



# Transportation Technical Advisory Committee

November 17, 2022 Meeting Minutes

**DATE:** November 17, 2022  
**TIME:** 10:00 a.m.  
**LOCATION:** Via ZOOM Webinar

**MEMBERS PRESENT:**

Larry Halberstadt - *Chair*  
(Payson)

Rick Powers  
(Globe)

Lana Clark  
(Superior)

Alexis Rivera  
(Miami)

Barney Bigman  
(San Carlos Apache Tribe)

Sharon Jakubowski Wolz  
(Kearny)

Will Randolph  
(ADOT - MPD)

**MEMBERS ABSENT:**

Tim Grier  
(Star Valley)

Sandra Shade  
(Ak-Chin Indian Community)

VACANT  
(Hayden)

John Schempf  
(Mammoth)

LaReesa Sanchez  
(White Mountain Apache Tribe)

Thomas Goodman  
(Gila County)

Sylvia Kerlock  
(Winkelman)

Tara Harman  
(Pinal County)

**GUESTS PRESENT:**

Lucas Murray  
(ADOT)

Sanja Katic-Jauhar  
(ADOT)

Dean Watkins  
(Citian Solutions)

Daniel Moore  
(Citian Solutions)

Austin Brennan  
(Fonroche Lighting America)

**CAG Staff:**

Travis Ashbaugh  
(Transportation Planning Director)

**I. Call to Order**

Chair Halberstadt called the meeting to order at 10:02 AM.

**II. Pledge of Allegiance**

Chair Halberstadt led the Committee in the Pledge of Allegiance.

**III. Roll Call**

Roll call was taken. Seven (7) voting members were present, constituting a quorum as established by the CAG TTAC Bylaws.

**IV. Introductions & Title VI Notice**

Introductions were made individually on the Webinar. Mr. Ashbaugh, at this time, read a statement of where and how to file a complaint regarding Title VI violations.

V. **Approval Of Minutes – (October 13, 2022)**

Ms. Jakubowski Wolz made the motion to approve the October 13, 2022 minutes as presented. Mr. Rivera seconded the motion. The motion passed unanimously.

VI. **Call to the Public**

No one answered the call to the public.

VII. **Standing Reports**

A. **Member Jurisdictions**

**Payson**

Chair Halberstadt reported on one (1) item:

1. The Right-of-Way and easement acquisition continues for the “**Granite Dells Road**” project (**Project # PAY 19-01D**). The consultant hired to do the work is in the process of sending out all of the offer letters over the next week.

No other agencies present had updates.

B. **Multi-Modal Planning Division, ADOT**

Mr. Randolph reported on six (6) items:

1. **FY24-28 Planning to Program Cycle:** Virtual workshops have concluded with all the engineering districts as of September 13, 2022. The P2P list will be finalized this month with consideration of fiscal constraints and recommending projects for scoping, in order to draft the five-year construction program in the later part of this year into early next year.
2. **HSIP Call for Projects for the FY25-26 Program:** The ADOT LPA section is still holding to the schedule to present proposed eligible applications to the Transportation Systems Management and Operations (TSMP), and will have the virtual safety review committee meeting on December 8, 2022. Eligibility letters will potentially be sent by the end of the year and provided to MPD for the five year construction plan in January 2023.
3. **FTA Section of 5305(e) NOFO:** The grant opportunity is now open with applications due by December 20, 2022. ADOT anticipates awarding funding to four applicants ranging from \$100,000-\$250,000 based upon historical awards. The anticipated period of performance for this funding will be January 2023 through June 2025.

Please reach out to Sara Allred from ADOT for technical information regarding the application.

4. **Long Range Transportation Plan:** In accordance with State and Federal requirements, ADOT is responsible for updating the Arizona Long Range Transportation Plan every five years to reflect changing transportation challenges and conditions. The LRTP is not a project-oriented plan, rather, it is a policy document, establishing broad goals, objectives, and strategies to work toward the vision for Arizona’s future transportation system. This LRTP Update will build upon the foundation of the last LRTP Update (2017) while adding elements that have changed since its adoption, such as new requirements and regulations. In addition, this update aims to incorporate new performance data and trends to ensure that the LRTP provides a level of adaptability in the face of identified changes. The key to the effort is to balance the technical approach with stakeholder outreach and information in both terms of the process and the outcome. The Draft LRTP should be completed by February/March 2023, with the final LRTP

completed by May 2023. Currently, the consultant is working on Multimodal Needs Analysis and Revenue Projections.

The ADOT LRTP Public Survey Website is live at [www.adot2050plan.com](http://www.adot2050plan.com) and will run until December 21, 2022. The Public Survey website serves as a platform for the public/stakeholders to get more information on the LRTP & input comments/questions/priorities regarding the LRTP process. In addition, the Public Survey website will serve as a repository for completed LRTP working papers and accompanying summary sheets (approximately a 2–3-page bullet point report per working paper). In-person meetings for the ADOT LRTP will take place in February/March 2023. The city locations for these in-person meetings will be Tucson, Phoenix, and Flagstaff. The dates, times, and specific locations are still being determined. Additionally, there will be a Statewide LRTP Virtual Meeting being scheduled in the near future.

If you have any questions or comments regarding the ADOT LRTP, please reach out to Jason James ([jjames6@azdot.gov](mailto:jjames6@azdot.gov)).

5. **Statewide Rest Area Study:** The latest deliverable of “Forecasting and Identifying Deficiencies,” was submitted to ADOT for review. A Study TAC meeting was held in October 2022 to discuss existing conditions, data collection, and the recent deliverables to raise any questions. The Study Team is also coordinating efforts and priorities with the freight program.
6. **Electric Vehicle Infrastructure Plan:** The EV plan has recently been approved and awaiting the final rule making with regards to EV implementation. We will be moving forward with performing any final updates needed to the plan in November, and will continue to meet with stakeholders, vendors, and have further public involvement meetings. For more information visit the EV plan website. <https://adot.gov/planning/transportation-studies/arizona-electric-vehicle-program>

**C. Local Public Agency, ADOT**

No updates were provided.

**D. District, Engineers, ADOT**

No updates were provided.

**E. CAG Transportation Planning Update**

Mr. Ashbaugh reported on four (4) items:

1. The draft contract for the consultant to conduct the CAG Regional Traffic Counts is about ready, however signage of the contract will have to wait until the TIP funding is authorized from the Federal Highway Administration.
2. Currently constructing the fact sheets for the CAG RTAC Priority Projects that were identified and approved for funding consideration for the next State Budget Cycle. Assistance may be requested to help write the narrative or provide additional information on a particular project. Once the draft fact sheets are drafted, they will be sent out to the appropriate local agency for review before they are compiled in an overall Fact Sheet Booklet that covers all the RTAC Priority Project lists throughout rural Arizona.
3. The 30-Day public comment period is underway for the 2023 CAG/SCMPO Human Services Transportation Coordination Plan Update and will end on December 10, 2022. The plan can be reviewed on the CAG website. The Plan will be brought to the December 15, 2022 TTAC meeting for recommendation for approval.

4. The Off-System Bridge/Bridge Formula applications will need to be submitted to CAG by December 6, 2022 in order to be prioritized by the TTAC during the December 15, 2022 meeting before CAG sends them to ADOT for consideration.

## VIII. Old Business

### A. Transportation Improvement Program Amendments(s)

No updated TIP amendments were brought forward. No action was taken.

## IX. New Business

### A. HPMS Data Coordination

Ms. Katic-Jauhar and Mr. Murray presented a PowerPoint presentation regarding the Highway Performance Monitoring System (HPMS) Data Coordination efforts and comparison of where CAG is at with the rest of the State of Arizona. The presentation is available upon request. The presentation covered:

1. Supporting Roles within the HPMS Traffic Data Coordination Efforts – Any data traffic related needs, requests, and public record requests can be made to [AZTrafficData@azdot.gov](mailto:AZTrafficData@azdot.gov).
2. Traffic Program Coordination – Ms. Katic-Jauhar stated that CAG has provided great coordination efforts in providing the required traffic counts needed for the HPMS program. There are very few counts within the CAG Region when compared to the rest of the State that need updated information but understands that they will be collected in 2023.
3. Reasoning for Collection of Data – Any transportation related project needs traffic counts at some portion of the process. As one example, the NEPA process needs traffic studies conducted for environmental reviews and therefore requires traffic counts to be conducted. One other reason is to help understand what traffic control measures need to take place for when construction of facilities are underway.
4. HPMS Rules and Guidelines – Provided information when specific road segments are required to be counted based on its Federal Functional Classification. Classification under Principal Arterials would be counted every six years.
5. Traffic Program Coordination – Provided information on how an agency could use the “Experience Builder” app to update contact information and obtain MS2 Guide and traffic story maps.
6. Certified Public Mileage (CPM) – Mr. Murry stated it’s an important metric that sums up all public roads within the State and is reported to FHWA each year as it influences federal funding allocations. Nearly 7,700 lane miles was added to the CPM figures from 2020 to 2021, primarily due to data clean up efforts. An interactive demonstration was given on the “AZGeo We Love Your Input” tool where a local agency can view and approve their CPM.

### B. CRASH by Citian Presentation

Mr. Watkins and Mr. Moore introduced themselves from Citian Solutions, which is a software company based out of Washington D.C. Mr. Watkins stated that the company has two primary tools called “CRASH,” which is more related to traffic safety and conducting crash analyses, and the other “ADAPT,” which is more in line with accelerating ADA compliance progress. However, the focus for the discussion will be on CRASH.

Mr. Moore asked a series of questions to the Committee to better understand the needs for crash data and how it currently is obtained. Mr. Ashbaugh provided a brief overview of the process in that the local agencies

submit their traffic reports of crashes to ADOT, who has a program to where one can review and pull information from those crashes. From his understanding, the crash data is manually inputted within that program and interpretation of the reports is based on the individual entering the data in. Mr. Ashbaugh stated that there is an intention to update CAG's Strategic Transportation Safety Plan, however there are a few hurdles to overcome since the plan was approved in 2017 and the criterion for which Highway Safety Improvement Program (HSIP) funding in Arizona is determined. He stated ADOT has been moving towards a predictive modeling approach, but no updates have been made with that regard.

Mr. Moore then presented aspects of the CRASH software and ran through an accelerated demonstration of the program. He stated that a full demo of the software typically takes 75 minutes but will simply hit the highlights for this meeting. He stated that the software provides querying, reporting, data mapping, and 3D imagery all into one program, compared to other software programs that only do one or the other. He stated that CRASH leverages artificial intelligence to ingest raw police crash data that refines it to an accurate and geolocated dataset, allowing for real investigation when using the program.

After the demonstration, Mr. Ashbaugh asked how far back of crash reporting Citian Solutions would go when creating program specific datasets and how long does it take to create it for a new client. Mr. Moore stated they can go as far back as the data exists but would want the latest five years at minimum. He stated that it typically takes less than three months to build out the specific environment that one is seeking, compared to some states taking them years to build and populate a program through a consultant.

Chair Halberstadt asked what the cost range for a small agency is in considering obtaining the services outlined today. Mr. Moore stated the range can be from \$75,000 a year to \$500,000 pending the size of the area to be created. Mr. Ashbaugh stated the CAG Region in which we are responsible for is approximately 90,000 people. Mr. Moore stated it would most likely be towards the \$75,000 a year, give or take based on a certain variable.

Mr. Ashbaugh asked if Citian Solutions approached ADOT with regards to this program. Mr. Moore stated that they did reach out to ADOT's Traffic Engineer in August 2022. Mr. Moore stated that he has a follow-up meeting in December 2022 to reengage ADOT and see where they are at with their current process and to determine if it's worthwhile to continue the conversation with regards to what Citian Solutions can offer.

### **C. Fonroche Solar Lighting Presentation**

Mr. Ashbaugh stated that he had invited Mr. Brennan, who he met at the Roads & Streets Conference, to present their product of solar street lighting to the TTAC. He stated the two immediate projects that came into mind was the Winkelman/Hayden "Golf Course Road" project and the San Carlos "Street Light" project within the TIP and believe there could be some cost savings if looking at this alternative route.

Mr. Brennan presented information regarding autonomous solar lighting from Fonroche Lighting America. Brochures of the product are available upon request. He provided some brief history of the company and how it has grown in the solar street light industry across the world. He discussed the product range in terms of solar and battery capacity, with the battery lasting up to 10-12 years before needing replaced. He stated the battery is a NiMH battery that works in climates of -40 degrees Fahrenheit to +158 degrees Fahrenheit. He stated that the system is designed which is based on looking at the solar radiance of the area over the past 10 years and taking the worst part of the year, typically December-January. Then the system would be designed based on those worst scenario conditions for the system to operate all year.

Mr. Brennan stated the immediate costs savings is by eliminating the cost of trenching, wiring/conduit work, switchgears, and soil remediation saving time from an installation standpoint. The other benefits would be that there are no electricity costs and essentially maintenance free for 10 plus years. He also stated that the system is also programmable for if one would want the lighting to be off for specific reasons.

After the presentation, Mr. Brennan stated that if there is interest into looking to install solar streetlights, Fonroche Lighting America offers a complimentary cost breakdown, with or without a design in place for a given project. He stated that range of cost will depend on the size pole and the battery storage needed based on the solar radiance in the design phase. The cost would range from \$3,500 to \$4,900 per pole pending the said design considerations.

Mr. Bigman asked what the protections from individuals are involving vandalizing the infrastructure (e.g., shooting a BB-gun at the light lamp). Mr. Brennan responded that the panel itself can take a shot from a low caliber gun and that the power center (batteries) is located at the top of the pole out of reach to prevent vandalism.

Mr. Ashbaugh asked if Fonroche Lighting America has faced a situation where a local agency decided to switch out their current lighting structure that is connected to the power grid to take advantage of the cost savings of no electric bill. Mr. Brennan stated they have encountered that. However, he stated that if the infrastructure in the ground is good and not aged and is working properly, the cost benefits evens out at that point. Mr. Ashbaugh stated that the transportation dollars that small towns receive based on a state formula barely provides enough funding to “keep the lights on” and that if it made sense to switch their current street lighting to solar so that the funds they receive annually could be focused on road preservation or other road projects.

#### **D. CY2023 Schedule**

Mr. Ashbaugh provided an overview of the Calendar Year 2023 TTAC meeting schedule. He stated that he has schedule March 2023 to be in person at the CAG Offices, and August 2023 to be in person in Payson. All others are currently scheduled to be via Zoom. He stated some of the meetings are schedule later in the month to accommodate the “Every Day Counts” meetings through ADOT so that local agencies can attend.

#### **E. Round Table**

Mr. Ashbaugh asked if the CRASH software from Citian Solutions is something that the Committee would like to explore more about. The consensus was that it appears to be a valuable tool that could be used but on a regional level, the cost is essentially unaffordable when compared to the other needs. Mr. Ashbaugh stated that if any entity wanted to explore it on their own, they are welcomed to do so.

#### **F. Future Agenda Items**

No discussion took place due to time.

#### **X. Scheduling of Next Meetings**

The next tentatively scheduled meeting is for December 15, 2022.

#### **XI. Adjournment**

Chair Halberstadt adjourned the meeting at 11:53 AM.