

**STATE TRANSPORTATION BOARD
PUBLIC HEARING MINUTES
9:00 a.m., Friday, May 21, 2010
City of Sedona Council Chambers
102 Roadrunner Drive
Sedona, Arizona 86336**

Pledge

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

Roll Call

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

Opening Remarks

Chair Montoya thanked the City of Sedona for hosting the meeting. Mayor of Sedona Rob Adams thanked the members of the Board for choosing Sedona as their meeting site. He mentioned his appreciation for their support of the Highway 179 construction, which is very popular with Sedona residents. He touched on the controversy surrounding the lights on SR 89A, noting that the aesthetics of the roadway does not fit into the character of the community. He asked the Board to consider the idea of ADOT maintaining control of the highway and working with the City of Sedona on alternative pedestrian safety implementations that will not impact the aesthetic characteristic of the highway and actually improve it, moving toward a holistic vision of what that quarter could be.

PUBLIC HEARING

Presentation of FY 2011 – 2015 ADOT Tentative Five Year Transportation Facilities Construction Program Recommendations (Including FY 2010 Modifications) – Scott Omer

Mr. Omer thanked the members of the public for being present and for their interest in the future investment decisions that must be made for the State each year. He noted they have made an effort to make this an open, transparent process.

[Mr. Omer showed a short video clip tying into planning for the future.]

He noted the Five Year Program is developed each year beginning in the spring and is presented to the Board the following spring for final adoption by the Board in July. It is a collaborative process with staff, the district engineers, the community, COGs and MPOs.

The plan has to be developed within the scope of federal and state regulations. The first and second years of the Program have to be fully funded projects, and the final three years can be illustrative, but must be fiscally constrained.

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

- Federal Aid Subprograms
- State- supported Subprograms
- Greater Arizona Major Projects
- PAG Major Projects
- MAG Regional Programs
- Airport Development Program

Federal Aid Programs:

He noted that historically ADOT does not program the full federal apportionments for the federal aid program. However, this year they are bringing all the federal aid programs in the Five Year Program up to 90% of FY2009 apportionments. This is important for internal staff to manage their subprograms better so the agency does not have any excess apportionments that may be rescinded at the end of the year.

- Bridge Replacement and Rehabilitation Program. For FY2011-1015, they are requesting an increase from \$10.52M to \$12.28M. Bridges are a high cost system asset, and their condition directly affects customer satisfaction. The objective of the bridge replacement and rehabilitation program is to restore the structural integrity of the bridge, or to replace it.
- Highway Safety Improvement Program (HSIP). In FY2011, they are asking to increase the ADOT apportionment of HSIP from \$17.14M to \$23M per year, and to increase the local portion by \$5.59M. This plan's overall objective is the efficient spending of funds to achieve the highest safety benefit. The agency is currently in the process of updating the HSIP to raise the maximum project amount from \$3M to \$10M, changing some cost benefit analysis and encouraging some systematic safety improvements to allow putting larger projects into the program. For the highway-rail crossing improvements and high-risk rural roads, the agency is requesting to establish those at \$2.34B per year for FY2011-2015.
- The State Planning and Research Fund. The Department would like to increase this fund from \$7.55M in FY 2011 to \$10.1M per year. The matching portion in FY2015 increases from \$600K to \$700K. This fund allows the agency to plan future highway programs and local public transportation systems. It also includes research and technology, and transfer activities in conjunction with planning, design, construction and maintenance activities. The Planning Assistance for Rural Area (PARA) program is very popular with the local agencies and communities.
- Recreational Trails Program. They are asking to increase this program in FY 2011-2015 from \$1.28M to \$1.54M. This program provides funds to the states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail use.
- Safe Routes to School Program. For FY2011-2012, they are asking for an increase from \$2.5M to \$5.5M and for FY 2013-2015, an increase from \$2.5M to \$3.24M. The purpose of this program is to enable and encourage children to walk and bicycle to school and to

make those modes safe for children. It also aims to facilitate the planning, development and implementation of projects that will reduce traffic, fuel consumption and air pollution within the school vicinities.

- The Coordinated Border Infrastructure Funds. For this program they are asking to establish FY 2011-2012 at \$9.14M and FY2013-2015 at \$7M per year. These funds can be used to fund infrastructure improvements within 100 miles of an international land border to facilitate and expedite truck crossing, motor vehicle and cargo movements across the border.
- The Transportation Improvement Program. ADOT is combining the line items of design, construction, and contingency into one subprogram at \$6.37M per year. This program has 12 categories of activities; the most familiar being provisions for pedestrians and bicycles. ADOT is not asking for a change in funding, but is combining the line items of design, construction, and contingency into one subprogram to help better manage the program and allow flexibility for the Subprogram Administrator.

ITEM A: FY 2011 - 2015 Statewide Subprograms – Scott Omer

- In the Preventive Pavement Preservation Program, the Department is asking for an increase from \$12M to \$15M in FY 2015. Both pavement surfaces and bridge conditions directly affect customer satisfaction. In addition to routine maintenance and major rehabilitation, there are preventive surface treatments that include activities undertaken before significant distress is evident. Bridges are a major transportation asset, constituting almost one third of all highway assets.
- For the Bridge Inspection and Repair Program, they are requesting for FY2015 to increase the program from \$5M to \$7.5M. This is a federally mandated program to ensure compliance with the national bridge inspection standards
- They are asking to increase the Deck Replacement Fund from \$4.5M to \$7M in FY2015, and the Bridge Design Program in FY2015 from \$1M to \$1.5M. Basically they work on the pavement and decks early on to preserve the life of the bridge.
- Another state-funded subprogram that they are asking for programming funds in FY2015 is The Port of Entry Subprogram, asking for an increase from \$1.5M to \$2M. The mission of this Program 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 supports the 16 ports of entry on the highways and borders with neighboring states, and the 6 international ports of entry.
- For the Right-of-Way Acquisitions and Appraisals program in FY2015 they are requesting an increase from \$2M to \$3M. The Right-of-Way Plans and Title Preparation will be increased from \$5M to \$5.5M, and for the Contract Auditing Subprograms they are asking for \$.5M in FY2011. The Contract Auditing Subprograms support the continuing needs of the construction program.
- With the recent P3 legislation, ADOT is asking for an increase in the Privatization and Alternative Funding Subprogram from \$300K to \$1M per year over the next 5 years.
- Two new subprograms added this year are: Roadside Improvements in relationship to cattle guards, drainage improvements and roadway fencing; and the Environmental Stewardship Subprogram to look at future environmental issues such as wildlife connectivity, wildlife crossings, open spaces, and environmental stewardship mitigation. They are asking to

establish these programs at \$250K per year for FY2011-2012, \$.5M for FY2013-2014 and \$750K for FY2015.

- There are several subprograms that are part of the Greater Arizona Distribution outside of the MAG and PAG regions. These are:
 - Major Project Design – requesting \$1.2M in FY2015
 - Design Concept Reports and Corridor Studies – requesting \$4M in FY2015
 - Passing Lane Design – requesting \$900K per year in FY2014-2015
 - Passing Lane Construction – requesting \$5M per year in FY2014-2015

ITEM B: FY 2011 – 2015 Statewide Highway Construction Program – Scott Omer

- The first project is I-17 from Rock Springs to Cordes Junction. Interstate 17 from Phoenix to Flagstaff is in need of widening with a great deal of commuter and weekend traffic. This is a step toward the ultimate goal of widening the roadway for the entire stretch. The DCR is currently underway and will be completed sometime in FY2011. In FY2014 there is \$24.9M programmed, and in FY2015, they are requesting \$6.2M to be programmed for a total cost of \$31.18M.
- The Rancho Santa Fe Parkway is a traffic interchange that is on the east side of Kingman, connecting the local system from the airport to I-40. ADOT is asking to defer \$5M from FY2014 to FY2015 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 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.
- The Bridge group has identified the Cameron Bridge crossing as a priority. The existing bridge structure was built in 1959, and is structurally deficient. He noted that “structurally deficient” does not imply that it is at risk of falling down, but means that it does not meet current design standards. The total estimated cost of this project is \$40M. ADOT currently has programmed \$10M in FY2014 and is requesting an additional \$17M for FY2015. It is anticipated that the remainder of funding will be derived from the Bridge Replacement and Rehabilitation subprogram later on.
- The Department is also requesting \$6.8M be programmed in FY2015 for a project on SR260. This is the West Willis Extension and it would be widened to five lanes. It has been identified as a high priority project for rural Arizona and will be the first phase of improvements on SR260 from Overgaard to US60.

ITEM C: FY 2011 – 2015 PAG Regional Highway Construction Program – Scott Omer

- Reconstruction of the I-10 frontage roads from Marana to Ina Road. They are asking to defer \$10M from FY2013 to FY2014, and in FY2014 request an additional \$20M to make a total of \$30M appropriated. This project is planned for completion before the I-10 main line construction in that area.

- The next project is I-10, Ina Road to Ruthrauff. They are asking to defer \$4M for the DCR/EA from FY2011 to FY2012, and to add a roadway widening construction phase into FY2015 for \$10.1M. 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.
- The next four projects are contained within a single design report. The first is I-10 at Kino Road, for which the Department is asking to defer the design project from FY2014 to FY2015 and defer \$4M from FY2014 to FY2015. For the design of the traffic interchange at I-10 and Country Club Road, they are asking to defer \$4M from FY 2013 to FY2014. The project at the I-10 and Valencia Road also includes reconstruction of the main line. They are asking to defer \$25M from FY2013 to FY 2015, and also moving the \$17.82M from FY2014 to FY 2015. Combining those two projects would bring the total program amount to \$42.8M. For Wilmot Road, they are asking to defer the design money out from FY2013 to FY2014 and also move the construction project to FY2015.
- The DCR for I-19 from San Xavier to Ajo Way is scheduled for completion next year. The Department is asking to increase FY2014 from \$66.4M to \$86.4M for this project. The Ajo TI and bridge over the Santa Cruz would be constructed first. It was determined 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.
- On SR77, Tangerine Road to Pinal County Line, they are asking to widen the road to six lanes. The Department is asking to increase the funding in FY2013 from \$30.5M to \$33M. The purpose of this project is to improve traffic operations and safety of SR77. 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 FY2013. The Regional Transportation Authority is adding \$8.2M for three wildlife crossings in the Pinal area.
- Another project is on SR86 from Valencia Road to Kinney Road. The Department is asking to increase the funding by \$7.5M in FY2013.

ITEM D: FY 2011 – 2015 MAG Regional Highway Construction Program – Kwisung Kang

Mr. Kang remarked that since revenue has been down for some time, they needed to rebalance the program. MAG spent a lot of time last year on this effort and came up with a recommended scenario. ADOT made numerous changes in the Five-Year Program to make sure it is in balance, and ADOT will adopt proposed final program in June, and MAG will adopt it in July.

The following changes were made:

- Adjusted project schedules to match the MAG scenario to balance the program.
- Adjusted schedules for work in progress to align with the current status of work in the Studies and Design progress.
- Updated costs for Design, Right of Way and Construction, based on current prices.

- Re-packaged corridors SR303, I-10, and South Mountain, based on the plan identified in the Design Concept Report.

For FY2014, MAG deleted the \$600M placeholder that was put in last year's program, and replaced it with 24 new projects for FY2014 plus 6 projects that were deferred from the previous program year.

For FY2015, they put in 21 new projects into the Five Year Program and 5 projects that were deferred from previous years.

System-wide costs that are associated with MAG's Regional Transportation Plan include maintenance (landscape, litter and sweeping). There are also some system-wide costs that are associated with advance Acquisition of Right of Way. There are freeway management system costs and preliminary engineering studies.

Overall, the Five Year Program totals \$3.8B, which is a substantial program.

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

- Rte 303, between I-10 and Grand Avenue, which is about 15 miles of bringing the existing highway into a freeway. There will be two major TI construction projects, one at I-10, and one at US60/Grand Avenue.
- I-10 between 32nd Street and Loop 202, about 11 miles, has planned improvements.
- The South Mountain corridor has two segments planned in the Five Year Program.
- There are also a number of TI projects and general purpose lane projects scattered throughout the region, including 3 TI's along the I-10, US60, and also highway improvement on US60/Grand Avenue between Agua Fria and I-17. There are also improvements on I-10 between SR101L and I-17, on Pima Freeway between Shea Blvd. and SR202L, and on Red Mountain Freeway between SR101L and Gilbert Road.

ITEM E: FY 2011 – 2015 MAG Airport Development Program – Scott Omer

The Airport Development Program covers the following five categories:

- Federal, State and Local Grants
- State and Local Grants
- Pavement management system program
- Loans
- Planning

There is no money for loans and grants as that money was transferred out. The FY2011 program is also significantly smaller. Hopefully by FY2012, the fund will grow and they can build the airport fund back up again.

Call to the Audience

Chair Montoya noted that there were many people in the audience who wished to speak both for and against the lights on SR89A, and that he had asked Ms. Litrell to arrange with the members of the

audience to have 5 or 6 representatives from each position to speak for 3 minutes each. If someone wishes to speak for or against the lights, but does not wish to be assigned a representative, the time limit will be one minute. The individuals who are speaking for the Five-Year Plan will have a three-minute limit.

Mac McCall, General Manager of Sedona Airport, and also representing the Arizona Airport Association. He thanked the Board for their consideration and support of continued funding for airports. He noted that the airport infrastructures have the same weathering situations that roadways have, and perhaps more so if they are not kept up. Sedona Airport now has a weather station, made possible through State funding.

Mark Landsiedel, Community Development Director, City of Flagstaff. On behalf of the City and its partners, he thanked the Board for their recent successes with the East Flagstaff Traffic Interchange, SR89A/John Wesley Powell, and the Design Concept Report that they are working on. A packet was distributed to the Board which included five letters of support for the Lone Tree Traffic Interchange, and he highlighted some pertinent points from those. The letters were from the Mayor of Flagstaff, the President of NAU, the President of Coconino Community College, the Chairman of Coconino County Board of Supervisors, and the Executive Board of the Flagstaff Metropolitan Planning Organization.

Rob Owen, Public Works Director for City of Kingman, representing Mayor Salem. The Mayor and Council wished to express their gratitude to the Board for their continued support of projects within the Kingman district, particularly Rancho Santa Fe Traffic Interchange.

Paul Chevalier, a 12-year resident of Sedona, representing Citizens Against Lighting. He referred to State of Arizona vs. Kingman, which was heard in the Arizona Court of Appeals in 2008. ADOT's attorney argued that ADOT has an "unwritten policy to never make changes in a roadway within the City's limits without the approval of the local government." He urged the Board to honor ADOT's policy as stated under oath to the Arizona Court of Appeals in the Kingman case. Sedona's newly elected government that takes office four days hence will consist of 6 of 7 members who oppose any continuous lighting on the West Sedona SR89A Corridor. The will of the people of Sedona and the will of the Council will be in sync. He said it is time for ADOT to abandon this project and keep working in harmony with Sedona.

Ernie Strauch, Sedona resident and former Vice-Mayor of Sedona. He related ADOT's collaboration on SR179 reconstruction. He recalled that the way forward was eventually realized as that which would fit the particular need of the community. He said he is disturbed now because he perceives another round of confrontation when talking about context sensitivity. The lighting violates one of Sedona's core values of dark skies. He quoted Mary Peters, Federal Highways Administrator, as saying the context sensitive design is an approach that places preservation of historic scenic natural environment and other community values on an equal basis with mobility, safety and economics. He asked the Board to reconsider their prior decision in the spirit of cooperation.

John Neville, President of Sustainable Arizona, also on the Board of the Sustainable Economic Initiative of Coconino County, and advisor to the Verde Valley Economic Organization. He

thanked ADOT for the planning work done on SR179, noting it was a "wonderful process." He presented data from the Sedona Police Department. He noted first that there were 20, not 4, pedestrian injury crashes during the time period between April 2006 to February 2007, 17 of which took place during the day, and none at night (the others during twilight). Also, there were 310 crashes from 2007 to 2009, 293 of them occurring during the day. So far in 2010, there were 84 total crashes, only 2 of them occurring at night. He commented that the idea of putting up lights is a night-time solution to a daytime problem.

Michael Steele, citizen of Sedona. He asked the Board to understand that the residents feel very strongly about the lighting issue, and continuous lighting is overkill. He hopes it is possible to reconsider the decision and come up with something more reasonable.

Anna Cates, 13-year resident and worker in West Sedona. She stated that prior to moving to Sedona, she worked many years with large corporations in risk management. She then outlined some methods for reducing loss, stating that ADOT displays awareness of those principles in public roadwork projects, with practices such as brightly colored barriers, clothing and so forth. She then asserted that those principles are being set aside in the safety solution recommended for the West Sedona Corridor. She asked ADOT to give the community of Sedona the same consideration they give ADOT personnel.

Susann Gage, a 10-year citizen of Sedona. She is the current President of Sedona Mission Hills HOA, and several of their properties border on SR89A. She stated that continuous lighting will disrupt the sense of rural community, distort the dark skies and impact the environment by removing shrubs and mature trees along the roadway. She reminded the Board that the incoming Council members are against continuous lighting, unlike the Council that the Board previously worked with. She encouraged the Board to reconsider their decision and work together collaboratively on alternatives, perhaps with on-demand crosswalks or no lighting. She also mentioned that the speed limit on SR89A had been reduced to 35 mph, which has improved safety.

Doug Blackwell, a retired engineer, and was a member of the SR89A Safety Panel. He stated that over 95% of the crashes and injuries on SR89A are during the daytime, and 80-90% of Sedona residents want safety solutions that address both day and night safety. Eighty to ninety percent of Sedona citizens have voiced opposition to any form of continuous lighting on West SR89A. He asked everyone at the meeting who is against any form of continuous lighting on West SR89A to silently stand in opposition. He said that the community stands united in opposition to continuous lights on West SR89A.

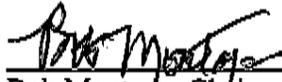
Ron Volkman, a property owner in Sedona, who moved to Sedona in 1985. Except for the signal lights intersections in West Sedona, he asserted that the highway is just as dark as it was 35 years ago. However, it is very dangerous at night: the town has grown from 3,000 to 12,000; and 4 to 5 million visitors come through town every year. He asserted that lights on SR89A will save lives. He complimented ADOT staff for maintaining their composure and courteousness throughout this process. He said the lighting plan is feasible, available and sensitive to dark sky compliance.

Nancy Scagnelli, 37-year resident of Sedona and currently on the City Council. She thanked ADOT for improvements on I-17, as it is the lifeline of northern Arizona, and also for improvements on

SR179. She thanked ADOT for the lighting plan for SR89. She remarked that the recent elections were centered on that, but there was tremendous misinformation circulated about the project. She referred to postcards describing the project as "Las Vegas-style lighting." She commented that some citizens were not even aware of existing lighting at the roundabouts, because they are dark-sky compliant. She expressed hope that the Board would continue to move forward with the project.

Chair Montoya closed the Call to the Audience, noting that all audience members who had filled out the "Request for Public Input" had been given the opportunity to speak.

Motion by Mr. Anderson, seconded by Mr. Christy, to adjourn the Public Hearing at 10:16 a.m. In a voice vote, the motion carried unanimously.



Bob Montoya, Chairman
State Transportation Board



John McGee, Executive Director of Planning and Policy
Arizona Department of Transportation