety of SR77. The traffic congestion will be reduced by adding capacity through an additional travel lane, for a six-lane travel section in each direction. This project also improves existing signal lights, intersection right turn lanes, and raised medians. Design will begin in the spring and expect to be completed by 2013, thus increasing the construction project in FY2013 from \$30.5M to \$33M. PAG is also providing funds for an additional two feet of pavement for bicycle use in each direction on SR77 through Catalina. The Town of Oro Valley may provide additional funding for crossroad improvements not directly related to the widening at Rancho Vistoso Boulevard. In addition, the Town of Oro Valley may also apply median landscaping through the Town limits and other enhancements may be added through the local agencies. This project really demonstrates ADOT’s partnerships, especially in relation to complete street scenarios. Mr. Christy wondered if any RTA funds were involved in this project, and Ms. Toth replied she would have to look that up.
- Another project is on SR86 from Sandario Road to Kinney Road. The project will add two lanes and a median to the existing fringe urban roadway, creating six lanes at the Kinney intersection and four lanes at the Sandario. The project also includes drainage facilities and improvements with some drainage easement acquisitions. The Department is asking to increase in FY2011 from \$23.5M to \$31M

#### **ITEM D: FY 2011 – 2015 MAG Regional Highway Construction Program – Steve Hull**

Mr. Hull explained that the Regional Transportation Plan covers the MAG regional area, and the freeways and highways that make up the transportation system for this area. MAG spent most of

last year rebalancing the Long Range Transportation Plan because of unanticipated cost increases in some areas and unanticipated loss of revenue. The combination of those two things led to a \$6M gap between estimated cost and revenues for the remaining 15 years. Closing that gap involves a series of projects and proposals being spread over 20 years instead of 15. The timeline for delivering the program is somewhat longer than it was a year ago, but it is fundable during that timeline. MAG is going to reevaluate these changes to the Long Range Plan in the next 18 months because they do not know where the economy is going to be a year or two from now.

Spreading a 15-year program out to 20 years means there are also changes in the Five Year Program. Some projects in the five year window have been moved out to six or seven years or even out to future years, as long as it takes to balance that program. ADOT is scheduled to adopt a Five Year Construction Program in June, and MAG's current schedule is to adopt it in July. In fact, today at noon MAG starts their public hearing covering their five year program comparable to what we are doing now. In fact their program is identical to ours or we would not be proceeding.

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

- Adjusting project schedules to match the MAG scenario to balance cost and revenue, which was approved by the Regional Council last fall at the end of October.
- Adjusting project schedules for work in progress to align with the current status of work in Environmental Clearance Studies and Design Concept Report, Right of Way Acquisition and minor adjustments.
- Updated costs for Design, Right of Way and Construction, base on current prices. That was also part of the MAG scenario. Even though costs did rise faster than expected in the first years of the program, costs this year are actually down compared to last year.
- Re-packaging corridors: SR303, I-10, and South Mountain, taking the original study limits for design and concept for environmental study and breaking it into more logical segments for actual roadway construction.

For FY2014, MAG deleted the \$600M "place holder" project that was put in last year's program, and replaced it with 24 new projects for FY2014 plus 6 projects that were deferred from FY2010 - 2013 as part of the attempt to close the \$6M revenue gap.

For FY2015, they put in 21 new projects and 5 projects that were deferred from FY2010 - FY2013.

Systemwide costs that are associated with MAG's Regional Transportation Plan include maintenance, landscape, litter and sweeping. There are also some costs associated with advance Acquisition of Right of Way. There are system wide TI improvements, minor projects for local agencies at an intersection with highways they want to improve. There are freeway management system costs for the overhead signs and message boards that advise motorists how long it takes to get from one point to another, and also with the cameras that help to monitor traffic flow.

Overall, the Five Year Program totals \$3.8B and it works out to about \$770M per year, which is a substantial program. The MAG area does have the advantage of some funding that is not available to the State.

The major corridors that are coming up in the Five Year Program are:

- Rte 303: bringing the existing highway into a freeway and this comes in the first few years of the program.
- I-10: construction of collector express lane system to improve traffic flow through a very congested area is now on line with a DCR in progress, anticipating construction during the middle part of the Five Year Plan, perhaps by FY2012 or FY2013.
- Parts of the 202 are also likely to be under construction towards the end of the Five Year Program.
- The South Mountain corridor is still subject to change, and traffic maintenance may play a role in the order the segments are worked on.
- In addition, they will be adding an HOV lane on Loop 101 all the way from I-10 around to Tatum Blvd. In fact, with the second round of stimulus funds on the horizon, this is a project that may be accelerated possibly as early as FY2010.
- The Rte 202 HOV lane project is already going to be accelerated into FY 2010.
- There is a short stretch of HOV lane construction on I-10 from the 202 down to Riggs Road.
- There are also a number of TI projects and general purpose projects scattered throughout the region.

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

Ms. Toth showed a slide depicting the distribution of plans within the following five categories:

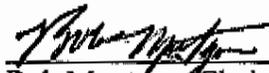
- Federal, State and Local Grant Program
- State and Local Grant Program
- Airport Pavement Management System Program
- Loan Program (not now operational due to sweeps in aviation fund)
- Planning Distribution for the Department for five years

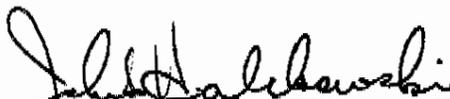
The aviation fund shows a lower amount in the FY 2011 timeframe due to anticipated lower revenues, as well as fund sweeps that have occurred to the State Aviation Fund. Hopefully by FY 2012, the fund will grow.

Chairman Montoya asked if anyone had questions.

**Call to the Audience - No response**

**Adjournment - The Public Hearing was adjourned at 9:45 a.m.**

  
\_\_\_\_\_  
Bob Montoya, Chairman  
State Transportation Board

  
\_\_\_\_\_  
John Halikowski, Director  
Arizona Department of Transportation