

**MINUTES**  
**STATE TRANSPORTATION BOARD STUDY SESSION**  
**9:00 a.m., Tuesday, October 2, 2012**  
**Human Resource Development Center (HRDC)**  
**Grand Canyon Room**  
**1130 N. 22nd Ave.**  
**Phoenix, Arizona 85009**

**Study Session Start Time**  
**9:15 A.M. MST**

**Pledge**

The Pledge of Allegiance was led by Chairwoman Lundstrom.

**Board Attendance**

Present: Bill Feldmeier, Joe La Rue, Bobbie Lundstrom, Victor Flores, Steve Christy (telephonic), and Kelly Anderson (arrived 10 minutes after initial roll call)

Absent: Hank Rogers

**CALL TO AUDIENCE**

1. Raymond Kory, Nogales businessman
2. Amy Adams, Public Affairs Director, Fresh Produce Association
3. Bruce Bracker, Nogales Downtown Merchants
4. Joe Barr, Property Owner
5. Eric Anderson, Transportation Director, Maricopa Association of Governments (MAG)
6. Shane Dille, City Manager, Nogales

**ITEM 1: I-11 Corridor Study—Scott Omer, Assistant Director/Multimodal Planning Division**

Scott Omer presented an overview of the I-11 Corridor Study. In 1991, Congress designated high priority corridors, one was the CANAMEX Trade Corridor. A large portion of I-11 is covered under that legislation. MAG and ADOT completed several studies in the past to connect Phoenix to Tucson and Las Vegas. In 2010 the Transportation Board adopted Building a Quality Arizona (bqAZ), the Statewide Transportation Planning Framework, that included the segment of the area that is Phoenix to Las Vegas. Arizona's Congressional delegation called upon the House and the Senate Congressional leaders to create the proposed corridor and designate it as a high priority project of national significance in early 2010. The Transportation Board requested an expanded approach and also requested a corridor study in relation to the entire state transportation system. ADOT adopted a holistic approach for the entire corridor instead of the original proposal to study only the Phoenix to Las Vegas segment. During this process, our Federal guidelines changed and ADOT received FHWA support for a proposed process of using a "Planning and Environmental Linkages" study. Our leadership throughout the State and within ADOT understands the importance of this corridor for the state of Arizona and for our economy, and the importance to the state of Nevada and countries of Mexico and Canada.

Most recently, the portion of the CANAMEX Corridor along US Route 93 in the vicinity of Phoenix to Las Vegas was designated as the future Interstate 11 in Moving Ahead Progress in the 21st Century (MAP-21). Scott distributed two legislative documents and pointed out the language written in MAP-21. *Section 1105, HIGH PRIORITY CORRIDORS ON NATIONAL HIGHWAY SYSTEM, Subsection 26. (A) In the State of Arizona, the CANAMEX Corridor shall generally follow (i) I-19 from Nogales to Tucson; (ii) I-10 from Tucson to Phoenix; and (iii) United States Route 93 in the vicinity of Phoenix to the Nevada Border; and (B) In the State of Nevada, the CANAMEX Corridor shall follow (i) United States Route 93*

from the Arizona Border to Las Vegas, is amended Sec. 103 of title 23, United States Code (b)(5)(2) Route Designation, "The routes referred to subparagraphs (A)(iii) and (B)(i) of the subsection (c)(26) are designated as Interstate Route I-11." The Nevada and Arizona DOTs are working together on a 2-year, high priority corridor study of an Intermountain West Corridor including the designated section of the future I-11.

This designation says that ADOT has to have a planned connection between an existing interstate system and this corridor in the next 25 years. There are two parts of this study: 1) the detailed corridor planning between Las Vegas and Phoenix, and 2) the high-level visioning document from Las Vegas north toward Canada and from the Phoenix vicinity south toward Mexico. There is also a Planning and Environmental Linkages (PEL) document that serves as the PEL pilot study, which is the first time one has been used. The PEL identifies important issues of concern early on in the process to make sure that ADOT uses the document for identifying whether there are any potential areas of concern, any cultural, biological sensitive areas and anything that would impede an eventually environmental document or hinder ADOT in the overall need for process. The purpose of this study is to build agency and stakeholder support. The key component of this study is to identify the purpose and need of the Corridor. ADOT is investing 18-24 months in this study and in the end, the plan is to come before the Board and say there is a need and purpose for this Corridor and identify how we are going to move forward in the future.

I-11 and the Intermountain West Corridor is not just about connecting the two states, it is really about a huge impact on both the states' economies. The Corridor is the continuing of the north/south transcontinental corridor throughout the Southwest to serve the region's businesses. The Corridor is not just about highways. It is a multimodal considerations of improved highways, freight rail, passenger rail, and water, power, and telecommunications. One of the future benefits of this study is the documentation of the business case. It will summarize the benefits of the Corridor and envisions what the outcome will be. The benefits of the Corridor include mobility and travel time, economic vitality, and connecting communities. The business case will identify project partners, federal partners, funding opportunities, and private and public agencies. The implementation recommendations include corridor costs versus benefits, and justification for funding. The economic analyses and economic benefits that the Corridor can provide.

Public meetings are ongoing. The first one was held on October 18th in Henderson, Nevada. There will be a public meeting on October 23rd in Phoenix at the Burton Barr Library. There are Focus Group meetings scheduled for early 2013. The Stakeholder Partners meeting will be in the Spring of 2013. The department is busy with ongoing study team efforts, data collection, prepare the draft report, project understanding, inventory and analysis, and initiate preliminary business cases.

#### **ITEM 2: US 93 Implementation Plan—Dallas Hammit, Sr. Deputy State Engineer for Development**

Dallas Hammit gave a US93 update of the Wickenburg to I-40 segment. He went over the key points of what work that has been completed to date on the corridor, the work in progress, and then what has been programmed, and provide some traffic information in the corridor, and then possible implementation. At the Kingman Board meeting, staff distributed a strip map of what is going on in the corridor. Dallas displayed the map and explained it is easier to follow showing Wickenburg up to Wikieup, then Wikieup to I-40, and Wickenburg to US 60 tying into I-10. In this corridor there are approximately 109 miles. The traffic to date, in the north end of the corridor, there are about 5,000 vehicles daily of which approximately 9 percent are trucks. In the Wikieup area there are about 6,600 vehicles daily. In Wickenburg, there are about 11,000 vehicles daily including the US89 and Congress section. Of that 109 miles, 60 miles of 4-lanes is completed. Dallas added what has been built today is a 4-lane divided highway. It is not an interstate. The difference is, it does not have interchanges and does not have full access. What has been built so far will work towards an interstate, but it is not a complete interstate section. To consider it an interstate, we would have to control the access. Right now we have intersections coming in and that total cannot be called an interstate today. We have spent approximately \$245 million on the 60 miles that have been improved today.

Some of the work in progress, we advertised a project called Antelope Wash and look to begin construction by the first of the year at approximately \$26 million. The Cane Springs section is in the program and there are design funds to do

that work in 2016. There are no construction dollars to date. The next segment is Carrow Stephens; design is under way on this project and construction is funded in FY2016. Two months ago the Board approved the design for the segment called the Aguila section that is from SR74 north towards the 89 junction of 93 and that is under design. We are estimating \$17 million for construction.

Dallas distributed a handout to the Board with an update of crash data along the corridors. In the last five years for the period of 2007-2011, Dallas stated the information is in two categories, one is incapacitating injuries and that is when someone left the site in an ambulance, and the other category is fatalities. This northern corridor starting at I-40 down to the segment that is 4-lane divided, there have been five incapacitating injuries and no fatalities. In the area between the Antelope Wash down to Carrow Stephens, there have been 15 incapacitating crashes with six fatalities. Looking to Wikieup through the divided section, which is 4-lanes, there have been 25 incapacitating crashes and five fatalities. Over the five-year period, in this improved area, some of the crashes were where someone ran off the road, or someone fell asleep, not all of these were cross-over crashes.

Floyd Roehrich stated that Dallas is giving a lot of raw data, but remember the contributing factors. It cannot be assumed that it is the geometry of the road. There are a lot of issues that could have caused the crashes. The safety department continues to analyze these and consider what were the causes and effects of those accidents.

Dallas stated studies have shown that we are only going to affect those type of crashes by 12 percent. Engineering cannot fix all of the problems. We need to use enforcement and education and emergency respond as we fix this process. Engineering is only one leg of the option solutions.

Dallas stated that in the area between the 4-lane and SR71, there have been 17 incapacitating crashes that resulted in 7 fatalities and between SR71 and Wickenburg, there have been 10 incapacitating crashes that resulted 14 fatalities. Taking into account all this traffic information and the work that has been done to date, staff is proposing an implementation plan. To complete this corridor into a 4-lane divided and this is divided and not to make it interstate standards, we are looking at \$225 million. A possible implementation, there is Antelope Wash given it is under bid and it is moving forward. The Aguila section is currently under design and it is not in the program but looking at the safety subprogram, there are Highway Safety Improvement Program (HSIP) funds and staff feels they can fund it from the subprogram. FHWA has approved it for 100 percent HSIP funding and staff has the capacity to do that in FY15. Realistically the design will take up to 2015 to get it ready. Staff proposed to do the Carrow Stephens and it is in the program for 2016 and keep that moving forward. The Cane Springs will be starting design. With these three segments just south of the Bagdad turnoff, there will be a 4-lane divided segment the whole way. Staff often sees the issues when we go from the hourglass from 4-lane to 2-lane back to 4-lane. That would be three projects for that segment. The fifth priority is called Big Jim section. There were five incapacitating crashes with three fatalities. It takes off right where the 4-lane divided ends and immediately goes into a 2-lane. The Gap area is from just north of SR89 into Wickenburg. Here there were seven incapacitating crashes with four fatalities. Dallas said this is an area that has to be watched. It is not in the program. There is a very large development coming into the area and part of that development, they are putting in two intersections improvements. One at the intersection of 89 and 93 and the other intersection improvement is a little bit south on SR89. As that area develops, we will have to watch that corridor and see if that fixes some of the issues. We may still need to fix beyond. On all of this, it is very important that staff reports back to the Board of the conditions as they change. When we set the priority and build this corridor, those were the most dangerous areas and made the most sense to do that. Traffic changes over time and instead of getting into prioritize each segment of this corridor, it is premature that we need to focus on what is happening today and get five or six projects identified as we go to the next ones and look at what is the realistic and most important as we program the next ones as we go through this.

### **ITEM 3: SR 189 Study—Todd Emery, Deputy State Engineer for Statewide Transportation**

Todd Emery presented the SR189 Design Concept Report and Environmental Assessment (DCR/EA) and its relationship to the previously conducted SR189/I-19 connector route study. Todd stated the possible funding of the future improvements and how Public Private Partnership (P3) options are being considered as part of the DCR/EA.

**SR189/I-19 Connector Route Study** was completed December 2008. The plan for increased traffic on SR189 between I-19 and the Mariposa POE as a result of the planned future expansion of the Mariposa POE and expected future regional growth. The connector route study looked at the following; improving the capacity and safety of SR189; the feasibility of a connector route between SR189 and I-19; and a combination of doing both. The study found that improvements to SR189 and a connector route between SR189 and I-19 were feasible and viable. The study did not look at SR189 between I-19 and Grande Avenue (B-19). The study did not consider Public Private Partnership (P3) in its alternatives analysis. The environmental impacts were not studied in detail for the alternatives looked at. Only an overview was conducted to find fatal flaws.

**MPOE Expansion** In March of 2009 it was announced that the Mariposa POE would be expanded using ARRA funds. The projects construction kicked off in late 2009 and early 2010. It is scheduled to be complete in the spring of 2014 with 8 commercial vehicle booths and 12 passenger privately owned vehicle (POV) booths). ADOT kicked off the SR189 DCR/EA in March of 2011.

**SR189 DCR/EA** Purpose and need to advance approved transportation planning objectives and facilitate CANAMEX goals through expanded traffic capacity to support the Mariposa POE expansion; to improve traffic capacity and flow on SR189 and related intersections through the year 2040; to reduce vehicle collisions through access management and intersection improvements; and to accommodate the potential for alternative funding sources such as tolling or user fees through Public Private Partnerships (P3).

**Development of alternatives.** There are three main categories of alternatives.

- ♦ SR189 corridor management
  - Corridor Management Alternative 1, this alternative is in the connector route study with the exception of the section from I-19 to Grande Ave.
- ♦ Expressway to I-19 along SR189
  - Expressway to I-19. We are looking at 3 variations of this alternative. This alternative was not in the connector route study but is a P3 viable alternative. Preliminary Alternative 2 Option 1 from Nogales POE to I-19 with Grade Separated Intersections.
- ♦ Connector route to I-19
  - Connector Route. This alternative was included in the connector route study and is a P3 viable alternative. Preliminary Alternative 3 Option 1 Western TI Modifications.

SR 189 No-Build Alternative evaluates the impacts of making none of the proposed improvements and provides baseline against which all other alternatives are compared. It would not meet the project's purpose and need.

We are looking at these alternatives because under the Federal NEPA requirements, we must look at feasible, and viable options that meet the purpose and need. The connector route study showed that the connector alternative was feasible and viable. In order to meet the purpose and need we need to consider alternatives that could be P3 candidates. The expressway and the connector route alternatives could be P3 candidates. No funding sources have been identified or committed for final design and construction. Estimated costs are as follows:

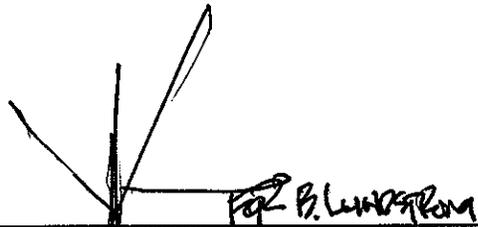
Alternative 1: \$50 to \$60 million  
Alternative 2: \$150 to \$215 million  
Alternative 3: \$115 to \$145 million

**Potential design and construction funding sources: State, Federal, and P3s.** Public Private Partnerships (P3) P3 viability studies are scheduled to commence in fall of 2012

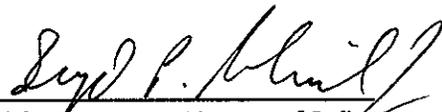
- Level 1 P3 Traffic and Revenue Sketch Analysis and P3 Traffic Revenue Forecast will be prepared.
- Results will determine if P3 is reasonable and feasible.
- If P3 is viable, study will continue to move forward in the NEPA process.
- If P3 is not viable, alternative funding sources will need to be identified for the NEPA process to continue.
- Without P3, the recommended alternative could experience a lengthy wait for state and federal funding.
- A 2014 year of opening traffic study is being conducted to identify interim improvements that would help to alleviate 2014 traffic issues.

**Motion to adjourn was made by Kelly Anderson and seconded by Victor Flores , in a voice vote, the motion carries.**

**Meeting adjourned at 11:15 A.M. MST**



**Bobbie Lundstrom, Chairwoman  
State Transportation Board**



**Floyd P. Roehrich, Jr., Deputy Director of Policy  
Arizona Department of Transportation.**