

ARIZONA STATE TRANSPORTATION BOARD

Janice K. Brewer, Governor

Stephen W. Christy, Chair
Kelly Anderson, Vice Chair
Hank Rogers, Member
Joseph E. La Rue, Member
Deanna Beaver, Member
William Cuthbertson, Member
Jack W. Sellers, Member

Welcome to a meeting of the Arizona State Transportation Board. The Transportation Board consists of seven private citizen members appointed by the Governor, representing specific transportation districts. Board members are appointed for terms of six years each, with terms expiring on the third Monday in January of the appropriate year.

BOARD AUTHORITY

Although the administration of the Department of Transportation is the responsibility of the director, the Transportation Board has been granted certain policy powers in addition to serving in an advisory capacity to the director. In the area of highways the Transportation Board is responsible for establishing a system of state routes. It determines which routes are accepted into the state system and which state routes are to be improved. The Board has final authority on establishing the opening, relocating, altering, vacating or abandoning any portion of a state route of a state highway. The Transportation Board awards construction contracts and monitors the status of construction projects. With respect to aeronautics the Transportation Board distributes monies appropriated to the Aeronautics Division from the State Aviation Fund for planning, design, development, land acquisition, construction and improvement of publicly-owned airport facilities. The Board also approves airport construction. The Transportation Board has the exclusive authority to issue revenue bonds for financing needed transportation improvements throughout the state. As part of the planning process the Board determines priority planning with respect to transportation facilities and annually adopts the five year construction program.

CITIZEN INPUT

Citizens may appear before the Transportation Board to be heard on any transportation-related issue. Persons wishing to protest any action taken or contemplated by the Board may appear before this open forum. The Board welcomes citizen involvement, although because of Arizona's open meeting laws, no actions may be taken on items which do not appear on the formal agenda. This does not, however, preclude discussion of other issues.

MEETINGS

The Transportation Board typically meets on the second Friday of each month. Meetings are held in locations throughout the state. In addition to the regular business meetings held each month, the Board also conducts three public hearings each year to receive input regarding the proposed five-year construction program. Meeting dates are established for the following year at the December organization meeting of the Board.

BOARD MEETING PROCEDURE

Board members receive the agenda and all backup information one week before the meeting is held. They have studied each item on the agenda and have consulted with Department of Transportation staff when necessary. If no additional facts are presented at the meeting, they often act on matters, particularly routine ones, without further discussion. In order to streamline the meetings the Board has adopted the "consent agenda" format, allowing agenda items to be voted on en masse unless discussion is requested by one of the board members or Department of Transportation staff members.

BOARD CONTACT

Transportation Board members encourage citizens to contact them regarding transportation-related issues. Board members may be contacted through the Arizona Department of Transportation, 206 South 17th Avenue, Phoenix, Arizona 85007, Telephone (602) 712-7550.

NOTICE OF PUBLIC HEARING AND BOARD MEETING OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a meeting open to the public on Friday, July 11, 2014 at 9:00 a.m. at the Cottonwood Recreation Center, Cottonwood/Mingus/Verde Rooms, 150 S. 6th Street, Cottonwood, AZ 86326. The Board may vote to go into Executive Session to discuss certain matters, which will not be open to the public. Members of the Transportation Board will attend either in person or by telephone conference call. The Board may modify the agenda order, if necessary.

EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.02, notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation of legal advice with legal counsel at its meeting on Friday, July 11, 2014, relating to any items on the agenda. Pursuant to A.R.S. 38-431.03(A), the Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

CIVIL RIGHTS

Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), the Arizona State Transportation Board does not discriminate on the basis of race, color, national origin, age, gender or disability. Citizens that require a reasonable accommodation based on language or disability should contact ADOT Civil Rights at (602) 712-7761 or civilrightsoffice@azdot.gov. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

Personas que requieren asistencia o una adaptación razonable por habilidad limitada en inglés o discapacidad deben ponerse en contacto con la Oficina de Derechos Civiles de ADOT al (602) 712-7761 or civilrightsoffice@azdot.gov. Las solicitudes deben hacerse tan pronto como sea posible para asegurar que el estado tiene la oportunidad de abordar el alojamiento.

AGENDA

A copy of the agenda for this meeting will be available at the office of the Transportation Board at 206 South 17th Avenue, Room 135, Phoenix, Arizona at least 24 hours in advance of the meeting.

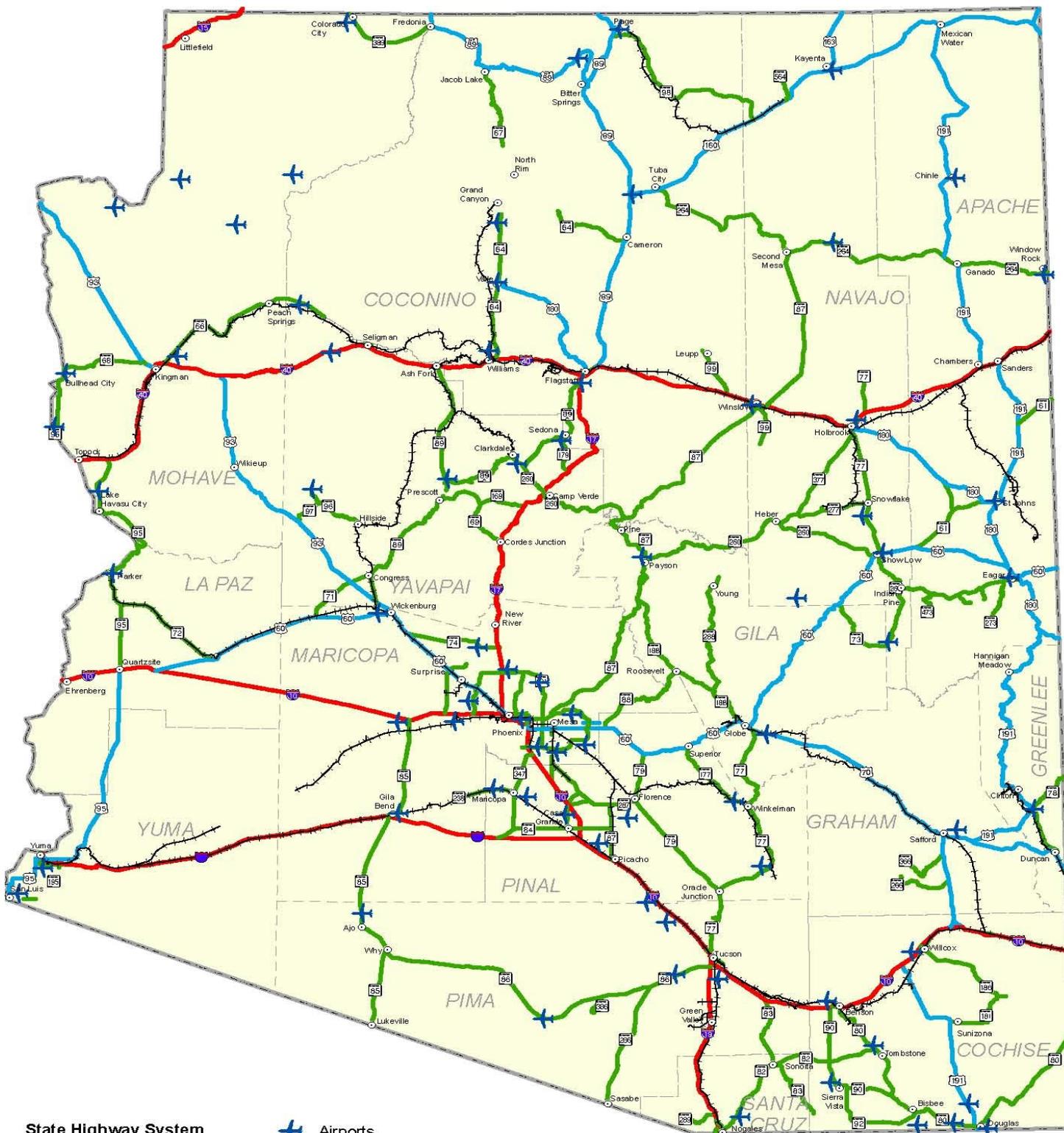
ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION.

In the interest of efficiency and economy of time, the Arizona Transportation Board, having already had the opportunity to become conversant with items on its agenda, will likely defer action in relation to certain items until after agenda items requiring discussion have been considered and voted upon by its members. After all such discussional items have been acted upon, the items remaining on the Board's agenda will be expedited and action may be taken on deferred agenda items without discussion. It will be a decision of the Board itself as to which items will require discussion and which may be deferred for expedited action without discussion.

The Chairman will poll the members of the Board at the commencement of the meeting with regard to which items require discussion. Any agenda item identified by any Board member as one requiring discussion will be accelerated ahead of those items not identified as requiring discussion. All such accelerated agenda items will be individually considered and acted upon ahead of all other agenda items. With respect to all agenda items not accelerated. i.e., those items upon which action has been deferred until later in the meeting, the Chairman will entertain a single motion and a single second to that motion and will call for a single vote of the members without any discussion of any agenda items so grouped together and so singly acted upon. Accordingly, in the event any person desires to have the Board discuss any particular agenda item, such person should contact one of the Board members before the meeting or Mary Beckley, at 206 South 17th Avenue, Room 135, Phoenix, Arizona 85007, or by phone (602) 712-7550. Please be prepared to identify the specific agenda item or items of interest.

Dated this 3rd day of July, 2014
STATE TRANSPORTATION BOARD
By: Mary Beckley

Arizona Highways, Airports, and Railroads



State Highway System

— Interstate

— State Route

— US Highway

✈ Airports

—+— Railroads (In Service)

○ Cities and Towns

□ County Boundaries



Prepared by:
 Arizona Department of Transportation
 Multimodal Planning Division
 Data Bureau GIS Section
 (602) 712-7333

July 2009

0 20 40 80 Miles

ARIZONA STATE TRANSPORTATION BOARD

**State Transportation Board Meeting
9:00 a.m., Friday, July 11, 2014
Cottonwood Recreation Center
Cottonwood/Mingus/Verde Rooms
150 S. 6th Street
Cottonwood, AZ 86326**

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EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.03 (A)(3), notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation for legal advice with legal counsel at its meeting on Friday, July 11, 2014. The Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

PLEDGE

The Pledge of Allegiance

ROLL CALL

Roll call by Board Secretary Mary Beckley

OPENING REMARKS

Opening remarks by Chairman Steve Christy

CALL TO THE AUDIENCE (Information and discussion)

An opportunity for citizens to discuss items of interest with the Board. Please fill out a Request for Public Input Form and turn in to the Secretary if you wish to address the Board. Time limits may be imposed.

ITEM 1: District Engineer's Report

Staff will provide an update and overview of issues of regional significance including updates on current and upcoming construction projects, district operations, maintenance activities, and any regional transportation studies.

(For information and discussion only — Alvin Stump, Prescott District Engineer)

ITEM 2: Director's Report

The Director will provide a report on current issues and events affecting ADOT.
(For information and discussion only — John Halikowski, Director)

A) Last Minute Items to Report

(For information only. The Transportation Board is not allowed to propose, discuss, deliberate or take action on any matter under "Last Minute Items to Report," unless the specific matter is properly noticed for action.)

***ITEM 3: Consent Agenda**

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Consideration by the Board of items included in the Consent Agenda. Any member of the Board may ask that any item on the Consent Agenda be pulled for individual discussion and disposition.

(For information and possible action)

Items on the Consent Agenda generally consist of the following:

- Minutes of previous Board Meeting
- Minutes of Special Board Meeting
- Right-of-Way Resolutions
- Construction Contracts that have no bidder protest or State Engineer inquiry and meet the following criteria:
 - Low bidder is no more than 15% under state estimate
 - Low bidder is no more than 10% over state estimate
- Programming changes for items that are a part of the approved scope of the project if they exceed 15% or \$200,000, whichever is lesser.

ITEM 4: Legislative Report

Staff will provide a report on State and Federal legislative issues.

(For information and discussion only — Floyd P. Roehrich, Jr. Deputy Director for Policy)

ITEM 5: Financial Report

Staff will provide an update on financing issues and summaries on the items listed below:

(For information and discussion only — Kristine Ward, Chief Financial Officer)

- Revenue Collections for Highway User Revenues
- Maricopa Transportation Excise Tax Revenues
- Aviation Revenues
- Interest Earnings
- HELP Fund status
- Federal-Aid Highway Program
- HURF and RARF Bonding
- GAN issuances
- Board Funding Obligations

ITEM 6: Multimodal Planning Division Report

Staff will present an update on the Proposed I-11 Corridor Profile Study and other planning activities.

(For information and discussion only — Scott Omer, Assistant Director, Multimodal Planning Division)

***ITEM 7: Priority Planning Advisory Committee (PPAC)**

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Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2014 - 2018 Statewide Transportation Facilities Construction Program.

(For discussion and possible action — Scott Omer, Assistant Director, Multimodal Planning Division)

ITEM 8: State Engineer's Report

Staff will present a report showing the status of highway projects under construction, including total number and dollar value.

(For information and discussion only — Jennifer Toth, Deputy Director of Transportation/State Engineer)

***ITEM 9: Construction Contracts**

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Staff will present recommended construction project awards that are not on the Consent Agenda.

(For discussion and possible action — Jennifer Toth, Deputy Director of Transportation/State Engineer)

ITEM 10: Overview of the Grand Canyon National Park Airport Development Plan

Staff will present an update on plans for improvements to Grand Canyon National Park Airport.

(For information and discussion only—John Nichols, Deputy Director for Operations)

ITEM 11: Suggestions

Board Members will have the opportunity to suggest items they would like to have placed on future Board Meeting agendas.

*Adjournment

*ITEMS that may require Board action

Items on the Consent Agenda generally consist of the following:

- Minutes of previous Board Meeting
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 - Low bidder is no more than 15% under state estimate
 - Low bidder is no more than 10% over state estimate
- Programming changes for items that are a part of the approved scope of the project if they exceed 15% or \$200,000, whichever is lesser.

MINUTES APPROVAL

- Board Public Hearing Meeting Minutes, May 9, 2014
- Board Meeting Minutes, May 9, 2014
- Board Special Meeting Minutes, May 20, 2014
- Board Study Session Minutes, May 20, 2014

RIGHT OF WAY RESOLUTIONS (action as noted)

ITEM 3a:	RES. NO. 2014-07-A-023 PROJECT: 086 PM 151 H6806 02R / 086-A(210)T HIGHWAY: WHY – TUCSON HIGHWAY SECTION: Robles Jct. – Bilbray Rd. ROUTE: State Route 86 ENG. DIST.: Tucson COUNTY: Pima RECOMMENDATION: Amend Resolution 2013-07-A-029 to establish as a state route new right of way necessary due to design change for widening improvements along State Route 86 to enhance convenience and safety for the traveling public.
ITEM 3b:	RES. NO. 2014-07-A-024 PROJECT: 089A YV 349 H4129 01R / S 366-722 HIGHWAY: PRESCOTT – FLAGSTAFF HIGHWAY SECTION: Clarkdale – Cottonwood ROUTE: State Route 89A ENG. DIST.: Prescott COUNTY: Yavapai DISPOSAL: D-P-045 RECOMMENDATION: Abandon to the Town of Clarkdale and the City of Cottonwood, as their interests appear, right of way along State Route 89A no longer needed for state highway purposes, in accordance with IGAs 07-039 and 07-040, Amendments thereto, and 120-Day Advance Notices of Abandonment, dated February 06, 2014.

ITEM 3c: RES. NO. 2014-07-A-025
 PROJECT: 260 YV 218 H8625 / 260-A(207)T
 HIGHWAY: COTTONWOOD – CAMP VERDE – MOGOLLON RIM HIGHWAY
 SECTION: Industrial Drive Roundabout
 ROUTE: State Route 260
 ENG. DIST.: Prescott
 COUNTY: Yavapai
 RECOMMENDATION: Establish new right of way as a state route for the construction of a roundabout along State Route 260 at Industrial Drive, necessary to enhance convenience and safety for the traveling public.

CONTRACTS (action as noted)

Federal-Aid (“A” “B” “T” “D”) projects do not need FHWA concurrence, but must comply with DBE regulations; other projects are subject to FHWA and/or local government concurrence and compliance with DBE regulations.

*ITEM 3d: BOARD DISTRICT NO.: 1 Page 186
 BIDS OPENED: June 20, 2014
 HIGHWAY: EHRENBERG-PHOENIX HWY (I-10)
 SECTION: SR 85-VERRADO WAY EB
 COUNTY: MARICOPA
 ROUTE NO.: I - 10
 PROJECT : TRACS: IM-010-A(216)T : 010 MA 112 H832701C
 IM-010-A(201)T : 010 MA 112 H775001C
 FUNDING: 94% FEDS 6% STATE
 LOW BIDDER: FISHER SAND & GRAVEL CO. dba SOUTHWEST ASPHALT PAVING
 LOW BID AMOUNT: \$ 4,550,000.00
 STATE ESTIMATE: \$ 4,501,231.00
 \$ OVER ESTIMATE: \$ 48,769.00
 % OVER ESTIMATE: 1.1%
 PROJECT DBE GOAL: 3.38%
 BIDDER DBE PLEDGE: 3.74%
 NO. BIDDERS: 2
 RECOMMENDATION: AWARD



*ITEM 3e: BOARD DISTRICT NO.: 1

BIDS OPENED: June 06, 2014

HIGHWAY: PHX-CORDES JCT HWY I-17 & SR 303L

SECTION: I-17, SR 101L TO ANTHEM WAY & SR 303L, I-17 TO 51ST AVE

COUNTY: MARICOPA

ROUTE NO.: I - 17

PROJECT : TRACS: CM-017-A(230)T : 017 MA 215 H844501C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: GANNETT FLEMING PROJECT DEVELOPMENT CORPORATION

LOW BID AMOUNT: \$ 4,794,158.60

STATE ESTIMATE: \$ 4,742,969.07

\$ OVER ESTIMATE: \$ 51,189.53

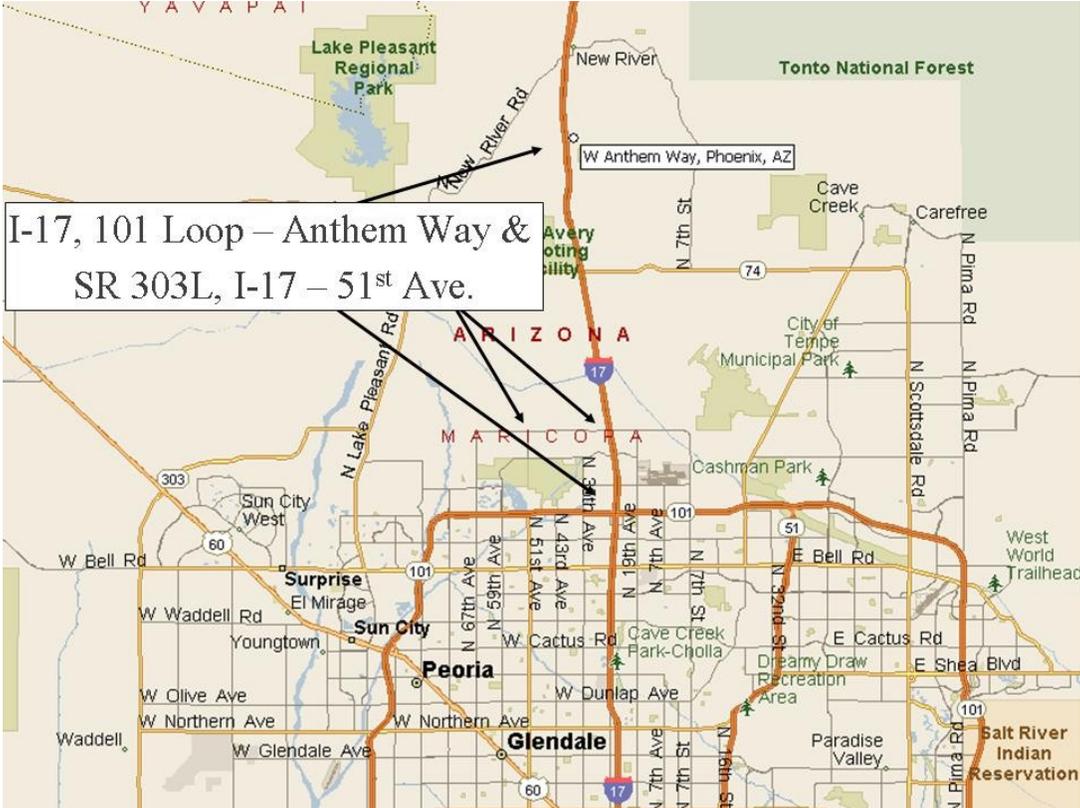
% OVER ESTIMATE: 1.1%

PROJECT DBE GOAL: 7.73%

BIDDER DBE PLEDGE: 19.61%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



*ITEM 3f: BOARD DISTRICT NO.: 3

BIDS OPENED: June 26, 2014

HIGHWAY: NOGALES-TUCSON HWY I-19

SECTION: INTERNATIONAL BORDER TO JCT B-19

COUNTY: SANTA CRUZ

ROUTE NO.: I - 19

PROJECT : TRACS: IM-019-A(216)T : 019 SC 000 H839501C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: GRANITE CONSTRUCTION COMPANY

LOW BID AMOUNT: \$ 2,023,320.00

STATE ESTIMATE: \$ 2,160,700.40

\$ UNDER ESTIMATE: (\$ 137,380.40)

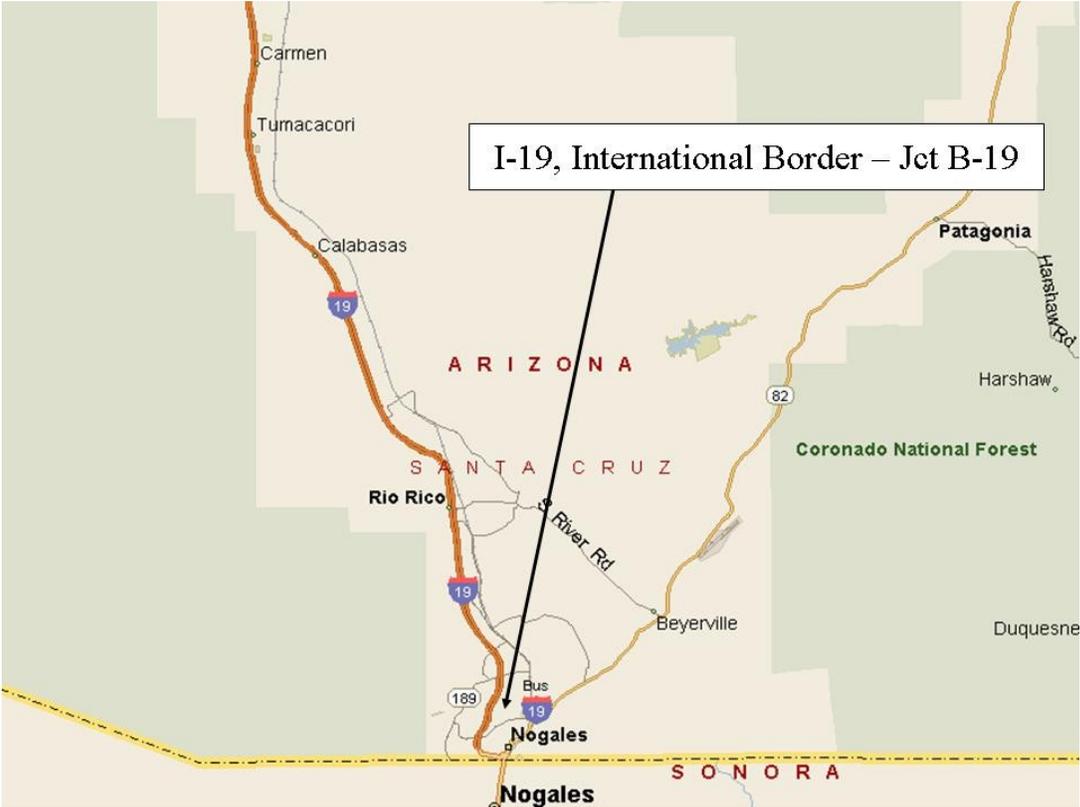
% UNDER ESTMATE: (6.4%)

PROJECT DBE GOAL: 2.54%

BIDDER DBE PLEDGE: 2.54%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



*ITEM 3g: BOARD DISTRICT NO.: 5

BIDS OPENED: June 20, 2014

HIGHWAY: COCONINO COUNTY

SECTION: LEUPP RD: TOWNSEND/WINONA RD-NAVAJO RESERVATION BDY

COUNTY: COCONINO

ROUTE NO.: LEUPP ROAD

PROJECT : TRACS: HRRR-CCN-0(213)T : 0000 CN CCN SH52801C

FUNDING: 100% FEDS

LOW BIDDER: FANN CONTRACTING, INC.

LOW BID AMOUNT: \$ 608,165.50

STATE ESTIMATE: \$ 583,689.00

\$ OVER ESTIMATE: \$ 24,476.50

% OVER ESTMATE: 4.2%

PROJECT DBE GOAL: 5.56%

BIDDER DBE PLEDGE: 5.59%

NO. BIDDERS: 3

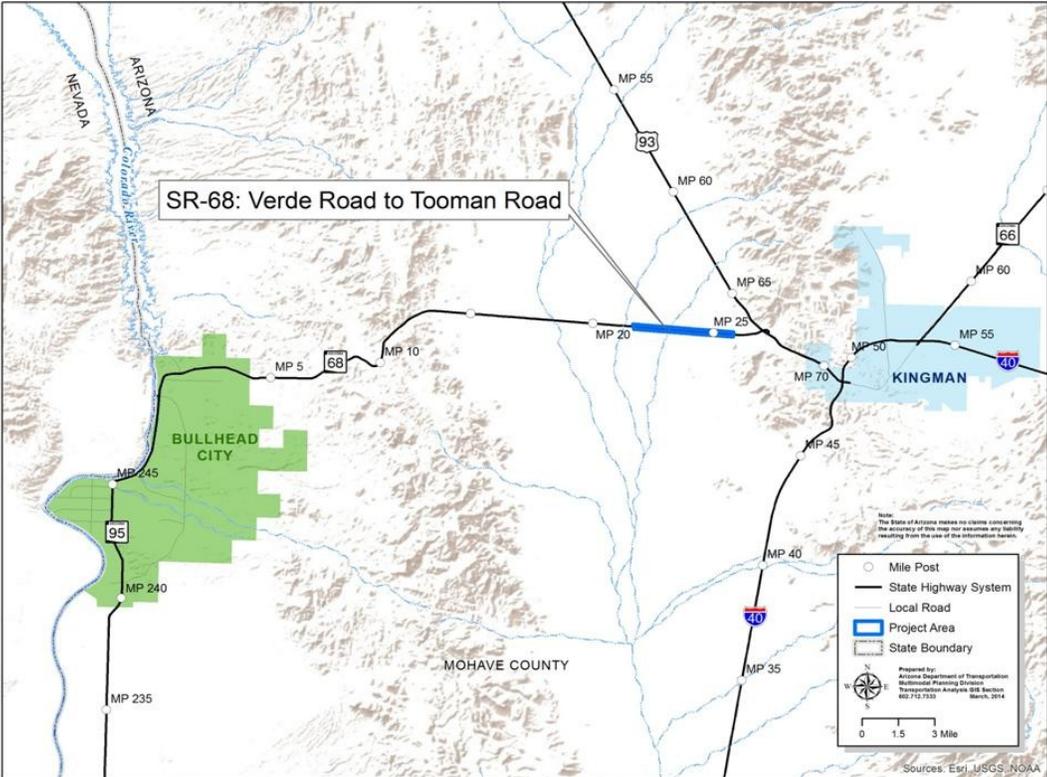
RECOMMENDATION: AWARD



*ITEM 3h: BOARD DISTRICT NO.: 6

BIDS OPENED: June 20, 2014
 HIGHWAY: BULLHEAD CITY - KINGMAN HWY SR 68
 SECTION: VERDE ROAD TO TOOMAN ROAD
 COUNTY: MOHAVE
 ROUTE NO.: SR 68
 PROJECT : TRACS: NH-068-A(205)T : 068 MO 021 H864801C
 FUNDING: 94% FEDS 6% STATE
 LOW BIDDER: SOUTHWEST SLURRY SEAL, INC.

LOW BID AMOUNT: \$ 687,810.70
 STATE ESTIMATE: \$ 705,598.10
 \$ UNDER ESTIMATE: (\$ 17,787.40)
 % UNDER ESTIMATE: (2.5%)
 PROJECT DBE GOAL: 2.24%
 BIDDER DBE PLEDGE: 2.84%
 NO. BIDDERS: 2
 RECOMMENDATION: AWARD



*ITEM 3i:

BOARD DISTRICT NO.: 5

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HIGHWAY: BITTER SPRINGS – UTAH STATE LINE HWY (US89)

SECTION: US 89 LANDSLIDE RECONSTRUCTION

COUNTY: COCONINO

ROUTE NO.: US 89

PROJECT : TRACS: ER-089-E(205)S : 089 CN 526 H864102C

FUNDING: 100% FEDS

CONSTRUCTION MANAGER AT RISK (CMAR): FNF CONSTRUCTION, INC.

GUARANTEED MAXIMUM PRICE (GMP): \$22,252,237.42

STATE ESTIMATE: \$22,015,662.35

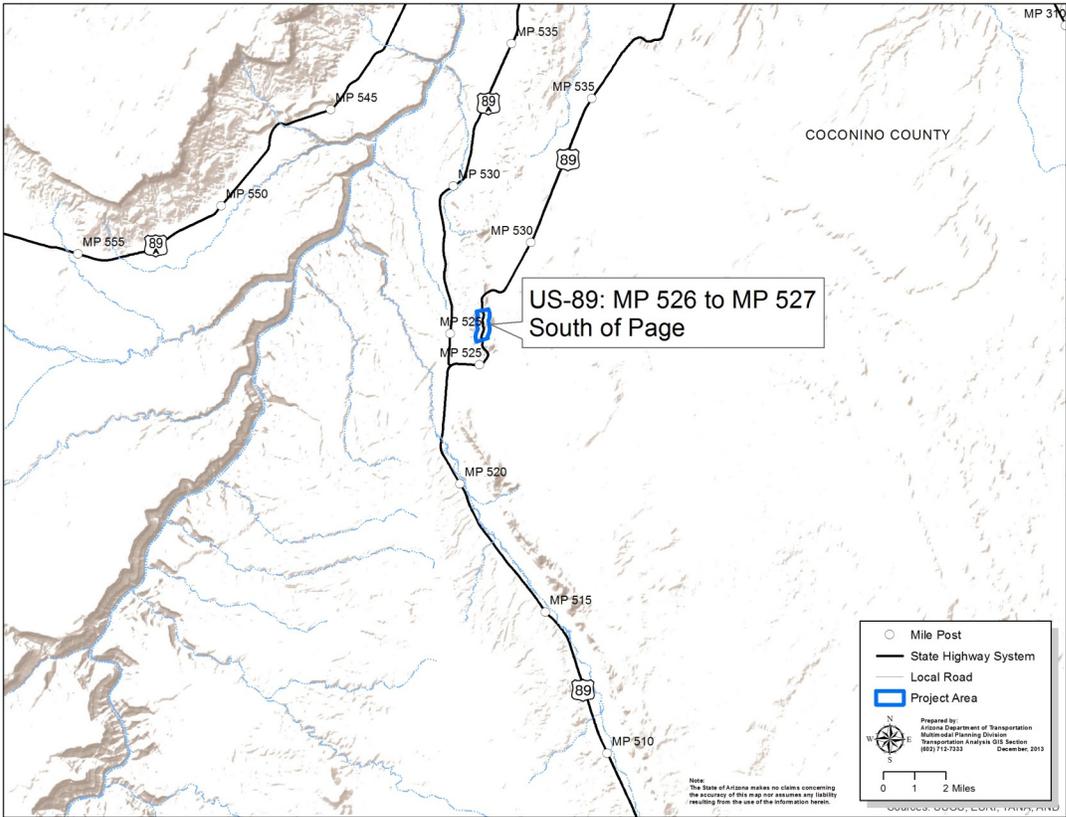
\$ Over ESTIMATE: \$ 236,575.07

% Over ESTIMATE: 1.1%

PROJECT DBE GOAL: 5.58%

BIDDER DBE PLEDGE: 5.58%

RECOMMENDATION: AWARD



*ITEM 3j: BOARD DISTRICT NO.: 4

BIDS OPENED: June 26, 2014

HIGHWAY: US 191 - BONITA - FORT GRANT HWY

SECTION: SR 266 & SR 266 SPUR

COUNTY: GRAHAM

ROUTE NO.: SR 266

PROJECT : TRACS: STP-266-A(201)T : 266 GH 113 H875901C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: CACTUS TRANSPORT, INC.

LOW BID AMOUNT: \$ 532,087.95

STATE ESTIMATE: \$ 560,840.00

\$ UNDER ESTIMATE: (\$ 28,752.05)

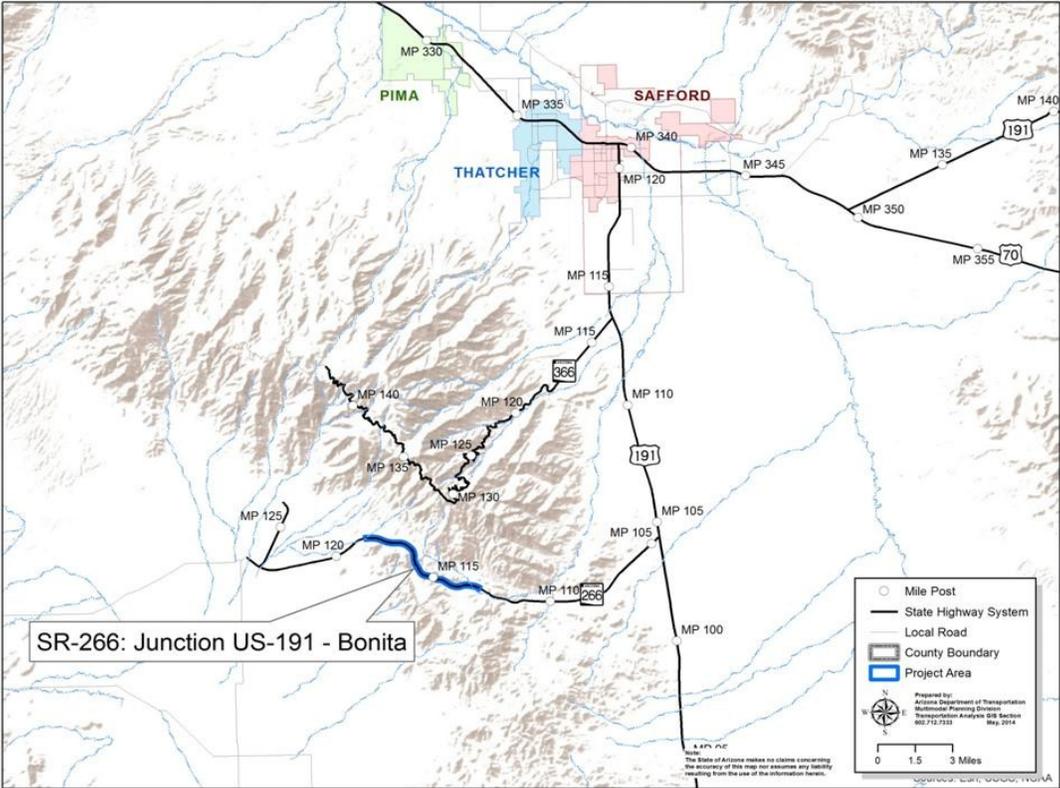
% UNDER ESTMATE: (5.1%)

PROJECT DBE GOAL: 0.98%

BIDDER DBE PLEDGE: 2.75%

NO. BIDDERS: 5

RECOMMENDATION: AWARD



MINUTES
STATE TRANSPORTATION BOARD PUBLIC HEARING
9:00 a.m., Friday, May 9, 2014
City of Flagstaff Council Chambers
211 W. Aspen Ave.
Flagstaff, AZ 86001

Pledge

The Pledge of Allegiance was led by Board member Hank Rogers.

Roll call by Board Secretary Mary Beckley

In attendance: Steve Christy, Kelly Anderson, Hank Rogers, Joe La Rue, Deanna Beaver, William Cuthbertson and Jack Sellers.

Absent: None.

Opening Remarks

Chairman Christy thanked the Flagstaff MPO for hosting the breakfast this morning. Thank you to the City of Flagstaff for hosting today's Board meeting. This is the final public hearing with regard to the five-year plan.

Call to the Audience

The following members of the public addressed the Board regarding the Tentative 2015-2019 Five-Year Transportation Facilities Construction Program:

1. Jerry Nabours, Mayor, Flagstaff, re: welcome, appreciation to Board/ADOT staff; key commerce corridors, reliable transportation infrastructure drives economic competition; water wells/I-40.
2. Matt Ryan, Chairman, Coconino County Board of Supervisors, re: welcome and appreciation of district engineer, Audra Merrick, ADOT staff, and various road improvements in area.
3. Steve Stratton, Gila County, re: supports 347 grade separation in Maricopa; willing to move Oak Flats passing lanes out one to two years to make \$13 million available and move Black Springs design project from 2018 to 2016.
4. Terry Nolan, Mayor, Dewey-Humboldt, re: SR 89 project.
5. Chris Kuknyo, Councilman of City of Prescott and CYMPO Chair, re: SR 89 expansion, requests placing south portion back into five-year plan.
6. Tom Rankin, Mayor, Florence, re: 347 grade separation in Maricopa; and public private partnerships.
7. Jeanne Kentch, Mohave County Transportation Commission Chair, re: support of Vanderslice Road in Mohave Valley Tiger Grant.
8. Mike Willett, Asst. Public Works Director, Yavapai County, re: requests SR 89 from Deep Well Ranch Road to SR 89A be placed back into the five year program.
9. William J. Antone, Vice Chairman, Ak-Chin Indian Community, re: support for SR 347 grade separation in the five year plan and Ak-Chin funding commitment to the City of Maricopa for this project.
10. Christian Price, Mayor/City of Maricopa, re: requests SR 347 grade separation included in the five year plan.
11. Thomas Thurman, Supervisor, Yavapai County, re: Hwy 260 and SR 89; good roads create jobs and business
12. Homero Vela, Asst. County Manager, Navajo County, re: Appreciation for Chevron Creek, Bridge, rural transportation studies and sharing of millings with rural communities. Requests Lion Springs at Hwy

260 and US 60 between SR 77 to Mormon Lake placed in the five year plan; help to find federal funding with Hopi Route 60 (which serves the Hopi tribe and Navajo Nation communities; and requests ADOT allow tribal entities to purchase old equipment.

13. Bill Kopp, Public Works Director, Show Low, re: US 60 from Show Low to Little Mormon Lake Road restored to the five year program
14. Jack Husted, White Mountain Regional Transit Committee, re: US 60 from Show Low to Little Mormon Lake Road returned to the five year program
15. Mary Chicoine, Chair, Verde Valley Regional Economic Org., re: Appreciation for support of SR 260
16. Bill Jump, Principle, Out of Africa, re: Appreciation for support of SR 260; positive for business
17. Jane Rogers, Deputy Chief for Science, Grand Canyon National Park, re: concerns with increased noise, overburdened facilities, aging infrastructure, increase in larger aircraft, increase in wildlife resources at Grand Canyon and Grand Canyon west airport.
18. Barney Helmick, President, Arizona Airports Association, re: Requests aviation fund (which supports the maintenance of airports) not be swept by the state this year.
19. Paul Janckovski, Chairman, Vision at Big Park Regional Coordinating Council in Oak Creek, re: appreciation of work completed on Hwy 179, traffic problems coming into Sedona, requests improvement interchange of I-17 and Hwy 179 with better signage placed back into the five year program.
20. Dr. Robin Silver, Center for Biological Diversity and Maricopa Audubon Society, re: requests tabling and opposes Sierra Vista Airport expansion and Grand Canyon National airport expansion; no water for expansion.
21. Ash Patel, Asian American Hotel Owners Association, re: opposed to the Grand Canyon airport expansion project (environmental, preservation of park and economic impact on members/ community).
22. Roger Clark, Program Director, Grand Canyon Trust, re: opposed to Grand Canyon National airport expansion and development of water wells in Tusayan area.
23. Dawn Dyer, re: opposed to state and federal funds used for the Grand Canyon National airport expansion; water wells, increased lighting, and tourist traffic will bypass businesses.
24. Alicyn Gitlin, Sierra Club Grand Canyon Chapter, re: opposed to the Grand Canyon National airport expansion, water wells and unsustainable water supplies.
25. Pascal Berlioux, Exec Director, Eastern Arizona Counties, re: Requests Hwy 260 Lion Springs and Hwy 60 in Show Low projects be placed back into the five year program.

PUBLIC HEARING

ITEM A: Overview of the Tentative FY15-19 Transportation Facilities Construction Program – Scott Omer

Scott addressed the Board and thanked the public audience in attendance that came to listen to the discussion about the tentative five year plan. This is the third public hearing in a series of three to review the tentative 2015-2019 Transportation Facilities Construction Program.

P R O C E E D I N G S

1
2 MR. OMER: Thank you, Mr. Chair, Members of
3 the Board, and the many people that showed up in Flagstaff
4 today to listen to our ten-year, five-year transportation
5 program presentation.

6 I always enjoy all three of these public
7 meetings, but especially this one, because by this time
8 the Board has memorized the presentation completely. You
9 know exactly what I'm going to say. A lot of times,
10 because I'm not feeling well today, so if I stumble a
11 little bit, maybe you guys can step in and just finish the
12 presentation. But, again, thank you very much for this
13 opportunity.

14 We come to you annually to talk about our
15 five year transportation and the ten-year program, so
16 today I'll talk to you a little bit about the background
17 of why we developed the program, I'll give you a little
18 bit of an overview of our current asset conditions, talk
19 about the State Transportation Board's tentative five-year
20 program, the ADOT six to ten-year development program, the
21 PAG tentative program, excuse me, the MAG tentative
22 program, the state transportation airport program, and
23 then last what comes up next.

24 So the five-year program is developed
25 collaboratively every year between the State

1 Transportation Board, ADOT itself, and our many partners
2 inside the Department, whether, you know, the engineering
3 side, the house ITD, finance and MPD really carry the
4 lion's share of putting our five-year program together, so
5 we do that throughout the Department in getting
6 coordination with inside of the Department. And then
7 lastly we also coordinate and collaborate with our
8 regional partners in the (inaudible).

9 We're required to demonstrate how our
10 federal and state dollars will be obligated over the next
11 five-year period and planned over the following five years
12 for a total of ten-year period. We approve our five-year
13 program annually every year in June. Our fiscal year
14 starts July 1st of each year. We must have a fiscally
15 constrained five-year program and we must have a
16 financially constrained ADOT development program. Those
17 are a little bit different.

18 So in 2011-ish the State Transportation
19 Board approved ADOT's long-range transportation plan.
20 Inside of our long-range plan we did actually have some
21 recommended investment choices for investing our limited
22 amount of transportation funds in the state of Arizona.
23 And what we did was we decided at that time that we should
24 be focusing on our limited amount of funding, not just on
25 expansion of the system, but having a more balanced

1 portfolio that invested funds in preservation,
2 modernization, and expansion of the system together.

3 From the years 2006 to 2000 -- our team
4 value, you'll see, when you look at the MAG and PAG
5 programs, included with the overall statewide program, we
6 invested about 76 percent of the total funding in
7 expansion. It is a little misleading because the majority
8 of that -- well, a lot of that did actually occur in the
9 MAG and PAG regions. Greater Arizona for years has not
10 had a very rough margin, robust expansion program. When
11 Director Mendez was the director, he said we would be in a
12 maintenance only program eventually, and we're not there
13 yet, but we're very close to it with the majority of our
14 projects in the state program are specifically about
15 preservation of the system.

16 Annually we have a resource allocation
17 advisory committee that meets that's chaired by myself,
18 and we actually identify how much funding is available,
19 the CFO provides us the amount of funding that's available
20 for distribution for the state of Arizona for
21 transportation funds, we make sure that we're meeting
22 their requirements (inaudible) resource allocation
23 advisory committee agreements. This year we have about
24 \$477 million available for total distribution, with about
25 \$270 million of that going to our sub programs.

1 What that means for major projects in the
2 MAG area, there is about \$130 million available, about
3 \$38 million available for PAG region, and greater Arizona
4 there is about \$38 million available for major projects in
5 the state of Arizona, so a total combined amount available
6 we have for the program is \$477 million. We've run that
7 through our three year rolling average, we do come up with
8 about 37 percent for MAG, 13 percent for PAG, and
9 50 percent for greater Arizona, which is the requirements
10 we -- or the agreements we have in place.

11 So for the last three months now you've
12 heard me talk about asset condition. And it's something
13 that, as the Department, we're very passionate about, and
14 hopefully in the last three or four months as I've been
15 talking about this, this is -- it's become pretty clear
16 that the condition of our assets is a condition -- is a
17 serious concern to the Department. We feel it's something
18 we need to take into serious consideration.

19 This slide says we have about 18-and-a-half
20 billion dollars in total system infrastructure. I think
21 our more updated numbers are available now and exceeded
22 the 19-and-a-half billion dollar number. And that's
23 really if we were to value our assets as they set in the
24 ground today, they'd be about 19-and-a-half or
25 18-and-a-half billion dollars. But if we had to go out

1 and replace those existing assets, the existing
 2 infrastructure that we have in place, that number would be
 3 well over a hundred billion dollars to replace all the
 4 existing infrastructure we have in place today. You know,
 5 there is no way that this state or any other state could
 6 go out and just carte blanche replace their
 7 infrastructure, it just couldn't happen, so it's
 8 imperative that we maintain, preserve the integrity of the
 9 existing condition of assets we have.

10 There was a study that was done in NCHR
 11 (inaudible) that was done this year that said you could
 12 either spend a dollar on your -- on your preservation of
 13 your system today or you could spend somewhere between six
 14 to \$14 down the road on replacement of the system.
 15 Preservation does save us money. You can pay now or pay
 16 much more later on. Public feedback continuously
 17 indicates that maintaining our current transportation
 18 system (inaudible) repair is a -- should be a very high
 19 priority to us.

20 There was a study done by our own Arizona
 21 Transportation Research Committee that works for the
 22 Department in October 2010 that indicated specifically
 23 that MAP-21 our federal legislation that addresses
 24 transportation, specifically directs system performance,
 25 and they will be establishing some national performance

1 measures, specifically for roads and for bridges and for
 2 highways and bridges. That will be coming out shortly
 3 this year. The states are going to have to establish
 4 times to meet those goals, and then we will have to figure
 5 out exactly how to do that in consultation with our
 6 regional partners. MAP-21 requires a performance and
 7 risk-based approach to transportation planning and
 8 programming. As you remember, probably two or
 9 three months ago I gave you a presentation on our
 10 (inaudible) program, that's how we address it in ADOT.

11 So what we don't want to do is look at a
 12 worst first case of preserving our infrastructure. It's
 13 not an Arizona desire to do this, but many times we find
 14 that we go out and we take care of the things that have
 15 failed. This is an example of the Ash Fork bridges where
 16 we specifically had a void in the bridge. We had to go
 17 out and fix the bridge because, again, that's not an
 18 acceptable level of service to us at all or to anyone
 19 else.

20 Same thing happens on the Hells Canyon
 21 bridge, I-10 Cienega Creek bridges, and U.S. 191 bridges
 22 in Sanders. When we have these conditions that arise, we
 23 should be preventing this by looking at long term
 24 preservation of the system, investing more funding when we
 25 have the capabilities to do so, so we don't put ourselves

1 in this situation.

2 You've heard for the last, you know, number
3 of years about our condition of the infrastructure and the
4 bridges on I-15. I-15 (inaudible) bridge number one is a
5 serious concern to the Department. And we're looking at
6 it where we have existing cracking in place that's
7 continuing to grow. We have taken numerous attempts at
8 stopping the cracking and they continue to happen. We've
9 applied for a TIGER grant for this specific project, but
10 we do feel that the Department, as many -- as many
11 attempts as we've made to stop this bridge from, you know,
12 worsening in condition, eventually we're going to have to
13 take the steps to go out and to replace the decks on this
14 bridge.

15 The ages of our bridges and the state
16 highway system are about 80 -- or, I'm sorry, if you look
17 at our total number of bridges, you can see that the vast
18 majority of our bridges are -- I think it's 47 percent,
19 not the majority of our bridges, were built prior to 1970.
20 Generally an age of a bridge is -- the original life of a
21 bridge is about 50 years, you know, many of our bridges
22 have exceeded that. And we try to do a really good job,
23 and I think as a department we do a good job of preserving
24 our infrastructure by having a plan in place to look at
25 minor rehabilitation and major rehabilitation to continue

1 to extend the service life of those bridges.

2 Now, if we don't have the sufficient funding
3 and the amount of funding and the plan in place to do
4 that, which is coming up for our transportation exit
5 management plan, we wouldn't beat the use of life but we
6 could exceed it as we do today.

7 We're also losing ground on our payment
8 performance. These two slides show specifically our
9 interstate payment condition on the left-hand side of the
10 screen, and our non-interstate conditions on the right-
11 hand side of the screen. As you can see, we do a good job
12 of maintaining our interstates in fairly good condition.
13 The green shows good, the yellow is fair, the red is poor,
14 but in -- as you can see from 2003 to 2012, our pavement
15 conditions are declining for numerous reasons, one is the
16 amount of funding we put into preservation of the system,
17 also the age of the system comes into place.

18 When we look at our non-interstate systems,
19 which oftentimes are the life blood of rural Arizona, our
20 existing pavement conditions are declining at a very rapid
21 pace because we don't have the existing funding available
22 to us to preserve this system. We think that's very
23 important for the Department to be investing in
24 preservation.

25 So when we look at forecasting our payment

1 conditions out for the next, you know, 30 years, and our
 2 interstate conditions would fall below where we're
 3 comfortable with. You know, we talked about this last
 4 year in the board meetings in 21 -- in 2021 or 2022 we
 5 would fall below the level that we're comfortable with.
 6 Our non-interstate systems would be, you know, less than
 7 40 percent of where we consider they would be acceptable
 8 in the near future. We don't feel that's where the
 9 Department needs to be.

10 (Inaudible) district. You asked us to show
 11 you this slide, I think I showed it last month, which four
 12 districts and where they would rate as far as the overall
 13 pavement conditions go. As you can see, each one of the
 14 Board members can look at this graph and tell how their
 15 pavement conditions would be considered. And this was in
 16 2012.

17 So like I mentioned earlier, we can either
 18 preserve our system or pay much more later on. This is an
 19 economy of scale. If you look, it don't -- I mean, the
 20 numbers are just -- it shows the sheer magnitude of what
 21 it would cost to preserve your system, rehab it with minor
 22 rehab, or totally reconstruct your system. So eventually
 23 the Department gets the position where we have to make
 24 choices of preserve our system at a lower cost, or
 25 eventually we'll have to make choices on which parts of

1 our system we let degrade to the point where we have to do
 2 major rehab or even complete reconstruction much later
 3 down the road. And, as you know, we don't have the
 4 funding available to do that.

5 So we're proposing in our program for years
 6 2000 -- or FY 15 through FY 24, so the life of our project
 7 program, or the life of our development program, is
 8 increasing the amount of preservation annually up to
 9 around the 250 to \$260 million level, which we think is
 10 optimal. We can't get there in one year going straight to
 11 \$260 million, but we do think what's appropriate for the
 12 Department is to continue to invest preservation funds in
 13 our pavement and bridges and our ancillary assets and make
 14 sure that we can be preserving these over the life cycle,
 15 the long-term life of the assets themselves.

16 It costs about 12 times less to maintain the
 17 pavement in the state of repair than it would to replace
 18 it at the end of its service life. And, again, you know,
 19 I sound like a broken record, if we don't increase the
 20 preservation project, we're going to have to make the
 21 choices about which parts of our system are going to
 22 deteriorate to a point where we have to actually
 23 reconstruct it in the future.

24 So with that, I'll move on into the
 25 ten-year, five-year highway delivery program.

1 Excuse me.

2 Our tentative five-year program, as you can
3 see, I showed you the recommended investment choice that
4 talked about we'd be investing about 34 percent or so in
5 preservation of the system, but we hadn't done that in the
6 past. We've been expand -- or investing significantly
7 more in expansion, so we're trying to catch up now by
8 investing more funding in preservation and modernization
9 of the system, and less in expansion to make sure that we
10 can continue to keep our system in a viable condition.

11 Our five-year program, what we're
12 recommending in green -- kind of looks yellowish green
13 here on the screen -- is -- those numbers are
14 preservation. The red -- is that red -- red color is
15 modernization. The purplish color is how much it costs us
16 to develop projects. The yellow color is how much money
17 we set aside for planning. And the blue color is, lastly,
18 how much funding we set aside for expansion nature of the
19 program.

20 So as you can see, in 2015 we're showing
21 (inaudible) Silver King section and U.S. 95 Fortuna Wash
22 bridges as our major expansion projects. In FY 2016 it's
23 the SR 260 Thousand Trails project. In FY 17 it's the SR
24 UN junction to 89 A (inaudible) Ranch Road projects in the
25 program for expansion. In FY 18 we did not show an

1 expansion project in the statewide program. We do show
2 the design of the SR 260 (inaudible) Spring section. And,
3 lastly, in FY 19, the last year of the five-year program,
4 we show the I-15 (inaudible) Bridge Number 1 as an
5 expansion project in the program.

6 CHAIRMAN CHRISTY: Mr. Omer.

7 MR. OMER: Yes, sir.

8 CHAIRMAN CHRISTY: Very quickly, for the
9 benefit of our audience, could you give a brief
10 description of what each category is, expansion,
11 modernization, preservation, et cetera.

12 MR. OMER: Yes, sir. So I'll start with
13 preservation, of course. Preservation of our system would
14 include all pavement and bridge rehabilitation and overall
15 preservation of the system. It's not maintenance by any
16 means, but it is the techniques that the Department uses
17 to make sure our existing infrastructure and acceptable
18 levels of service. That could be done by minor milling
19 and replacing of the asphalt, it could be done by
20 replacing or treatment of the bridge decks, as an example.
21 You can have deeper mill and replacement, but generally
22 preservation means keeping your existing system in a state
23 of good repair, in laymen's terms.

24 Modernization of the system, again, it's
25 talking about the treatments that we use on our existing

1 system that really don't add -- generally they don't add
 2 capacity by adding length to the system, they are
 3 operational improvements, whether that is technology, like
 4 timing the traffic signals together so they all run
 5 optimally. It could be things like overhead signs that
 6 talk about -- or FMS or DMS signs that talk about where
 7 there is accidents ahead. It could be adding shoulders or
 8 those type of things where we don't have them currently,
 9 so modernization is improvements to the existing
 10 infrastructure as well.

11 Expansion of the system is simply that, it's
 12 adding new capacity. And generally we call that by adding
 13 either a brand new facility or adding lanes to it.
 14 Modernization would also include adding turn lanes and
 15 passing lanes, but expansion of the system would be adding
 16 through put and overall capacity itself.

17 CHAIRMAN CHRISTY: Thank you.

18 MR. OMER: Again, I mentioned specifically
 19 the expansion programs and each one of the years of the
 20 program, and they're listed here in this table.

21 The preservation program in years 15 to 19
 22 are listed here. This is not every single project that's
 23 in the program, by any means, but it does show some
 24 specific examples. And I highlighted, we did talk about
 25 Hells Canyon Bridge, and it's listed here for replacement

1 in FY 15.

2 Modernization program. This is showing the
 3 specific process. Oftentimes modernization could be the
 4 safety projects as well. They're listed here on your
 5 screen and in front of you. So, in summary, annually what
 6 we do for a tentative program is we update all of our
 7 project costs on an annual basis. That's why you'll see a
 8 project that's listed as, you know, \$20 million in the
 9 last year of the program, will either increase or decrease
 10 by the time you get to the front. As we continue to
 11 develop our projects, we refine the overall project scope,
 12 refine the project itself, and the costs are updated at
 13 that time. And that's just part of the general process.
 14 We look at that annually.

15 We also are recommending increasing our
 16 overall preservation funding by about three percent from
 17 FY 14 to 18. We did -- we are showing adding U.S. 89
 18 (inaudible) project by FY 15 for \$25 million. However, I
 19 will tell you that in the PPAC section today we'll make
 20 another recommendation on this project. And we'll also
 21 include (inaudible) the transportation enhancement
 22 program, the total about \$28.8 million. These are
 23 agreements that have been made in the past and it brings
 24 all of the transportation enhancement projects that are
 25 improved in future (inaudible) grounds and brings them up

1 to delivery by 2018.

2 So our development program is something that
3 was new this year. As part of our PTP process we felt it
4 was the most appropriate for the Department to not only
5 have our five-year construction program, but have a
6 development program which the planning document that the
7 Department used actually feeds into the capital
8 construction program itself. So in FY 20 to 24 what we're
9 recommending is investing significant amounts of money and
10 preservation -- or funding and preservation of our system.

11 We are looking at investing in major
12 projects in each one of the years. As you can see in 2020
13 and 2021, we're looking at improving I-10 with the
14 (inaudible) early project and the SR 87 (inaudible) Peak
15 project. The SR 260 Lion Spring project is in FY 22, U.S.
16 93 Carrow Stephens project is in FY 23, and the I-40 Crazy
17 Creek port of entry is in FY 24. What this means when we
18 show these major projects out into five years in the
19 future, that gives us the roadmap for the project that
20 we'd be bringing in for project development into the
21 capital program, and this would be the order that we would
22 recommend those.

23 So, again, these are the specific projects I
24 just mentioned in a format that can show you where they're
25 at on the map.

1 Moving on to the PAG tentative program from
2 FY 2015 to 19. The PAG -- MAG and PAG both, the Pima
3 Association of Governments and the Maricopa Association of
4 Governments, because of their status of transportation
5 management agencies, and also the fact that they have
6 their own (inaudible) and sales tax, by statute they
7 develop their own capital program. The Department takes
8 their program, develops it with them in collaboration, and
9 then incorporates it directly into the ADOT five-year
10 program itself. So in collaboration with PAG, they
11 developed -- or we have developed these following
12 strategies.

13 In FY 15 and 18 we deliver the I-19
14 (inaudible) TI, a total of (inaudible) million dollars.
15 That will be a phase project. We'd do some of the work in
16 15 and some of it in 18. 2016 and 17 we would have the
17 I-10 Ina Road TI at a total of 86 million dollars. In FY
18 17 and 18 we'd have the I-10 (inaudible) Road TI at
19 \$104 million. FY 16 and 19 we do the I-10 (inaudible)
20 Road at \$35 million. And in FY 19 the I-19 (inaudible)
21 Road TI at \$4 million.

22 Now that funding that shows here is multiple
23 different sources. Some of it is our TA funding, some of
24 it is PAG 2.6 funding, and some of it is state STP
25 funding, so it does show all the categories combined into

1 one. And the specifics of that -- of the funding is in
2 the plan itself.

3 The MAG Area Regional Transportation Plan,
4 we do the exact same thing, as I said, with the MAG region
5 as we do the PAG. We develop collaboratively with the MAG
6 region. Their recommendation in 2015 to 18 is the -- the
7 -- it included \$1.4 billion in the South Mountain
8 corridor. In FY 2015 the U.S. 60 Bell Road TI is
9 \$33 million. In FY 2015 and 2016 the SR 303 loop I-10
10 interchange at \$69 million. In FY 17/19, the I-10 32nd
11 Street and 202 Loop at about \$197 million. You can see
12 the majority of the projects in MAG area are in expansion
13 of their system.

14 The ADOT aviation program. The aviation
15 program by statute, the State Transportation Board
16 develops and makes sure that the funding that's available
17 through the Aviation Fund is -- is spent appropriately and
18 distributed the right way. The Aviation Fund gathers its
19 revenues through multiple sources, but the majority of the
20 revenue that comes in through the State Aviation Fund
21 comes in through flight property taxes and aircraft
22 registration fees.

23 As you can see, from -- in FY 2013 the
24 amount of funding that went out, the expenditures that
25 went out through the program, we have a majority of the

1 funding that goes out through the state local match
2 program and the airport pavement management system which
3 is preserving the runways and preserving the airports and
4 the subs.

5 So we recommend in this five-year program
6 for fiscal year 2015 to -- the following programs, the
7 federal match grants, the state local grants, the airport
8 pavement preservation program, the airport development
9 loans program, the state planning program, the following
10 amounts: Four-and-a-half million dollars for federal
11 grant match, \$16.1 million for state local grants; the
12 airport, the (inaudible) program a little over \$7 million;
13 the loan program of \$3 million; and the state planning
14 services at \$2 million itself.

15 So, Mr. Chair, what we would like to do
16 next, the next step for our five-year programming process
17 is that today after we've completed the third of our
18 public hearings, is we'll come back to the State
19 Transportation Board at a study session May 20th and have
20 the conversation about what we heard in these three rounds
21 of public meetings. We'll take input from the State
22 Transportation Board, from the public that we heard of
23 from the past, we'll make recommendations to the -- to --
24 to the Board about what we think should be done, and,
25 again, that's the time for us to collaboratively talk

1 about the changes that need to be made, then we'll bring
 2 back the final program to the Board June 13th for,
 3 hopefully, for your approval, the governor would sign
 4 prior to June 30th and that would begin our fiscal year by
 5 July 1st of 2014.

6 That's all I have, Mr. Chair.

7 CHAIRMAN CHRISTY: Thank you, Mr. Omer.

8 Any questions of Mr. Omer?

9 Mr. Rogers.

10 BOARD MEMBER ROGERS: Yeah. Mr. Omer, one
 11 of the questions I had, or a concern I actually have with
 12 what was brought up by the gentleman from Show Low, Navaho
 13 County, the planning that has been done on that segment
 14 that has been taken out of the five-year plan, does that
 15 have any time restraints on that planning? I mean, we're
 16 taking it out, it's not even on the radar anymore, and say
 17 it doesn't get put on until six, seven years from now, is
 18 the money we have spent on the planning going to be
 19 wasted?

20 MR. OMER: So, Mr. Chair and Mr. Rogers,
 21 what we'll do at the May 20th work study session is bring
 22 back specifics on that project. We'll talk about what's
 23 been done to date. You've heard from the constituents in
 24 Show Low, we'll bring you back information about where the
 25 project is schedule wise, what the total construction cost

1 of the project is. But there is a possibility when you
 2 expend federal funding on a project, if the federal -- if
 3 the project isn't constructed or right-of-way purchases
 4 within ten years, there is a possibility that you do have
 5 to pay back the federal funding on it. This is not the
 6 only project that we have in this situation. This does
 7 happen occasionally.

8 BOARD MEMBER ROGERS: Okay. And I
 9 appreciate that. If you could have a more specific answer
 10 for that on the 20th, I would appreciate that.

11 MR. OMER: Yes, sir.

12 BOARD MEMBER ROGERS: Okay. Thank you.

13 CHAIRMAN CHRISTY: I would urge the Board
 14 members, I'm sure they need no urging, that this is a
 15 perfect time if you have any considerations on specific
 16 problem -- projects in your districts, now is the time to
 17 present them to Mr. Omer and staff for final digestion, if
 18 you will, for the May 20th meeting, and be a good
 19 opportunity to give input, as well as to the public. This
 20 is -- this will be the final phase of public input and
 21 it's a very critical time that we get everything together
 22 and -- and smooth the edges on it for final approval in
 23 June.

24 Mr. Rogers.

25 BOARD MEMBER ROGERS: Mr. Chair, thank you.

1 Just I would like to take the time also just to urge you
 2 Board members to take a good look at that project in the
 3 Show Low area, because we do have, as I stated last month,
 4 this Kinder Morgan coming in, and anything that is in that
 5 vicinity we're going to -- we're going to need all the
 6 help we can with the strain that's going to be put on, not
 7 only transportation, but everything else, so I encourage
 8 you Board members to support this being put back where it
 9 was, and if it should be anything, it should be moved up
 10 because of what's going on in our area.

11 So, anyway, appreciate the time, Mr. Chair.

12 CHAIRMAN CHRISTY: Thank you, Mr. Rogers.

13 Mr. Anderson.

14 BOARD MEMBER ANDERSON: Chairman Christy,
 15 Scott, what does the value -- what does the value of a
 16 turn back add to a potential expansion project in terms
 17 of, you know, there is no more preservation needed for
 18 that project if the locals are going to take it over, I
 19 mean, is there a way to calculate that? Now, I know it
 20 depends on the size and where it's at and -- and
 21 everything else that's considered.

22 MR. OMER: So, Mr. Chairman and
 23 Mr. Anderson, that's a good question, to tell you the
 24 truth. So if you look at the long term, the project --
 25 just any project as an example, if you look at the long

1 term total lifecycle of the project, there is the life
 2 cycle of the project you factor in all the long term
 3 maintenance and preservation of the system itself, so
 4 there would be a value. I don't know if that's a number
 5 that we have off the top of our head. We could probably
 6 see if we could develop something. A lot of times it goes
 7 back to the specific and individual project on exactly how
 8 much that long term cost would be.

9 In our key (inaudible) as an example we
 10 factor in about one to one-and-a-half percent of the total
 11 cost of the project over long term preservation, but those
 12 are over large quarters. A lot of times if it's a smaller
 13 spot location, that might be significantly higher. Again,
 14 it depends on what the project itself is.

15 BOARD MEMBER ROEHRICH: Mr. Chair --

16 CHAIRMAN CHRISTY: Mr. Roehrich.

17 MR. ROEHRICH: It also --

18 Thank you, Mr. Chair.

19 It also depends upon, you know, one of the
 20 factors is, why it's hard to quantify, is you also don't
 21 know how it's going to prioritize, how fast it's going to
 22 deteriorate, how much it's going to take in preservation,
 23 or does it continue to be pushed off to the point that it
 24 becomes major rehabilitation. So we do have a generalized
 25 planning, but usually when we work with the local

1 governments on a turn back, we're still with today's
 2 dollars and looking for the fiscal value of that, because
 3 the long term value of it is -- you know, nobody has a
 4 crystal ball, and, yes, you could put some value to it,
 5 but in the long run is the value today for both parties to
 6 enter into that agreement is really probably the driving
 7 force for that agreement.

8 BOARD MEMBER ANDERSON: It seems like,
 9 though, the potential turn backs could be in the rural
 10 districts, greater Arizona, which has the greater part,
 11 greater show of the preservation need. The MAGs and PAG
 12 areas basically have newer roadways and it just -- I don't
 13 know, it's just something that's kind of curious. You
 14 know, it's hard to quantify, like you say, Floyd, you
 15 know, how do you come up with a number but -- and I'm not
 16 advocating for something that is a turn back, but I'm just
 17 kind of curious if that adds value to any decision we
 18 might make now or in the future.

19 CHAIRMAN CHRISTY: Any further questions?

20 Ms. Beaver.

21 BOARD MEMBER BEAVER: Yes.

22 MR. OMER: Mr. Chair, I guess what I would
 23 add to that is the other indication that we'll probably
 24 bring something back to the study session, at least carry
 25 this conversation forward about how we calculated the

1 depreciation on that asset (inaudible) time frame. I
 2 don't know if it's possible, so I'm not going to put
 3 Kristine on the spot right now and ask the question, but I
 4 will say it also depends on the type of facility. If it's
 5 a smaller rural highway, of course there are long term
 6 preservation costs that are going to be completely
 7 different than if it's an urban section in Phoenix or
 8 Tucson, or even an urban section inside of a, you know, a
 9 transurban community, or even greater Arizona itself.
 10 We're talking about curb, gutter, sidewalks, traffic
 11 signals, completely different costs than would be just,
 12 you know, a section of -- of small highway through a local
 13 community so.

14 CHAIRMAN CHRISTY: Ms. Beaver.

15 BOARD MEMBER BEAVER: Yes, Mr. Chairman.

16 Mr. Omer, um, two things that have come up
 17 through -- through listening to the speakers today that I
 18 would like to have some additional information on is the
 19 -- the 347 grade separation. It seems like there is an
 20 awful lot of support, financial support coming in, and how
 21 could we see that -- that addressed as far as, you know,
 22 getting it in the five-year program?

23 CHAIRMAN CHRISTY: I believe we're going to
 24 be discussing that at the -- at the May 20th study
 25 session. That's going to be an agenda item.

1 MR. OMER: Well, Mr. Chairman and
2 Ms. Beaver, it's also -- I'm updating this, our 347
3 project today during the MPD report. It will be an
4 overview of the project. We'll get into the specifics
5 about how we bring in the funding, but we thought it was
6 appropriate before the May 20th conversation about if, you
7 know, the Board chooses to bring it in, I at least wanted
8 to give you an overview of what the project is.

9 BOARD MEMBER BEAVER: Okay. And --

10 CHAIRMAN CHRISTY: Actually it's noted here
11 in Item 6. I'm sorry, I should have known that.

12 BOARD MEMBER BEAVER: I should have, too.

13 And, additional, with regard to the
14 discussion with regard to the Grand Canyon Airport, I'm
15 just curious with regard to, rather than the expansion
16 aspect, the, um, preservation and modernization of it, you
17 know, if that could be kind of explained to me maybe
18 rather than -- than the expansion of it. I -- I don't
19 know what's driving this so I -- I guess that's why I'm
20 having some curious questions about it.

21 MR. OMER: Mr. Chair, Ms. Beaver, we'll
22 bring that to you at the study session, so I'd rather wait
23 until the study session --

24 BOARD MEMBER BEAVER: That's fine.

25 MR. OMER: -- and talk specifics about the

1 individual projects of the program.

2 BOARD MEMBER BEAVER: That's great.

3 CHAIRMAN CHRISTY: Mr. Roehrich, will we
4 have the opportunity to have that discussion?

5 MR. ROEHRICH: Mr. Chair, absolutely, and
6 that's why the 20th is set to have that specific
7 discussion, not just the scope of the projects, but as you
8 start wanting to look at moving parts within the program,
9 because of the fiscal constraint condition, we'll also
10 need the Board to weigh in on what gets moved out, what
11 gets shifted, how do we kind of balance that. The staff
12 has looked at it and given you a plan, any adjustments
13 we'll -- we'll ask the Board to help us balance it from
14 then on moving forward.

15 On specific projects if you let us know the
16 ones you want more details on, such as Grand Canyon
17 Airport, we'll be prepared to present that.

18 CHAIRMAN CHRISTY: Very good. Thank you.

19 Mr. La Rue.

20 BOARD MEMBER LA RUE: Mr. Chair, thank you.

21 So along with Board Member Beaver on Grand
22 Canyon, we heard a lot about water and water issues, water
23 -- so could you, you know, help us out with that on the
24 study session? You know, water is kind of an important
25 thing in this state, so it's something I'd like to hear

1 more on.

2 And then also on the Mohave County
3 (inaudible), I don't know if I fully appreciate what
4 ADOT's role is in that request, and so discussion around
5 that, you know, what would our -- what is our role and
6 those things would be helpful.

7 And then, finally, you know, near and dear
8 to my heart, we've heard a lot about State Route 89,
9 economics, jobs, those things, and so -- and a lot of
10 money is mentioned coming to that project, so -- so let's
11 also discuss that project as well.

12 MR. OMER: Yes, sir.

13 BOARD MEMBER BEAVER: Mr. Chairman.

14 CHAIRMAN CHRISTY: Ms. Beaver.

15 BOARD MEMBER BEAVER: I concur with
16 Mr. La Rue that -- on both of those. There -- it
17 stimulated some curiosity about exactly why, you know,
18 like with the State Route 89, it just seems -- I don't
19 understand this when things have been in the pipeline and
20 then they get -- they just kind of go away. And yet there
21 has been a lot of money and time put into it, and it's
22 like, you know, when are we going to get things completed,
23 you know? And I think the, um, SR 89 is one of those
24 where --

25 MR. OMER: Remember this Board took actions

1 last year to remove those projects because of the -- you
2 know, we moved hundreds of millions of dollars of funding
3 out of our program and this Board had to make difficult
4 choices.

5 A VOICE: Yeah, that's what I was going to
6 say, Mr. Chair. Remember we went through this with the
7 Board and we had to remove \$250 million worth of projects,
8 and it ended up becoming major projects. And the Board
9 concurred to not sacrifice the preservation program, so we
10 ended up moving up these types of projects in order to,
11 again, make the program fiscally constrained.

12 CHAIRMAN CHRISTY: It sounds like we're
13 going to have a very insightful May 20th study session.

14 Any further questions of Mr. Omer or staff
15 from the Board?

16 (No response.)

17 CHAIRMAN CHRISTY: Hearing no further
18 questions, the Chair would entertain a motion to adjourn
19 the Public Hearing on the Tentative Five-Year
20 Transportation Facilities Construction Program.

21 BOARD MEMBER ANDERSON: So moved.

22 CHAIRMAN CHRISTY: There's a motion by
23 Mr. Anderson.

24 BOARD MEMBER ROGERS: Second.

25 CHAIRMAN CHRISTY: And a second by

1 Mr. Rogers.

2 All those in --

3 Discussion on the motion?

4 (No response.)

5 CHAIRMAN CHRISTY: All those in favor of
6 passing the motion as presented signify by saying aye.

7 BOARD MEMBERS: Aye.

8 CHAIRMAN CHRISTY: Opposition?

9 (No response.)

10 CHAIRMAN CHRISTY: Hearing none, the motion
11 passes. We are adjourned.

12 * * *

Adjournment

A motion to adjourn the public hearing was made by Kelly Anderson and seconded by Hank Rogers. In a voice vote, the motion carries.

Meeting adjourned 10:49 a.m. MST

Stephen W. Christy, Chairman
State Transportation Board

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

MINUTES
STATE TRANSPORTATION BOARD MEETING
9:00 a.m., Friday, May 9, 2014
City of Flagstaff Council Chambers
211 W. Aspen Ave.
Flagstaff, AZ 86001

Roll call by Board Secretary Mary Beckley

In attendance: Steve Christy, Kelly Anderson, Hank Rogers, Joe La Rue, Deanna Beaver, William Cuthbertson and Jack Sellers.

Absent: None

Opening Remarks

Chairman Christy stated that after adjourning the public hearing, the Board will continue with the regular portion of the Board meeting.

Call to the Audience

The following member of the public addressed the Board:

1. Tom Rankin, Mayor, Town of Florence, re: questions spending taxpayer dollars on so many studies, one being the passenger rail study, when there is not enough money to complete the actual projects.

STATE TRANSPORTATION BOARD MEETING – MAY 9, 2014

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P R O C E E D I N G S

CHAIRMAN CHRISTY: MS. MERRICK.

MS. MERRICK: I THINK I'M THE PERSON ON THE GROUND TALKING ABOUT SOME ONGOING CONSTRUCTION.

GOOD MORNING, CHAIRMAN CHRISTY, MEMBERS OF THE BOARD, DEPUTY DIRECTOR ROEHRICH, STAFF, MEMBERS OF THE PUBLIC. WELCOME TO FLAGSTAFF. WE'RE HAPPY TO HAVE YOU HERE TODAY.

FIRST I WAS GOING TO SHOW YOU A QUICK DISTRICT, FLAGSTAFF DISTRICT MAP. WE HAVE A RATHER LARGE DISTRICT. WE ENCOMPASS 16 PERCENT OF THE STATE AREA. TO GIVE YOU SOME PERSPECTIVE OF SCALE, TO DRIVE FROM FLAGSTAFF TO LITTLEFIELD IS FIVE HOURS. AND FLAGSTAFF IS THE RED DOT ON THE BOTTOM OF THE SCREEN, AND LITTLEFIELD IS OUT IN THE NORTHWEST CORNER OF THE STATE UP ON INTERSTATE 15.

I'M A LITTLE SHORT HERE FOR MY MICROPHONE, SORRY.

SO WHAT I'M GOING TO TALK TO YOU TODAY ABOUT IS SOME OF OUR ONGOING CONSTRUCTION PROJECTS. CURRENTLY IN THE FLAGSTAFF DISTRICT WE HAVE 14 ADOT CONSTRUCTION PROJECTS GOING ON TOTALING 1 POINT -- OR \$108.3 MILLION. THOSE ARE ALL SIGNIFIED BY THE RED DOTS ON THE MAP.

I'LL SPARE YOU SOME TIME TODAY. I'M JUST GOING TO TALK ABOUT FIVE OF THOSE 14. I'LL START ON THE

SOUTH AT STATE ROUTE 89A, PUMPHOUSE WASH OVERLOOK, AND THEN I'LL MOVE NORTH ON STATE ROUTE 89A, TALK ABOUT JW POWELL WHICH IS JUST HERE IN FLAGSTAFF. AND THEN I'LL PASS FLAGSTAFF GOING NORTH UP TO CAMERON AND TALK ABOUT THE U.S. 89 CAMERON BRIDGE ON 89. AND THEN MY FOURTH AND FIFTH PROJECT ARE JUST A BRIEF OVERVIEW ON BRIDGES 3, 7, 6, A COUPLE ON INTERSTATE 15.

SO THIS IS THE FIRST OF -- OF FIVE PROJECTS THAT I'LL TALK TO YOU ABOUT TODAY. IT'S THE STATE ROUTE 89A PUMPHOUSE WASH OVERLOOK PROJECT. IT'S A PAVEMENT PRESERVATION PROJECT. IT WAS AWARDED IN FEBRUARY TO COMBS CONSTRUCTION. IT'S GOT THE \$2 MILLION PROJECT AND IT'S JUST STARTING CONSTRUCTION NOW.

IT'S LOCATED ON STATE ROUTE 89A BETWEEN SEDONA AND FLAGSTAFF IN WHAT US LOCALS CALL THE SWITCHBACKS. AND WHAT THAT MEANS IS EXACTLY WHAT THE PICTURE SAYS, THE ROAD KIND OF WINDS BACK AND FORTH, NAVIGATES UP THE MOUNTAIN TO FLAGSTAFF. CURRENTLY THE CONTRACTOR IS WORKING ON W-BEAM GUARDRAIL, AND AFTER THE MEMORIAL DAY HOLIDAY PLANS TO START THE PAVING AND MILL AND FILL.

WE ALSO HAVE SOME ROCK SCALING ON THIS PROJECT. THIS IS JUST ONE OF THE LOCATIONS. I LIKE THIS PHOTO BECAUSE IT REALLY -- UM, YOU REALLY CAN APPRECIATE THE NARROWNESS OF THE ROAD TO WHICH THE CONTRACTOR AND OUR

14:06:42 1 WORKERS WILL BE OUT WORKING ON.

14:06:45 2 THIS IS ALSO THE PUMPHOUSE WASH BRIDGE.

14:06:48 3 WE'LL BE REMOVING THE A/C FROM THAT STRUCTURE, PERFORMING

14:06:53 4 SOME REMEDIAL DECK WORK AND SEALING IT.

14:06:56 5 ON THE RIGHT, THIS IS KIND OF A LITTLE

14:06:58 6 INTERESTING THING, I THOUGHT I'D PUT IT IN, THERE IS A

14:07:00 7 FOUNTAIN ON THE SOUTH END OF THIS CONSTRUCTION PROJECT.

14:07:03 8 AND ADOT IS COMMITTED TO MAINTAINING THAT ACCESS TO THAT

14:07:08 9 FOUNTAIN FOR NOT ONLY CAMPERS BUT HIKERS. IT IS A -- IT

14:07:12 10 IS ON FOREST SERVICE AND SO THERE IS A LOT OF HIKERS AND

14:07:17 11 CAMPERS IN THE AREA.

14:07:18 12 MOVING NORTH ON STATE ROUTE 89A, THIS IS THE

14:07:25 13 JW POWELL PROJECT. IT'S LOCATED AT THE AIRPORT TI AND

14:07:30 14 I-17, SO WHEN YOU ALL HEAD DOWN SOUTH TO PHOENIX TODAY OR

14:07:34 15 GO BACK TO THE AIRPORT, YOU'LL BE ABLE TO SEE THIS

14:07:37 16 PROJECT, ESPECIALLY IF YOU'RE GOING TO THE AIRPORT AND YOU

14:07:41 17 GET OFF THE I-17 SOUTHBOUND RAMPS. IT'S AN INTERSECTION

14:07:45 18 IMPROVEMENT PROJECT. IT WAS AWARDED IN MARCH TO FANN

14:07:49 19 CONTRACTING. IT'S A \$6.3 MILLION CONTRACT AND IT'S REALLY

14:07:52 20 JUST STARTING NOW. WE'RE WORKING ON THE UTILITIES TO GET

14:07:55 21 THEM OUT OF WHERE WE NEED THEM TO BE. AND WE'RE FINISHED

14:07:59 22 WITH THE TREE REMOVAL, WHICH IS SHOWN BY THAT BROWN SWATH

14:08:02 23 ON THE LEFT. THAT'S GOING TO BE THE REALIGNMENT OF STATE

14:08:06 24 ROUTE 89A.

14:08:07 25 THE RED DOTS ON THE SCREEN REPRESENT THE

14:08:12 1 FUTURE ROUNDABOUTS. AND SO WHAT'S GOING TO HAPPEN ON THIS

14:08:16 2 PROJECT IS WE'RE GOING TO REALIGN -- THIS IS LOOKING

14:08:18 3 SOUTH. I SHOULD HAVE MENTIONED THAT EARLIER, PARDON. SO

14:08:20 4 WHAT WE'RE GOING TO DO IS REALIGN THOSE SOUTHBOUND I-17

14:08:24 5 RAMPS TO THE LEFT DOT, WHICH WILL BE ONE OF THE FUTURE

14:08:28 6 ROUNDABOUT LOCATIONS. AND THEN WE'LL REALIGN STATE ROUTE

14:08:31 7 89A TO THE DOT ON THE RIGHT, AND IT WILL BE REALIGNED

14:08:35 8 THROUGH THAT BROWN SWATH AREA WHERE WE'VE ALREADY REMOVED

14:08:38 9 THE TREES.

14:08:39 10 THE TREE AREA TO THE RIGHT IS FOR TUTHILL

14:08:41 11 COUNTY PARK. AND WE'VE BEEN WORKING WITH THE PARK SERVICE

14:08:45 12 AND THIS PROJECT, THE DEVELOPMENT. WE'LL CONTINUE DURING

14:08:47 13 CONSTRUCTION TO MAKE SURE THEY HAVE THE ACCESS THAT THEY

14:08:50 14 NEED.

14:08:52 15 SO MOVING NORTH OF FLAGSTAFF UP ON U.S. 89,

14:08:56 16 WE'RE NOW IN CAMERON. THIS IS A BRICK REPLACEMENT

14:08:59 17 PROJECT. IT WAS AWARDED IN OCTOBER, A \$37 MILLION

14:09:03 18 PROJECT. WE'RE JUST 11 PERCENT COMPLETE AND THE

14:09:05 19 CONTRACTOR IS VASCO.

14:09:07 20 ALSO INCLUDED ON THIS PROJECT IS

14:09:10 21 CONSTRUCTION OF A ROUNDABOUT ON STATE ROUTE 64 AND U.S.

14:09:14 22 89. AND ALSO 89 FROM THAT JUNCTION TO THIS BRIDGE

14:09:17 23 STRUCTURE WILL THEN BE A DIVIDED HIGHWAY AS WELL. WE'LL

14:09:20 24 HAVE PEDESTRIAN FACILITIES ON EACH SIDE, AND WE'LL HAVE A

14:09:23 25 FEW TUNNELS UNDERNEATH OF 89 SO THAT PEOPLE CAN SAFELY

14:09:27 1 PASS THE ROAD.

14:09:28 2 SO THIS IS THE CAMERON BRIDGE, THE EXISTING

14:09:31 3 BRIDGE TODAY. IT GOES OVER THE LITTLE COLORADO RIVER.

14:09:40 4 RIGHT NOW WE'RE INSTALLING SHAFTS OUT ON THE PROJECT. I

08:44:20 5 BELIEVE THESE ARE THE (INAUDIBLE) SHAFTS. THEY'RE

08:44:23 6 SIX-AND-A-HALF FOOT DIAMETER SHAFTS. THE DRILL RIG IS UP

08:44:29 7 IN THE TOP LEFT-HAND CORNER OF THE SCREEN, AND THE STEEL

08:44:32 8 CAGE IS THE TINY NARROW ON THE RIGHT SIDE OF THE SCREEN.

08:44:34 9 SO PROJECTS 4 AND 5, WE'RE NOW UP ON I-15,

08:44:37 10 THIS IS BRIDGE 3 AND 7. THESE ARE DECK REHAB PROJECTS.

08:44:42 11 THEY WERE AWARDED IN SEPTEMBER, \$2.8 MILLION CONTRACT

08:44:46 12 TOTAL. I SAY TOTAL BECAUSE IT'S ACTUALLY TWO PROJECTS

08:44:49 13 WITH ONE CONTRACT. BOTH PROJECTS ARE 50 PERCENT COMPLETE.

14 AGAIN, THE CONTRACTOR IS VASCO.

08:44:54 15 THE PICTURES ON THE RIGHT SIDE OF THE SCREEN

08:44:56 16 ARE JUST PHOTOS OF THE I-15 BRIDGE DECKS PRIOR TO

08:44:59 17 CONSTRUCTION. THE TOP IS BRIDGE 3, THE BOTTOM IS BRIDGE

08:45:02 18 7. YOU CAN SEE ON THE TOP PHOTO ON BRIDGE 3, THAT'S

08:45:06 19 ACTUALLY A -- THAT'S A MAN'S GLOVE SITTING IN THE MIDDLE

08:45:10 20 OF THE CONCRETE SLAB TO GIVE YOU SOME PERSPECTIVE OF

08:45:13 21 SCALE.

08:45:13 22 SO CURRENTLY TODAY -- UM, THIS IS ACTUALLY

08:45:17 23 BRIDGE 7. THAT'S THE HYDROGEN (INAUDIBLE) EQUIPMENT ON

08:45:20 24 THE LEFT. WHAT WE'RE DOING IS MILLING OUT ABOUT

08:45:23 25 ONE-AND-A-HALF TO TWO-AND-A-HALF INCHES OF THE TOP OF THE

08:45:26 1 BRIDGE DECK. WE TRIED TO GET -- WE TRIED TO GET DOWN TO

08:45:28 2 THAT TOP REENFORCEMENT STEEL LAYER A LITTLE BELOW, SO THAT

08:45:32 3 WHEN WE PUT THE MICROSILICA CONCRETE BACK, IT ACTUALLY HAS

08:45:37 4 SOMETHING TO BOND TO.

08:45:38 5 AND THEN THE RIGHT SIDE OF THE SCREEN IS

08:45:40 6 BRIDGE 7 AGAIN, AND IT'S SHOWING, LIKE WE DID THE FIRST

08:45:45 7 PASS, OR FIRST PHASE OF THE HYDRO. SEVEN HAS SINCE BEEN

08:45:49 8 POURED. IT WAS POURED LAST WEEK. BRIDGE 3 WILL BE POURED

08:45:52 9 PROBABLY IN ABOUT TWO WEEKS.

08:45:54 10 THE LAST PROJECT I'LL TALK TO YOU ABOUT

08:46:01 11 TODAY IS I-15 CMAR BRIDGE 6. IT'S A SUPERSTRUCTURE

08:46:07 12 REPLACEMENT PROJECT. IT DOES INCLUDE SOME SUBSTRUCTURE

08:46:11 13 WORK. WE'LL BE ADDING COLUMNS, EXTERIOR COLUMNS IN EACH

08:46:15 14 OF THE PIERS, ALONG WITH EXTENDING THE CAPS OVER THE

08:46:18 15 COLUMNS. IT'S A \$34 MILLION PROJECT. IT WAS AWARDED IN

08:46:21 16 JANUARY. IT'S EIGHT PERCENT COMPLETE. IT'S A JOINT

08:46:24 17 VENTURE BETWEEN PULICE AND WADSWORTH.

08:46:27 18 WE'RE CONCURRENTLY CONSTRUCTING THE ACCESS

08:46:31 19 ROAD ON THIS STRUCTURE IN ORDER TO GET DOWN TO THE BOTTOM

08:46:34 20 AND START THE SUBSTRUCTURE WORK, SO WE'RE CONSTRUCTING THE

08:46:37 21 ACCESS ROAD NOW. WHAT YOU SEE HERE IN THE PICTURE IS PIER

08:46:41 22 2 IS TOWARDS YOU, PIER 3 IS AWAY FROM YOU. YOU SEE THAT

08:46:45 23 CONCRETE L PANEL WALL GOING BETWEEN THE PIERS. YOU CAN

08:46:50 24 SEE THE GENTLEMAN ON THE LEFT SO YOU CAN GET A SENSE OF

08:46:53 25 THE SCALE OF THE HEIGHT OF THAT WALL. AND THE ACCESS ROAD

08:46:56 1 WOULD BE RIGHT ABOVE THAT WALL. THE ACCESS ROAD IS
08:46:58 2 ACTUALLY BEING INSTALLED TO HELP US STAY OUT OF THE RIVER.

08:47:02 3 THIS IS MY FAVORITE PICTURE OF THE
08:47:06 4 PRESENTATION. I FELT THESE ARE EXPERT BRIDGE INSPECTORS.
08:47:11 5 WE HAVE A BIGHORN SHEEP ON THE LEFT, AND I BELIEVE IT'S A
08:47:15 6 CHUCKWALLA, OTHERWISE KNOWN AS A HUGE LIZARD, ON THE
08:47:18 7 RIGHT. ONE GREAT THING ABOUT RURAL ARIZONA IS YOU'RE OUT
08:47:22 8 ON CONSTRUCTION PROJECTS AND YOU DO GET TO APPRECIATE THE
08:47:25 9 WILDLIFE. SOME OF OUR INSPECTORS ACTUALLY CARRY
08:47:29 10 BINOCULARS IN THEIR TRUCK TO TAKE ADVANTAGE OF SOME OF
08:47:31 11 THOSE OPPORTUNITIES.

08:47:32 12 SO IF YOU RECALL AT THE BEGINNING I SAID WE
08:47:36 13 HAD 14 ACTIVE CONSTRUCTION PROJECTS. IN THE INTEREST OF
08:47:40 14 YOUR TIME -- I TALKED ABOUT FIVE OF THEM HERE TODAY. WE
08:47:43 15 DO HAVE EIGHT PENDING AT \$52 BILLION. THAT EIGHT PENDING
08:47:48 16 DOES INCLUDE THE PERMANENT FIX TO THE U.S. 89 LANDSLIDE,
08:47:52 17 WHICH IS, YOU KNOW, A BIG CHUNK OF THAT 52.7 MILLION.

08:47:57 18 SO ADOT PROJECTS ALONE WILL BE UNDER
08:48:01 19 CONSTRUCTION WITH 22 PROJECTS THIS SEASON AT 161 MILLION.
08:48:03 20 I DO SAY THAT CAUTIOUSLY, BECAUSE THE WAY OUR CONSTRUCTION
08:48:08 21 SEASONS WORK IS USUALLY OUR CONSTRUCTION SEASONS GO OVER
08:48:11 22 TWO SEASONS. SO THESE AREN'T NECESSARILY FISCAL YEAR 14
08:48:14 23 DOLLAR AMOUNTS, THEY'RE ACTUALLY ROLLOVERS FROM LAST YEAR
08:48:18 24 PLUS NEW STUFF FOR THIS YEAR. AND THAT'S JUST HOW WE
08:48:19 25 OPERATE IN THE RURAL DISTRICTS BECAUSE OF OUR SNOW AND OUR

08:48:20 1 (INAUDIBLE) SEASON.

08:48:21 2 IN ADDITION TO THAT, WE ALSO ADMINISTER
08:48:23 3 LOCAL PROJECTS. AND WE CURRENTLY HAVE EIGHT UNDER
08:48:26 4 CONSTRUCTION AND WE HAVE 12 PENDING FOR THIS SEASON. SO
08:48:29 5 WE'LL HAVE A TOTAL OF 42 PROJECTS UNDER CONSTRUCTION
08:48:32 6 WITHIN THE FLAGSTAFF DISTRICT.

08:48:35 7 LOOKING AHEAD IN THE FISCAL YEAR 15, WE ALSO
08:48:40 8 MOVE INTO THE PRESERVATION MODE, WHICH MUCH OF THE STATE
08:48:45 9 IS. SO THOSE ARE JUST KIND OF SOME GENERAL IDEAS OF
08:48:49 10 PROJECTS WE'LL BE SEEING, OUR PAVEMENT (INAUDIBLE), OUR
08:48:53 11 PREVENTATIVE MAINTENANCE, YOU KNOW, SIMILAR TO THE OTHER
08:48:55 12 DISTRICTS, SIMILAR TO WHAT YOU HEARD HERE TODAY ALREADY.

08:48:58 13 SO THIS ENDS MY PRESENTATION, AND I THANK
08:49:01 14 YOU VERY MUCH FOR YOUR TIME, AND WELCOME TO THE FLAGSTAFF
08:49:03 15 DISTRICT.

08:49:04 16 CHAIRMAN CHRISTY: ENGINEER MERRICK, JUST TO
08:49:05 17 REFRESH OUR MEMORIES ON THE I-15 BRIDGES, HOW MANY TOTAL
08:49:11 18 BRIDGES ARE THERE ON I-15 IN THAT SECTION AND HOW MANY ARE
08:49:15 19 BEING UNDER REPAIR AND RECONSTRUCTION?

08:49:17 20 MS. MERRICK: I THINK THERE IS ACTUALLY --
08:49:19 21 IS THERE SEVEN BRIDGES?

08:49:20 22 CHAIRMAN CHRISTY: SEVEN BRIDGES.

08:49:22 23 MS. MERRICK: SEVEN BRIDGES.

08:49:23 24 CHAIRMAN CHRISTY: HOW MANY?

08:49:25 25 MS. MERRICK: SEVEN LOCATIONS.

1 A VOICE: EIGHT BRIDGES, SEVEN LOCATIONS.
 08:49:27 2 MS. MERRICK: EIGHT BRIDGES, SEVEN
 08:49:28 3 LOCATIONS. I ALWAYS FORGET THE NUMBERS. AND SO RIGHT NOW
 08:49:30 4 WE'RE WORKING ON 3 AND 7, WHICH ARE THE DECK REHABS. AND
 08:49:33 5 WE DO -- INCLUDED IN ONE OF THOSE THERE IS ALSO BRIDGE 2
 08:49:37 6 WHICH I DIDN'T TALK ABOUT WHICH WE'RE DOING SOME JOINTS
 08:49:40 7 ON, BUT IT'S UNDER THE 3, 7 PROJECT, AND THEN WE HAVE CMAR
 8 6.
 08:49:44 9 A VOICE: WHICH WAS A TIGER GRANT.
 08:49:45 10 MS. MERRICK: WHICH WAS A TIGER GRANT, YES.
 08:49:47 11 THANK YOU.
 08:49:47 12 CHAIRMAN CHRISTY: SO WE HAVE EIGHT BRIDGES
 08:49:49 13 IN SEVEN LOCATIONS, FOUR ARE BEING REMEDIATED?
 08:49:55 14 MS. MERRICK: CORRECT.
 08:49:56 15 CHAIRMAN CHRISTY: FOR A TOTAL OF HOW MUCH
 08:49:58 16 FOR THOSE FOUR?
 08:49:59 17 MS. MERRICK: UM, THE -- THE 3 AND 7, UM, I
 08:50:05 18 THINK IT WAS TWO MILLION, AND THEN CMAR 6 IS -- WHICH
 08:50:10 19 INCLUDES TO -- CMAR 6 IS 34 MILLION, SO 36 FOR 3, 7, 6,
 08:50:20 20 JOINTS ON TWO.
 08:50:21 21 CHAIRMAN CHRISTY: AND WHAT IS THE -- THE
 08:50:24 22 SITUATION WITH THE REMAINING BRIDGES?
 08:50:26 23 MS. MERRICK: I UNDERSTAND THE DEPARTMENT IS
 08:50:28 24 WORKING ON A TIGER GRANT FOR BRIDGE 1 AT THE MOMENT.
 08:50:33 25 A VOICE: MR. CHAIR, THAT IS CORRECT. THE

08:50:35 1 -- WE DID SUBMIT A TIGER GRANT. TIGER GRANTS WERE DUE
 08:50:39 2 BACK IN APRIL, SO WE SUBMITTED ANOTHER BRIDGE FOR TIGER
 08:50:43 3 GRANT HOPING THAT WE COULD GET THE FUNDS FOR THAT, BUT
 08:50:45 4 THAT WAS THE STRATEGY, AS MS. MERRICK POINTED OUT, WE'RE
 08:50:50 5 REHABILITATING THE BRIDGES THAT WE HAVE FOR MINOR AMOUNTS
 08:50:54 6 TO KEEP THEM FUNCTIONAL AND SAFE AS WE CONTINUE TO LOOK
 08:50:58 7 FOR (INAUDIBLE) FUNDING.
 08:50:59 8 IF YOU REMEMBER, TO REPLACE ALL EIGHT
 08:51:01 9 BRIDGES, TO RECONSTRUCT ALL EIGHT BRIDGES WAS CLOSE TO
 08:51:05 10 \$250 MILLION, WHICH THIS BOARD AND OURSELVES HAVE LOOKED
 08:51:08 11 AT AND FELT THAT WITHIN THE PROGRAM IS VERY DIFFICULT TO
 08:51:12 12 RE-PRIORITIZE THAT AND TAKE A WHOLE BUNCH OF OTHER
 08:51:15 13 PROJECTS OUT.
 08:51:16 14 SO WE ARE LOOKING AT TIGER GRANTS, WE'RE
 08:51:18 15 LOOKING AT OTHER FUNDING SOURCES, BUT WE'VE NOT SOLVED THE
 08:51:20 16 LONG TERM FUNDING OF WHAT IT'S GOING TO TAKE TO
 08:51:24 17 REHABILITATE ALL THOSE BRIDGES THAT NEED THAT. NOW, WE'RE
 08:51:26 18 CONTINUING TO LOOK AT THEM ONE AT A TIME, CONTINUING TO
 08:51:28 19 PROGRAM. YOU'LL SEE THAT THERE IS, AT THE FIVE-YEAR
 08:51:29 20 PROGRAM, ANOTHER BRIDGE IS IN THERE FOR DESIGN TO CONTINUE
 08:51:32 21 TO PUT -- WE'RE TRYING TO PIECEMEAL IT TOGETHER AS QUICKLY
 08:51:35 22 AS WE CAN WITHOUT SACRIFICING THE REST OF THE STATE.
 08:51:38 23 CHAIRMAN CHRISTY: AND THAT -- YOU
 08:51:39 24 ARTICULATED, ACTUALLY, ALL THE QUESTIONS I HAD REGARDING
 08:51:41 25 THAT ENTIRE STRING OF BRIDGES AND PROJECT. IT'S -- A

08:51:43 1 NUMBER OF US VISITED THAT SITE AND IT IS VERY, VERY
08:51:48 2 TROUBLESOME.
08:51:49 3 ANY QUESTIONS FROM THE BOARD OF ENGINEER
08:51:52 4 MERRICK?
5 (NO RESPONSE.)
08:51:55 6 CHAIRMAN CHRISTY: THANK YOU FOR YOUR
08:51:55 7 PRESENTATION.
08:51:56 8 MS. MERRICK: MR. CHAIR, I WOULD LIKE TO ADD
08:51:59 9 ONE MORE THING. BRIDGES 3 AND 7, JUST FOR CLARITY, THOSE
08:52:03 10 ARE THE SOUTHBOUND STRUCTURES, SO IT DOES NOT INCLUDE THE
08:52:04 11 NORTHBOUND STRUCTURES. AND THEY'RE JUST BRIDGE DECK
08:52:05 12 REHABS, SO THEY'RE JUST A FIX FOR SOME FUTURE IMPROVEMENT,
08:52:08 13 WHETHER THAT'S BRIDGE DECK REPLACEMENT OR SOMETHING ELSE
08:52:11 14 IN THE FUTURE, SO THANK YOU.
08:52:12 15 CHAIRMAN CHRISTY: THANK YOU.
08:52:13 16 WE'LL MOVE ON TO THE DIRECTOR'S REPORT.
08:52:15 17 REPORTING ON BEHALF OF THE DIRECTOR WILL BE MR. ROEHRICH.
08:52:24 18 MR. ROEHRICH: THANK YOU, MR. CHAIR, AND
08:52:25 19 GOOD MORNING, AS WELL, TO ALL THE BOARD MEMBERS.
08:52:28 20 JUST A LAST MINUTE ITEM, I DID WANT TO -- TO
08:52:47 21 EMPHASIZE THE IMPORTANCE OF THE MAY 20TH (INAUDIBLE) STUDY
08:52:52 22 SESSION, AND REALLY THAT -- THAT STUDY SESSION NEEDS TO BE
08:52:55 23 AWARE, WE ANALYZE AND LOOK AT ALL THE ADJUSTMENTS THAT WE
08:52:59 24 MAKE TO THE FIVE-YEAR PROGRAM THAT THE BOARD WANTS IN
08:53:03 25 CONSIDERATION OF THEIR OWN ANALYSIS, AS WELL AS FROM THE

08:53:07 1 PUBLIC, IN ORDER TO MAKE SURE THAT WE HAVE TIME TO ANALYZE
08:53:10 2 IT, MAKE SURE IT'S FISCALLY CONSTRAINED, MAKE SURE THAT IT
08:53:13 3 DOESN'T VIOLATE ANY OF THE OTHER FINANCIAL REQUIREMENTS,
08:53:16 4 RESPONSIBILITIES WE HAVE, SO WE CAN BRING IT BACK IN JUNE,
08:53:19 5 SO IT DOES NEED TO BE A COMPREHENSIVE DISCUSSION.
08:53:22 6 AND IN THAT REGARD, THERE ARE THREE ITEMS ON
08:53:25 7 THAT STUDY SESSION I WANTED TO HIT. THE STATE (INAUDIBLE)
08:53:27 8 IS GOING TO GIVE US A SHORT PRESENTATION ON THEIR REQUEST
08:53:29 9 FOR ADDITIONAL FUNDING. I THINK ALL THE BOARD MEMBERS HAD
08:53:32 10 RECEIVED THEIR LETTER THAT THEY HAD SUBMITTED REQUESTING
08:53:35 11 THAT, SO WE'RE GOING TO GIVE THEM TEN MINUTES TO COME IN
08:53:38 12 AND FOLLOW UP ON THAT.
13 WE ARE GOING TO GO THROUGH THE FIVE-YEAR
08:53:40 14 COMPREHENSIVE -- COMPREHENSIVE DISCUSSION OF THE FIVE-YEAR
08:53:42 15 PROGRAM AND ANALYZE IT. AND THEN AT THE END OF THAT,
08:53:44 16 WE'RE GOING TO SPEND A FEW MINUTES KIND OF TALKING ABOUT
08:53:47 17 THE FUTURE FUNDING REQUESTS THAT A COUPLE OF THE BOARD
08:53:49 18 MEMBERS HAVE ASKED US TO LOOK AT, CASA GRANDE (INAUDIBLE)
08:53:52 19 AND HOW THAT FITS INTO THE POSSIBILITY AND ANY OTHER
08:53:53 20 FUTURE FUNDING POSSIBILITIES THAT MIGHT BE THERE IN
08:53:56 21 CONSIDERATION. AND WE'RE GOING TO HAVE A SHORT DISCUSSION
08:53:59 22 -- PRESENTATION TO DISCUSS THAT WITH THE BOARD, SO THOSE
08:54:02 23 ARE THE THREE ITEMS THAT WE HAVE FOR THE BOARD STUDY
08:54:06 24 SESSION.
08:54:06 25 CHAIRMAN CHRISTY: DOES THAT CONCLUDE YOUR

08:54:08 1 REPORT?

08:54:09 2 MR. ROEHRICH: THAT'S ALL I HAVE.

08:54:10 3 CHAIRMAN CHRISTY: THANK YOU, MR. ROEHRICH.

08:54:11 4 WITH THAT, WE'LL MOVE ON TO THE --

08:54:14 5 A VOICE: MR. CHAIRMAN, I WOULD LIKE TO ASK

08:54:15 6 A QUESTION.

08:54:16 7 CHAIRMAN CHRISTY: I DON'T THINK AT THIS

08:54:17 8 POINT YOU CAN ASK QUESTIONS ON THAT AGENDA ITEM, CAN YOU?

08:54:21 9 A VOICE: OH.

08:54:22 10 CHAIRMAN CHRISTY: NO, I'M SORRY.

08:54:23 11 A VOICE: OKAY. THAT'S FINE.

08:54:24 12 CHAIRMAN CHRISTY: WE'LL MOVE ON TO THE

08:54:25 13 CONSENT AGENDA ITEM NUMBER 3.

08:54:27 14 DOES ANY OF THE BOARD MEMBERS WISH TO PULL

08:54:30 15 AN INDIVIDUAL ITEM FOR DISCUSSION OR DISPOSITION?

16 (NO RESPONSE.)

08:54:33 17 CHAIRMAN CHRISTY: HEARING NO REQUESTS, THE

08:54:34 18 CHAIR WILL ENTERTAIN A MOTION TO APPROVE THE CONSENT

08:54:37 19 AGENDA ITEMS AS PRESENTED.

08:54:41 20 BOARD MEMBER ANDERSON: SO MOVED.

08:54:41 21 CHAIRMAN CHRISTY: THERE IS A MOTION BY

08:54:42 22 MR. ANDERSON.

23 BOARD MEMBER SELLERS: SECOND.

08:54:43 24 CHAIRMAN CHRISTY: AND A SECOND BY

25 MR. SELLERS.

08:54:47 1 ALL THOSE IN FAVOR OF THE MOTION, SIGNIFY BY

08:54:49 2 SAY AYE.

3 BOARD MEMBERS: AYE.

4 CHAIRMAN CHRISTY: OPPOSED?

5 (NO RESPONSE.)

08:54:50 6 CHAIRMAN CHRISTY: HEARING NONE, THE MOTION

08:54:51 7 PASSES AND THE CONSENT AGENDA IS APPROVED AS PRESENTED.

08:54:54 8 WE'LL MOVE ON TO LEGISLATIVE REPORT ITEM 4

08:54:59 9 AND HEAR FROM OUR DIRECTOR OF GOVERNMENT RELATIONS,

08:55:02 10 MR. KEVIN BIESTY.

08:55:04 11 MR. BIESTY, I SHOULD HAVE HAD YOU ON DECK.

08:55:06 12 MR. BIESTY: GOOD MORNING, MR. CHAIRMAN,

08:55:11 13 MEMBERS OF THE COMMITTEE, THE BOARD, I SHOULD SAY.

08:55:13 14 CHAIRMAN CHRISTY: YOU'RE BACK IN

08:55:15 15 WASHINGTON, HUH?

08:55:16 16 MR. BIESTY: I'M BACK AT THE LEGISLATURE.

08:55:18 17 I DON'T HAVE A WHOLE LOT TO REPORT. YOU'VE

08:55:20 18 HAD A LONG MORNING, SO I'M GOING TO KIND OF GO THROUGH

08:55:23 19 THIS PRETTY QUICK.

08:55:24 20 AS YOU KNOW, THE STATE LEGISLATURE ADJOURNED

08:55:26 21 ON APRIL 24TH. WE'RE EXPECTING A SPECIAL SESSION HERE IN

08:55:29 22 THE UPCOMING WEEKS TO DEAL WITH THE CPS ISSUE. OBVIOUSLY

08:55:33 23 ADOT WILL NOT HAVE A ROLE IN THAT, BUT THEY WILL BE BACK

08:55:36 24 IN SESSION HERE PRETTY SOON.

08:55:38 25 BOTH THE AGENCY BILLS THAT ADOT HAD PROPOSED

08:55:42 1 HAVE PASSED. WE'RE WORKING ON OUR SUMMARY OF THE SESSION
 08:55:46 2 WHICH YOU'LL BE GETTING HERE SHORTLY. WE'LL E-MAIL THAT
 08:55:50 3 TO YOU, A LINK TO THE REPORT, SO YOU CAN SEE EVERYTHING
 08:55:53 4 THAT HAPPENED THIS PAST SESSION.

08:55:54 5 ON THE FEDERAL LEVEL WE CONTINUE TO WORK
 08:55:56 6 WITH THE STAKEHOLDERS ON THE I-11 DESIGNATION LANGUAGE AND
 08:56:00 7 POSSIBLE FUNDING OPTIONS. WE'RE GETTING CLOSE. AND WE'LL
 08:56:03 8 HAVE SOMETHING FOR THE BOARD TO LOOK AT HERE, HOPEFULLY,
 08:56:08 9 IN THE NEXT WEEK OR TWO.

08:56:11 10 REAUTHORIZATION, THE PRESIDENT PROPOSED A
 08:56:14 11 FOUR-YEAR BILL. THE HOUSE HAS NOT MADE A PROPOSAL YET,
 08:56:18 12 THEY'RE STILL HAVING MEETINGS. AND THE SENATE IS
 08:56:21 13 SCHEDULED TO RELEASE A DRAFT OF THEIR PROPOSAL MONDAY WITH
 08:56:24 14 HEARINGS ON THURSDAY.

08:56:27 15 ALL INDICATIONS AT THIS POINT, WITH THE
 08:56:29 16 IMPENDING SHORTFALL OF THE NEXT NINE WEEKS, ALL
 08:56:34 17 INDICATIONS ARE THAT CONGRESS WILL PROBABLY PASS A
 08:56:37 18 SHORT-TERM EXTENSION WITH SOME ADDITIONAL FUNDS. THAT'S
 08:56:41 19 WHAT WE ARE HEARING SO --

08:56:44 20 CHAIRMAN CHRISTY: IS THAT A CONTINUING
 08:56:45 21 RESOLUTION?

08:56:47 22 MR. BIESTY: YES, YES, SIR. SO AT LEAST TO
 08:56:50 23 GET US PAST THE FUNDING CLIFF, AND ALSO PROBABLY TO GET
 08:56:54 24 INTO THE NEW YEAR PAST THE ELECTION, SO WE'LL SEE HOW THAT
 08:56:59 25 GOES. WE'LL KEEP YOU -- KEEP YOU INFORMED ON THAT. AND

08:57:01 1 THAT'S ALL I HAVE.

08:57:03 2 IF YOU HAVE ANY FURTHER QUESTIONS, I'D BE
 08:57:04 3 HAPPY TO --

08:57:04 4 CHAIRMAN CHRISTY: I DO. MR. BIESTY, COULD
 08:57:06 5 YOU EXPAND A LITTLE BIT ON THE PROCESS OF THE REWORDING OR
 08:57:09 6 REWORKING OF THE I-11 RE-DESIGNATION, AND JUST GIVE A
 08:57:14 7 LITTLE BRIEF -- SURMISE ALL OF THAT.

08:57:17 8 MR. BIESTY: SURE, MR. CHAIRMAN.

08:57:18 9 WE'VE HAD A SERIES OF MEETINGS, ACTUALLY THE
 08:57:21 10 LAST MEETING WE HAD, WE HAD REPRESENTATIVES OF THE
 08:57:24 11 WASHINGTON TEAMS THAT EACH -- THAT NEVADA HAS, ADOT HAS,
 08:57:27 12 AND INTERESTED PARTIES, TO KIND OF FINE TUNE THE LANGUAGE.
 08:57:31 13 AND WHERE WE'RE AT RIGHT NOW -- AND I'LL TALK ABOUT THE
 08:57:34 14 DESIGNATION. WE'RE TRYING TO FIGURE OUT APPROPRIATE
 08:57:39 15 LANGUAGE THAT WILL INCORPORATE THE BORDER TO BORDER
 08:57:41 16 CONCEPT THAT WE'VE BEEN DISCUSSING FOR THE PAST YEAR OR
 08:57:45 17 TWO TO MAKE SURE IN THE FEDERAL LAW THAT THAT'S CLEAR TO
 08:57:50 18 EVERYBODY.

08:57:52 19 AT THE SAME TIME, NEVADA HAS SOME PARTS THAT
 08:57:55 20 ALSO WANT TO BE INCLUDED IN THAT, SO WE'RE TRYING TO MAKE
 08:57:59 21 SURE THAT EVERYBODY IS OKAY WITH WHAT WE'RE PROPOSING.
 08:58:04 22 AGAIN, FROM THE ARIZONA STANDPOINT IS TO BE THE BORDER TO
 08:58:08 23 BORDER CONCEPT, AND THAT'S ALL INCLUSIVE.

08:58:11 24 AND THEN THE FUNDING IS ALSO KIND OF STICKY,
 08:58:14 25 BECAUSE THE HOUSE HAS AN EARMARK BAND, AND, YOU KNOW, YOU

08:58:18 1 HAVE TO BALANCE TRYING TO PRIORITIZE THIS WITHOUT IT BEING
 08:58:24 2 AN EARMARK AND WITHOUT TAKING FROM OTHER STATES, BECAUSE
 08:58:29 3 THEN THEY'LL OPPOSE IT. SO THERE IS, I LIKE TO CALL IT,
 08:58:35 4 LEGISLATIVE JIU-JITSU GOING ON RIGHT NOW. I'M PRETTY SURE
 08:58:37 5 WE'LL HAVE A PRODUCT (INAUDIBLE) HERE IN THE NEXT WEEK OR
 08:58:40 6 TWO.

08:58:40 7 CHAIRMAN CHRISTY: AND THAT PRODUCT WILL
 08:58:41 8 CERTAINLY REFLECT THE SOUTHERN ARIZONA CONNECTIVITY ISSUE,
 08:58:45 9 PART OF THE BORDER TO BORDER CONCEPT?

08:58:48 10 MR. BIESTY: THAT'S -- THAT'S CORRECT, SIR.

08:58:49 11 CHAIRMAN CHRISTY: GREAT.

08:58:49 12 ANY QUESTIONS OF MR. BIESTY?

13 (NO RESPONSE.)

08:58:51 14 CHAIRMAN CHRISTY: THANK YOU VERY MUCH FOR
 08:58:52 15 YOUR REPORT.

08:58:52 16 WE'LL MOVE ON TO THE FINANCIAL REPORT FROM
 08:58:56 17 OUR CHIEF FINANCIAL OFFICER, KRISTINE WARD.

08:58:59 18 MS. WARD.

08:59:03 19 MS. WARD: GOOD MORNING. LET'S SEE, WHAT
 08:59:06 20 ARE MY -- ALL RIGHT.

08:59:20 21 FOR THE RECORD, KRISTINE WARD WITH ADOT ON
 08:59:25 22 DECK. OKAY. SO --

08:59:28 23 CHAIRMAN CHRISTY: AT BAT.

08:59:29 24 MS. WARD: -- HIGHWAY USER GROUP REVENUE
 08:59:31 25 FUND, HURF. WE'RE DOING WELL. WE'RE (INAUDIBLE) WE JUST

08:59:36 1 CROSSED OVER THE BILLION MARK. WE'RE WORKING THROUGH OUR
 08:59:39 2 (INAUDIBLE) REVENUES AND WE'RE ABOUT 1.3 PERCENT AHEAD OF
 08:59:43 3 FORECAST. GAS, DIESEL, MAINTAINING SOME MODERATE GROWTH
 08:59:49 4 THERE, BETTER THAN LAST YEAR. AND -- AND REGISTRATION AND
 08:59:56 5 BLT, WE'RE ACTUALLY SEEING SOME STRENGTH IN THE
 09:00:00 6 REGISTRATION, AND OF COURSE BLT IS WHAT'S KEEPING US
 09:00:03 7 AFLOAT (INAUDIBLE).

09:00:03 8 MOVING ON TO (INAUDIBLE). AGAIN, WE'RE
 09:00:07 9 TRACKING WITHIN FORECAST. RETAIL AND CONTRACTING RUN VERY
 09:00:10 10 STRONG. WE HAD FORECAST OVERALL FOR LARGELY -- FORECASTED
 09:00:16 11 ABOUT A SIX PERCENT GROWTH OVER LAST YEAR. I THINK WE'RE
 09:00:19 12 RUNNING CLOSER TO THE SEVEN AND EIGHT PERCENT OR SO.
 09:00:22 13 WE'RE DOING WELL.

09:00:23 14 MOVING ON, I HAD NOTHING LARGE TO REPORT
 09:00:26 15 WITH REGARD TO THE DEBT PROGRAM OR CASH MANAGEMENT, SO I'D
 09:00:30 16 LIKE TO GO INTO THE FEDERAL AID PROGRAM, IF I MAY, AND
 09:00:33 17 TOUCH UPON SOME OF THE ITEMS THAT -- THAT KEVIN WAS
 09:00:37 18 TALKING ABOUT.

09:00:37 19 SO, YOU KNOW, THE FEDERAL AID THAT ARIZONA
 09:00:45 20 RECEIVES IS PAID FOR FROM THE HIGHWAY -- THE FEDERAL
 09:00:48 21 HIGHWAY TRUST FUND. LET'S JUST START OUT WITH THE BASICS
 09:00:53 22 HERE. AND THOSE PAYMENTS ARE MADE TO US ON A
 09:00:55 23 REIMBURSEMENT BASIS, SO WE FRONT THE MONEY, WE PAY THE
 09:00:59 24 BILLS, AND THEN THEY REIMBURSE US FOR THOSE FUNDS THAT WE
 25 HAVE EXPENDED.

09:01:03 1 WHAT THIS SLIDE DEPICTS IS THE FORECASTED
09:01:06 2 INCOME AN OUTLAYS GOING OUT OF THE FUND. NOW THIS CHART
09:01:09 3 IS PROVIDED TO US BY FHWA AND IT'S PROVIDED ON THEIR WEB
09:01:13 4 PAGE EVERY MONTH ON THE 15TH OF EVERY MONTH. I'VE
09:01:16 5 PROVIDED THIS TO YOU BEFORE. AND THE LAST ONE WAS AS OF
09:01:19 6 2-28, THIS ONE NOW WE'VE GOT THROUGH THE END OF MARCH.
09:01:23 7 UNDERSTAND THAT THIS IS FHWA'S BEST GUESS OF
09:01:25 8 WHAT REVENUES FLOWING IN WILL BE, AS WELL AS THEIR BEST
09:01:28 9 GUESS AS TO WHAT STATE'S EXPENDITURES WILL BE BETWEEN NOW
09:01:32 10 AND THE END OF THE YEAR. IF YOU TAKE A NOTE THAT THE
09:01:35 11 FUND'S BALANCE IS ESTIMATED TO DIP BELOW THE \$4 BILLION
09:01:40 12 THRESHOLD AT THE END OF JULY AND BE IN A NEGATIVE POSITION
09:01:45 13 BY THE END OF THE FEDERAL FISCAL YEAR.
09:01:48 14 YOU ALSO NOTE, IF YOU TAKE A LOOK AROUND THE
09:01:52 15 MAY TIME FRAME, THAT YOU'LL SEE AN ESCALATING DECLINE IN
09:01:56 16 THE FUND. THAT'S WHEN THE EXPENDITURES REALLY START
09:01:59 17 RAMPING UP AS THE CONSTRUCTION -- AS THE CONSTRUCTION
09:02:02 18 SEASON BEGINS. AND ALSO INFLUENCING THIS RATE OF DECLINE
09:02:06 19 IS THAT AS OF JUNE MANY STATES HAVE THEIR DEBT SERVICE
09:02:10 20 PAYMENT DUE, SO ALL OF THOSE EXPENDITURES ARE WHAT DRIVE
09:02:15 21 THAT DECLINE FROM MAY THROUGH THE REMAINDER OF THE FISCAL
09:02:18 22 YEAR.
09:02:19 23 EXCUSE ME, MY TURNING THE PAGES IS BEHIND MY
09:02:30 24 SPEAKING.
09:02:30 25 SO UPON REACHING THAT \$4 BILLION --

09:02:34 1 HEY, I DIDN'T EVEN KNOW THAT DID THAT. WHAT
09:02:36 2 A SURPRISE.
09:02:37 3 UPON REACHING THAT \$4 BILLION THRESHOLD,
09:02:42 4 FHWA, WE'VE BEEN IN COMMUNICATIONS WITH THE DIVISION, AS
09:02:47 5 WELL AS WE HAVE SENT SOME QUESTIONS BACK AND FORTH TO THE
09:02:50 6 HEADQUARTERS, PARTICULARLY REGARDING OUR DEBT SERVICE
09:02:53 7 PAYMENT, BUT UPON REACHING THAT \$4 BILLION THRESHOLD, FHWA
09:02:58 8 BEGINS WHAT THEY CALL ENHANCED MONITORING AND
09:03:01 9 COMMUNICATION. SO WHEN WE HIT THAT THRESHOLD, THEY'RE
09:03:04 10 GOING TO START TALKING TO US MORE.
09:03:05 11 AND WHAT'S GOING TO HAPPEN THEN IS AT THAT
09:03:07 12 POINT THEY'RE GOING TO REASSESS THOSE REVENUE AND
09:03:10 13 EXPENDITURE FLOWS THAT YOU SAW ON THE PREVIOUS CHART. AND
09:03:13 14 IT IS AT THAT POINT THEY'LL DECIDE, DEPENDING UPON WHAT
09:03:17 15 THE REVISED FORECASTS PROVE OUT, THEY WILL CHOOSE WHAT
09:03:21 16 MECHANISM THEY WILL USE IN ORDER TO DEAL WITH WHATEVER THE
09:03:24 17 OUTCOME IS, WHATEVER THE POSITION OF THE FUND IS.
09:03:28 18 SO I WANT TO TAKE A SECOND TO PUT -- POINT
09:03:32 19 SOMETHING OUT. THE HIGHWAY TRUST FUND, THE FEDERAL
09:03:34 20 HIGHWAY TRUST FUND HAS DIPPED BELOW 4 BILLION IN THE PAST,
09:03:39 21 IN FACT, AT THE END OF FEDERAL FISCAL YEAR IT WAS AT 1.6
09:03:44 22 BILLION DOLLARS, AND IT'S DIPPED BELOW THAT AND NO
09:03:46 23 MEASURES HAVE BEEN TAKEN -- HAVE TAKEN PLACE UNDER THOSE
09:03:49 24 CIRCUMSTANCES.
09:03:49 25 NOW, CAVEAT, THEY KNEW THAT THEY HAD A BIG

09:03:54 1 GENERAL FUND TRANSFER COMING IN WITHIN A -- WITHIN A FEW
 09:03:58 2 WEEKS, SO -- BUT MY POINT BEING IS THERE IS THE CHANCE
 09:04:01 3 THAT IT WILL DIP BELOW 4 BILLION. IT DOESN'T MEAN THAT
 09:04:04 4 RIGHT AS WE DIP BELOW THE 4 BILLION, THEY WILL IMMEDIATELY
 09:04:07 5 TAKE ACTION. ALL RIGHT. IT JUST MEANS THAT THEY'LL START
 09:04:10 6 WATCHING MORE CLOSELY AND COMMUNICATING WITH US MORE
 09:04:14 7 FREQUENTLY.

09:04:14 8 SO WHAT ACTIONS WILL THEY TAKE? I'VE
 09:04:17 9 MENTIONED THESE TO YOU BEFORE. THEY HAVE LOOKED AT
 09:04:19 10 DELAYING REIMBURSEMENTS. THEY WILL TRANSITION -- THE
 09:04:22 11 POTENTIAL ACTIONS WILL BE DELAYING REIMBURSEMENTS FROM
 09:04:27 12 DAILY TO WEEKLY REIMBURSEMENTS. THEY COULD ALIGN
 09:04:30 13 REIMBURSEMENTS WITH THE REVENUES FLOWING INTO THE TRUST
 09:04:33 14 FUND, MAKING THOSE DEPOSITS -- MAKING THOSE REIMBURSEMENTS
 09:04:36 15 TWICE MONTHLY. AND THEY'VE ALSO LOOKED AT -- THERE IS
 09:04:39 16 ALSO THE POTENTIAL OF MAKING PROPORTIONAL -- PORTIONAL
 09:04:43 17 (SIC) PAYMENTS BACK TO THE STATE -- PROPORTIONAL
 09:04:45 18 REIMBURSEMENTS TO THE STATE.

09:04:47 19 SO GIVEN THE CIRCUMSTANCES AND GIVEN THE
 09:04:52 20 STATE OF THE HIGHWAY TRUST FUND, WE STARTED DOING A NUMBER
 09:04:55 21 OF SCENARIOS. BUT TO ADD TO THE CONTEXT HERE AS TO
 09:05:01 22 ACTUALLY WHERE THE DEPARTMENT SITS IN TERMS OF CASH, LET
 09:05:03 23 ME GIVE YOU A LITTLE HISTORICAL PERSPECTIVE HERE. WHAT
 09:05:10 24 THE SLIDE DEPICTS IS THE AVERAGE CASH BALANCE HISTORY FOR
 09:05:14 25 THE STATE HIGHWAY FUND BETWEEN FEBRUARY OF 2010 AND

09:05:17 1 FEBRUARY OF 2014.

09:05:19 2 THAT NASTY LITTLE RED LINE IDENTIFIES THE
 09:05:24 3 LOW BALANCE IN A GIVEN -- FOR A GIVEN MONTH. SO IF YOU
 09:05:28 4 LOOK AT THE PERIOD EXCEPT -- EXCEPT FOR FISCAL YEAR 11
 09:05:32 5 WHERE WE HAD A SERIES OF MONTHS WHERE WE DID NOT HIT A
 09:05:36 6 NEGATIVE BALANCE, JUST ABOUT EVERY MONTH WE END UP
 09:05:42 7 TOUCHING AND HAVING A NEGATIVE BALANCE IN THE STATE
 09:05:45 8 HIGHWAY FUND.

09:05:46 9 NOW, YOU MIGHT SAY, OKAY, WELL, I'M NOT
 09:05:50 10 ALLOWED TO RUN A NEGATIVE BALANCE AT HOME, SO HOW ARE YOU
 09:05:53 11 NAVIGATING THROUGH THAT? THE WAY WE NAVIGATE THROUGH
 09:05:55 12 THAT, THE WAY WE MANAGE IT IS BY DIPPING INTO SOME
 09:05:59 13 RESTRICTED FUNDING WE HAVE AND BY USING BOND PROCEEDS.

09:06:03 14 SO WHAT I WANT TO GET ACROSS HERE IS, YOU
 09:06:05 15 KNOW, WE'RE RUNNING ON A VERY, VERY TIGHT CASH SITUATION.
 09:06:10 16 AND TO ADD SOME MORE PERSPECTIVE TO IT, KEEP IN MIND THAT
 09:06:15 17 EVERY TWO WEEKS WE ARE CUTTING CHECKS OUT OF THIS FUND FOR
 09:06:19 18 PAYROLL TO THE TUNE OF \$11 MILLION. OUR CONTRACTORS'
 09:06:22 19 PAYMENTS RUN ANYWHERE FROM 25 TO \$65 MILLION A MONTH. AND
 09:06:27 20 OUR FEDERAL MATCH FOR -- IS -- RUNS ABOUT \$30 MILLION A
 09:06:32 21 YEAR. SO WHAT WE WOULD LIKE TO ACTUALLY SEE AS AN AVERAGE
 09:06:36 22 BALANCE IN THIS FUND IS CLOSER TO 130 TO \$150 MILLION.

09:06:43 23 SO IF WE EXPERIENCE DELAYS IN
 09:06:47 24 REIMBURSEMENTS, WHAT WE DID IS -- IN PLANNING FOR THAT,
 09:06:50 25 SHOULD IT OCCUR, WE RAN THREE SCENARIOS: REIMBURSEMENTS

09:06:54 1 TWICE A MONTH, LOOKING AT REIMBURSEMENTS -- ONLY GETTING
 09:06:57 2 REIMBURSEMENTS TWICE A MONTH; LOOKING AT PROPORTIONAL
 09:07:01 3 REIMBURSEMENTS; AND LOOKING AT REIMBURSEMENTS THAT OCCUR
 09:07:04 4 ONCE A MONTH. WE TOOK -- WITH THE INTENT OF TAKING A MORE
 09:07:08 5 CONSERVATIVE POSITION AND SAYING WHAT -- WHAT DO WE THINK
 09:07:12 6 THE WORSE CASE SCENARIO WOULD BE.

09:07:14 7 WHAT YOU SEE HERE DEPICTS REIMBURSEMENTS
 09:07:16 8 ONCE PER MONTH AND REPRESENTS THE MOST CONSERVATIVE OF ALL
 09:07:22 9 OF THE REIMBURSEMENT SCENARIOS. I'VE ONLY CHOSEN TO SHOW
 09:07:25 10 YOU THIS ONE FOR THE SAKE OF PRESERVING YOUR SANITY. THIS
 09:07:30 11 -- WHAT THIS RESULTS IN IS WE END UP, AT OUR LOWEST POINT,
 09:07:35 12 WE END UP HITTING THE NEGATIVE \$22.4 MILLION NEGATIVE CASH
 09:07:40 13 BALANCE. WE INCUR -- WE HAVE NEGATIVE CASH BALANCES OCCUR
 09:07:45 14 40 TIMES DURING THIS PERIOD, AND THE AVERAGE BALANCE THAT
 09:07:49 15 WE MAINTAIN IS ABOUT \$17 MILLION, FAR, FAR, FAR FROM 130
 09:07:55 16 TO \$150 MILLION. THAT WOULD BE NICE.

09:08:00 17 CHAIRMAN CHRISTY: I CAN'T -- I CAN'T SEE
 09:08:02 18 FROM THIS. WHAT DOES THAT -- THE MOST SEVERE NEGATIVE
 09:08:05 19 BALANCE?

09:08:07 20 MS. WARD: THE MOST SEVERE NEGATIVE BALANCE
 09:08:09 21 UNDER THIS SCENARIO WE WOULD ENCOUNTER A NEGATIVE BALANCE
 09:08:14 22 OF \$22.4 MILLION.

09:08:14 23 CHAIRMAN CHRISTY: AND WHEN DOES THAT OCCUR?

09:08:16 24 MS. WARD: IN THE LATE AUGUST TIME FRAME, SO
 09:08:19 25 RIGHT ABOUT THERE.

09:08:21 1 CHAIRMAN CHRISTY: AND LATE AUGUST TIME
 09:08:23 2 FRAME. AND MY CHAIRMANSHIP EXPIRES WHEN?
 09:08:28 3 NOT SOON ENOUGH.

09:08:32 4 MS. WARD: NOW WE'VE MADE SOME ASSUMPTIONS
 09:08:34 5 IN THESE FORECASTS. WE ASSUME THAT THE REIMBURSEMENT
 09:08:37 6 WOULD BEGIN IN JUNE AND THEY LAST THROUGH SEPTEMBER.
 09:08:40 7 AGAIN, WE TOOK THE MOST CONSERVATIVE POSITION, TRIED TO
 09:08:44 8 TAKE THE MOST CONSERVATIVE POSITION, BECAUSE, UNDERSTAND,
 09:08:47 9 THESE ARE ALL BASED ON FORECASTS. IF EVERYBODY KNOWS THAT
 09:08:50 10 THE FEDERAL HIGHWAY TRUST FUND IS FACING CASH FLOW
 09:08:53 11 PROBLEMS, IT DOES MAKE ONE THINK ABOUT SENDING THEIR BILLS
 09:08:57 12 IN FOR REIMBURSEMENT EARLY: I WANT TO GET MY MONEY FIRST
 09:09:00 13 KIND OF ATTITUDE, SO IT CAN ACCELERATE AND THINGS CAN
 09:09:04 14 ADJUST IN THOSE -- IN THOSE FORECASTS.

09:09:06 15 IT ALSO ASSUMES THAT THE STATE RECEIVES FULL
 09:09:09 16 REIMBURSEMENT. IT ASSUMES THAT WE ACTUALLY GET FULL
 09:09:12 17 REIMBURSEMENT AS OPPOSED TO GET CUTS TO OUR PROGRAM. IT
 09:09:16 18 ALSO -- IT ALSO ASSUMES -- AND WE DID SOME INVESTIGATING
 09:09:21 19 INTO THIS -- AS TO MAKING OUR DEBT SERVICE PAYMENT A
 09:09:24 20 LITTLE EARLY, SO JUST BY ADJUSTING OUR BEHAVIORS SO WE GET
 09:09:29 21 THAT PAYMENT (INAUDIBLE).

09:09:32 22 SO LIKE ANY FORECAST, THERE ARE RISKS. THIS
 09:09:38 23 IS -- IT WOULD -- THINGS THAT COULD GO WRONG, OUR
 09:09:42 24 ASSUMPTIONS ARE WRONG, FORECASTS ARE WRONG, AND OTHER
 09:09:45 25 STATES ALSO CHANGE THEIR BEHAVIORS. BUT GIVEN THE PRESENT

09:09:49 1 FORECAST AND THE DATA THAT HAS BEEN MADE AVAILABLE TO US,
09:09:52 2 I BELIEVE WE ARE IN (INAUDIBLE) OF THIS AND THE DELAYED
09:09:58 3 REIMBURSEMENTS OVER THIS PERIOD OF TIME.

09:10:00 4 THAT CONCLUDES MY PRESENTATION. I WOULD BE
09:10:03 5 HAPPY TO TAKE ANY QUESTIONS.

09:10:04 6 CHAIRMAN CHRISTY: ANY QUESTIONS OF
09:10:06 7 MS. WARD?

8 (NO RESPONSE.)

09:10:08 9 CHAIRMAN CHRISTY: WELL, CONTINUE TO WALK
09:10:09 10 THE TIGHTROPE AND WE'LL SEE WHAT HAPPENS WITH WHAT
09:10:13 11 MR. BIESTY WAS REPORTING ABOUT WITH THE LEGISLATION IN
09:10:16 12 WASHINGTON AND HOW IT AFFECTS US.

13 MS. WARD: THANK YOU.

09:10:19 14 CHAIRMAN CHRISTY: THANK YOU VERY MUCH.

09:10:20 15 MOVING ON TO AGENDA ITEM NUMBER 6, THE
09:10:27 16 REPORT FROM THE MULTIMODAL PLANNING DIVISION. AND IT WILL
09:10:31 17 BE GIVEN BY, AGAIN, OUR MULTIMODAL PLANNING DIRECTOR
09:10:35 18 MR. SCOTT OMER.

09:10:46 19 MR. OMER.

09:10:46 20 MR. OMER: THANK YOU, MR. CHAIR.

09:10:48 21 SO I HAVE A COUPLE OF DIFFERENT ITEMS TODAY
09:10:51 22 ON THE MPD REPORT. THE FIRST BEING OUR MONTHLY I-11
09:36:21 23 UPDATE. I'LL KEEP THIS ONE PRETTY SHORT BECAUSE, UM, YOU
09:36:25 24 HEAR ABOUT IT EVERY MONTH, AND FOR THE SAKE OF TIME TODAY.
09:36:28 25 BUT WE DID SAY WE'D UPDATE YOU MONTHLY, AND SO HERE'S

09:36:32 1 WHERE WE'RE AT IN THE SCHEDULE. WE'RE STILL CURRENTLY
09:36:35 2 SCHEDULED TO BE COMPLETE IN THE I-11 INTERMOUNTAIN WEST
09:36:37 3 CORRIDOR REPORT THIS SUMMER.

09:36:40 4 THE ALTERNATIVES HAVE NOT CHANGED AT ALL.
09:36:43 5 WE'RE STILL LOOKING AT THE SOUTHERN ARIZONA CONNECTIVITY
09:36:48 6 SECTION C AS THE CONNECTION TO SOUTHERN ARIZONA. ONE
09:36:51 7 ALTERNATIVE BETWEEN I-10 AND WICKENBURG AND A COUPLE
09:36:55 8 ALTERNATIVES SOUTH OF I-10 TO CASA GRANDE. THE NORTHERN
09:36:58 9 ARIZONA SECTION WOULD UTILIZE THE EXISTING U.S. 93
09:37:02 10 CORRIDOR. IT WOULD BE A MULTI-USE EVALUATION CONSIDERING
09:37:05 11 RAIL AND ALTERNATIVE ENERGY AND CORRIDOR AS WELL, SO THIS
09:37:07 12 IS THE SAME THING I REPORTED EVERY MONTH.

09:37:09 13 THE NEW THING IS THE DEPARTMENT DID APPLY
09:37:12 14 FOR A \$35 MILLION TIGER GRANT FOR PLANNING FUNDS FOR THE
09:37:18 15 ENVIRONMENTAL STUDIES. THESE ARE TO MOVE THE CONCEPT
09:37:21 16 FORWARD. ADOT AND NDOT, THE NEVADA DOT AND THE ARIZONA
09:37:25 17 DOT DID THIS IN PARTNERSHIP. YOU'LL SEE HERE A LETTER
09:37:29 18 SIGNED BY THE NEVADA DOT DIRECTOR WHO -- THIS IS BASICALLY
09:37:34 19 A CONTRACT WITH NEVADA THAT SAYS THIS IS A JOINT
09:37:38 20 PARTNERSHIP FOR THE TIGER GRANT APPLICATION.

09:37:43 21 WE DID RECEIVE LETTERS OF SUPPORT FROM
09:37:45 22 GOVERNOR BREWER WITH SIX OF CONGRESSIONAL MEMBERS, 11
09:37:50 23 SUPPORTING PARTNERS, YOU CAN SEE HERE, FROM ACROSS THE
09:37:52 24 STREET. AND WE -- THE TIGER GRANT APPLICATION WAS
09:37:57 25 SUBMITTED ON APRIL 28TH. I WILL SAY THAT THE \$35 MILLION

09:38:02 1 THAT WAS APPLIED FOR BY THE DEPARTMENT WOULD BE
 09:38:06 2 100 PERCENT OF THE TOTAL TIGER GRANT PLANNING FUNDS
 09:38:11 3 AVAILABLE ACROSS THE COUNTRY. AND SO WE APPLIED FOR EVERY
 09:38:15 4 PENNY THAT THEY HAD AVAILABLE FOR THIS SPECIFIC PROJECT.

09:38:18 5 THE OVERALL NIQA (PHONETIC) DOCUMENT ITSELF
 09:38:20 6 WE CURRENTLY ESTIMATE, AS I REPORTED IN THE PAST, COST
 09:38:24 7 ABOUT \$60 MILLION. THIS \$35 MILLION, IF WE WERE AWARDED
 09:38:29 8 THE ENTIRE AMOUNT, OR PORTIONS OF IT, WE WOULD IDENTIFY A
 09:38:32 9 SPECIFIC IMPLEMENTATION PLAN ON HOW WE COULD, YOU KNOW,
 09:38:36 10 DEVELOP PORTIONS OR SEGMENTS OF THE ENVIRONMENTAL
 09:38:38 11 DOCUMENTATION THAT GOES ALONG WITH THIS. AND, AS I SAID,
 09:38:42 12 THE I-11 INTERMOUNTAIN WEST CORRIDOR STUDY STILL SCHEDULED
 09:38:43 13 TO BE COMPLETED JULY OF THIS YEAR.

09:38:45 14 MR. CHAIR, THAT'S ALL I HAVE FOR THE I-11
 09:38:47 15 REPORTING. I'D BE HAPPY TO ANSWER ANY QUESTIONS.

09:38:47 16 CHAIRMAN CHRISTY: MR. OMER, BRIEFLY, AGAIN,
 09:38:50 17 HOW MUCH MONEY IS AVAILABLE IN -- IN TOTAL IN TIGER
 09:38:53 18 GRANTS, 35 MILLION, IS IT?

09:38:56 19 MR. OMER: MR. CHAIR, THERE IS SEVERAL
 09:38:59 20 CATEGORIES OF TIGER GRANTS THAT ARE AVAILABLE, BUT ONE
 09:39:02 21 THAT WE SPECIFICALLY APPLIED FOR WAS FOR PLANNING
 09:39:05 22 DOCUMENTS, AND THERE IS A TOTAL OF \$35 MILLION AVAILABLE
 09:47:47 23 NATIONALLY.

09:47:48 24 CHAIRMAN CHRISTY: NATIONALLY?

09:47:50 25 MR. OMER: NATIONALLY, YES, SIR.

09:47:52 1 CHAIRMAN CHRISTY: AND OUT OF ALL -- OUT OF
 09:47:53 2 NATIONAL APPLICATIONS HOW MANY APPLICATIONS ARE ACTUALLY
 09:47:56 3 MADE FOR REQUESTS FOR --

09:47:57 4 MR. OMER: SIR, I COULDN'T ANSWER THAT
 09:47:59 5 QUESTION.

09:47:59 6 CHAIRMAN CHRISTY: A LOT?

09:48:00 7 MR. OMER: A LOT. THAT'S PROBABLY -- I WILL
 09:48:02 8 SAY THAT LAST YEAR THERE WERE ABOUT A THOUSAND
 09:48:04 9 APPLICATIONS RECEIVED, SO A LOT.

09:48:08 10 CHAIRMAN CHRISTY: A LOT.

09:48:09 11 VERY GOOD. IF YOU WANT TO PROCEED ON THEN
 09:48:12 12 WITH ITEM 7, OUR PPAC REPORT.

09:48:14 13 MR. OMER: THE NEXT ITEM, MR. CHAIRMAN, IS
 09:48:17 14 ACTUALLY THE (INAUDIBLE) --

09:48:19 15 CHAIRMAN CHRISTY: OH, I'M SORRY.

09:48:20 16 MR. OMER: -- (INAUDIBLE) REPORT.

09:48:21 17 CHAIRMAN CHRISTY: BEG YOUR PARDON.

09:48:23 18 MR. OMER: SO AS I (INAUDIBLE) A LITTLE
 09:48:23 19 EARLIER TODAY, WHAT I WOULD LIKE TO DO IS GIVE YOU A BRIEF
 09:48:26 20 OVERVIEW OF WHAT THE PROJECT IS SO IT WILL HELP US WITH
 09:48:30 21 OUR CONVERSATIONS ON THE MAY 20TH STUDY SESSION.

09:48:33 22 SO AS MANY OF YOU KNOW, THIS STUDY IS
 09:48:35 23 ACTUALLY IN THE HEART OF THE CITY OF MARICOPA. IT'S ABOUT
 09:48:38 24 THE INTERSECTION OF SR 347 AND THE UNION PACIFIC RAILROAD
 09:48:44 25 TRACKS. IT'S ADJACENT TO THE MARICOPA HIGH SCHOOL

09:48:47 1 COMMUNITY. IT'S ABOUT A HALF MILE SOUTH OF THE AK-CHIN
09:48:50 2 INDIAN COMMUNITY.

09:48:51 3 AND THE REASON YOU'LL SEE THAT IT EXPANDS
09:48:54 4 WELL -- WELL AROUND THE CITY OF MARICOPA AND NOT JUST AT
09:48:58 5 THE INTERSECTION ITSELF, IS BECAUSE THERE IS MULTIPLE
09:49:01 6 IMPROVEMENTS NECESSARY IN ORDER FOR THESE -- THIS PROJECT
09:49:04 7 TO ACTUALLY HAPPEN -- TAKE PLACE OR BE ABLE TO CONSTRUCT
09:49:07 8 ITSELF. YOU DO HAVE TO HAVE A MUCH LARGER STUDY AREA.

09:49:10 9 THE PROJECT ITSELF AT SR 347 IS A MAIN
09:49:14 10 CORRIDOR THROUGH THE COMMUNITY OF NOT ONLY THE CITY OF
09:49:15 11 MARICOPA, BUT ALSO FOR THE AK-CHIN COMMUNITY. IT
09:49:20 12 CONNECTS, UM, INTERSTATE 8 WITH INTERSTATE 10, IF YOU LOOK
09:49:24 13 AT IT IN THAT FASHION AS WELL.

09:49:27 14 DAILY TRAFFIC MARGINS ARE ABOUT 31,000
09:49:30 15 VEHICLES A DAY CURRENTLY, AND 24 TO BE PROJECTED ABOUT
09:49:34 16 84,000 VEHICLES A DAY. SR 347 CROSSES THE EXISTING UP
09:49:40 17 TRACKS, WHICH IS ABOUT 40 TRAINS A DAY CURRENTLY AND
09:49:42 18 (INAUDIBLE) FOR UP TO 130 TRAINS PER DAY IN THE FUTURE.

09:49:46 19 THE AMTRAK STATION IS LOCATED ADJACENT TO
09:49:49 20 THE INTERSECTION. AND TRAFFIC AT THAT INTERACTION WHEN
09:49:52 21 AMTRAK COMES ALONG CAN BE BLOCKED ANYWHERE FROM 10 TO
09:49:56 22 30 MINUTES. YOU KNOW, WE'VE HAD STAFF OUT THERE THAT'S
09:49:59 23 MONITORING FOR ANYWHERE TO BE IN THE 20-MINUTE TIME FRAME
09:50:02 24 ON A REGULAR BASIS. YOU HEARD THE AK-CHIN COMMUNITY TODAY
09:50:06 25 SAY THEY'VE BEEN BLOCKED FOR MULTIPLE HOURS. I DON'T KNOW

09:50:08 1 IF HAPPENS JUST BY THE AMTRAK TRAIN, THAT'S WHERE THEY
09:50:11 2 HAVE MULTIPLE TRAINS ARRIVE AT THE SAME TIME. AND THAT'S
09:50:14 3 NOT SOMETHING PERSONALLY THAT I HAVE OBSERVED OR MY STAFF
09:50:18 4 HAS OBSERVED, BUT I WILL SAY IT WAS REPORTED. THAT WAS
09:50:20 5 WHAT WAS REPORTED.

09:50:22 6 A VOICE: QUESTION, MR. OMER, CHAIR.

09:50:23 7 CHAIRMAN CHRISTY: GO AHEAD, MR. --

09:50:23 8 A VOICE: SO WHEN THE AMTRAK PULLS UP TO
09:50:26 9 LOAD AND UNLOAD, THAT'S WHEN THE DELAY IS THAT BLOCKS THE
09:50:29 10 INTERSECTION, IS THAT WHAT YOU'RE SAYING?

09:50:31 11 MR. OMER: YES, SIR. SO WHEN THE AMTRAK
09:50:33 12 COMES IN, IT ACTUALLY STOPS TWICE. IT STOPS ONCE TO LOAD
09:50:37 13 AND UNLOAD PASSENGERS, AND IT STOPS THE SECOND TIME TO
09:50:41 14 LOAD AND UNLOAD THE BAGGAGE. THE REASON THAT THE -- IT
09:50:45 15 ACTUALLY BLOCKS THE INTERSECTION IS BECAUSE YOU HAVE THE
09:50:50 16 PREEMPTION THAT ACTUALLY MAKES THE GATES GO DOWN, AND IF
09:50:54 17 YOU'RE WITHIN A CERTAIN PROXIMITY TO THE INTERSECTION
09:50:57 18 ITSELF, PART OF THE TIME THE TRAIN IS PHYSICALLY ACROSS
09:51:00 19 THE TRACKS, THE OTHER TIMES IT'S JUST SIGNIFICANTLY CLOSE
09:51:03 20 TO IT AND IT BLOCKS IT THAT WAY. BUT IT'S WHEN THE,
09:51:07 21 EITHER THE AMTRAK TRAIN COMES IN TO UNLOAD OR LOAD
09:51:10 22 PASSENGERS, THAT'S WHEN THE INTERSECTION IS BLOCKED
09:51:12 23 ITSELF.

09:51:13 24 MR. ANDERSON, YOU SEE IT EVERY DAY. IS THAT
09:51:15 25 ACCURATE?

09:51:17 1 BOARD MEMBER ANDERSON: YES, MR. CHAIRMAN,
09:51:18 2 BUT PART OF THE PROJECT IS ALSO TO RELOCATE THE AMTRAK
09:51:21 3 STATION AS WELL.

09:51:23 4 MR. OMER: AND I WAS GOING TO GET TO THAT IN
5 A MINUTE.

09:51:25 6 BOARD MEMBER ANDERSON: OH, OKAY. SORRY.

09:51:26 7 MR. OMER: SO, MR. CHAIR, THE -- I'M GOING
09:51:30 8 TO CALL THIS THE LEADING CANDIDATE ALTERNATIVE. AND I
9 WON'T SAY IT'S OUR RECOMMENDED, BECAUSE WE'RE NOT AT THAT
10:14:27 10 PART YET OF THE STUDY. AND I DANCE ALL THE TIME AROUND
10:14:28 11 WHAT WE CALL THINGS, THE SEMANTICS OF IT BECAUSE OF THE
10:14:31 12 NEED FOR PROCESS, BUT THE LEADING CANDIDATE, REALLY WHAT
10:14:33 13 IT DOES, IS THIS -- THIS ALTERNATIVE BRAKING REDUCES OUR
10:14:38 14 TRAFFIC DELAYS AND IT ENHANCES THE SAFETY IN THE
10:14:41 15 COMMUNITY. IT INCLUDES A SOUTHBOUND (INAUDIBLE) BYPASS
10:14:44 16 ROAD. AS YOU CAN SEE, WHERE THE --

10:14:47 17 I DON'T HAVE A POINTER UP HERE, DO I?

10:14:49 18 OKAY. AS YOU CAN SEE HERE WHERE THE
10:14:51 19 OVERPASS IS, THE SOUTHBOUND BYPASS ROAD, IT WAS ACTUALLY A
10:14:55 20 CONCESSION WITH THE BUSINESS OWNERS TO MAKE SURE THAT
10:14:56 21 THERE IS CONTINUOUS ACCESS. IT ALSO HAS A PROPERTY
10:15:00 22 ACQUISITION OF THREE RESIDENTIAL AND 12 COMMERCIAL
10:15:04 23 PROPERTIES. THE TOTAL COST ESTIMATE IS CURRENTLY
10:15:08 24 \$55 MILLION. IT DOES INCLUDE RELOCATION OF THE EXISTING
10:15:11 25 AMTRAK STATION ITSELF.

10:15:13 1 THE CURRENT SCHEDULE FOR THE PROJECT IS THE
10:15:19 2 DRAFT ADMINISTRATIVE ENVIRONMENTAL ASSESSMENT. THE
10:15:23 3 REVISIONS WERE DUE ON APRIL THE 16TH. WE'LL BEGIN THE
10:15:27 4 30-DAY COMMENT PERIOD WHICH IS REQUIRED BY STATUTE ON
10:15:29 5 AUGUST THE 5TH. WE'LL HAVE A PUBLIC HEARING SCHEDULED THE
10:15:35 6 CITY OF MARICOPA ON AUGUST THE 14TH. ADOT AND FEDERAL
10:15:38 7 HIGHWAYS WILL APPROVE THE FINAL ENVIRONMENTAL ASSESSMENT
10:15:41 8 IN DECEMBER. AND THEN THE FINAL DESIGN CONCEPT REPORT AND
10:15:45 9 DCR WILL BE COMPLETED OR SUBMITTED IN APRIL.

10:15:49 10 NOW, LET ME ADD SOMETHING TO THAT. WHEN I
10:15:51 11 SAY THE FINAL ENVIRONMENTAL DOCUMENTS IMPROVED -- APPROVED
10:15:56 12 IN APRIL, WHAT WE CANNOT DO IS SIGN THE RECORD OF DECISION
10:16:00 13 WHICH ALLOWS A PROJECT TO RECEIVE ITS FINAL DEED OF
10:16:03 14 CLEARANCE UNTIL THERE IS FUNDING AVAILABLE FOR IT. WE'RE
10:16:06 15 COMPLETING THE ENVIRONMENTAL DOCUMENT TO BE READY FOR THAT
10:16:09 16 STAGE. IT'S A COMPLETE ENVIRONMENTAL ASSESSMENT, BUT WE
10:16:13 17 CAN'T ACTUALLY SIGN A FINDING OF NO SIGNIFICANT IMPACT OR
10:16:17 18 (INAUDIBLE) WHICH IS THE RECOMMENDED DECISION OF THE
10:16:19 19 DOCUMENT ITSELF UNTIL FUNDING IS AVAILABLE.

10:16:21 20 THAT'S MY UPDATE ON THE 347 PROJECT, IF YOU
10:16:26 21 HAVE ANY QUESTIONS.

10:16:28 22 CHAIRMAN CHRISTY: ANY QUESTIONS OR
10:16:28 23 COMMENTS, MR. ANDERSON?

24 (NO RESPONSE.)

10:16:30 25 CHAIRMAN CHRISTY: BOARD MEMBERS?

10:16:32 1 (NO RESPONSE.)
 10:16:32 2 CHAIRMAN CHRISTY: DOES THAT CONCLUDE YOUR
 10:16:34 3 ITEM 6 REPORT?
 10:16:35 4 MR. OMER: YES, SIR.
 10:16:36 5 CHAIRMAN CHRISTY: THEN YOU WANT TO NOW
 10:16:37 6 PROCEED ON TO THE PPAC REPORT?
 10:16:39 7 MR. OMER: I DO, MR. CHAIRMAN. IF I COULD,
 10:16:41 8 ON THE PPAC AGENDA ITEMS I'LL ASK FOR THE -- THE
 10:16:50 9 CHAIRMAN'S PERMISSION IF -- THAT IS THE STAFF -- IF I
 10:16:53 10 COULD ASK YOU TO PULL TWO -- TWO ITEMS.
 10:16:58 11 LET ME TAKE THESE OUT OF ORDER. AND THEY'RE
 10:17:01 12 ITEMS 7 A D, AS IN ALPHA DOG. AND THAT SPECIFIC PROJECT I
 10:17:07 13 WOULD LIKE TO TALK ABOUT FIRST. AND THE OTHER PROJECT IS
 10:17:10 14 ITEM 7 A H. AND THEN WE CAN GO INTO THE REST OF THE PPAC
 10:17:17 15 ITEMS, IF THAT'S OKAY WITH YOU.
 10:17:20 16 CHAIRMAN CHRISTY: NO OBJECTIONS FROM THE
 10:17:22 17 BOARD, WE'LL DO AS MR. OMER IS REQUESTING.
 10:17:24 18 GO AHEAD.
 10:17:25 19 MR. OMER: MR. CHAIR, ITEM 7 A D IS ON SR 86
 10:17:30 20 AND IT'S THE VALENCIA TO KINNEY PROJECT. AND THROUGH MY
 10:17:33 21 FAULT THAT PROJECT IS LISTED IN ERROR IN THE PPAC AGENDA.
 10:17:40 22 WHAT THE -- WHAT WE HAVE LISTED IN THE PPAC AGENDA SAYS
 10:17:44 23 THAT WE ARE FUNDING THIS PROJECT IN FY 15 WITH
 10:17:51 24 \$43.4 MILLION OF CONTINGENCY FUNDING, AND THAT'S AN ERROR.
 10:17:56 25 WE CAN'T FUND A FUTURE YEAR'S CONTINGENCY FUND BEFORE THAT

10:18:00 1 YEAR ACTUALLY GETS HERE. WE CAN'T DO IT. THAT'S \$43
 10:18:03 2 MILLION. SO THAT WAS --
 10:18:03 3 CHAIRMAN CHRISTY: YOU'RE SURE?
 10:18:04 4 MR. OMER: -- MY FAULT.
 10:18:05 5 CHAIRMAN CHRISTY: YOU'RE SURE?
 10:18:06 6 MR. OMER: I'M POSITIVE.
 10:18:06 7 KRISTINE.
 10:18:09 8 MS. WARD: WE'RE POSITIVE.
 10:18:10 9 MR. OMER: WE'RE POSITIVE THAT CANNOT
 10:18:11 10 HAPPEN.
 10:18:12 11 SO WHAT THIS SHOULD SAY, IT SHOULD HAVE SAID
 10:18:14 12 THAT WE'RE GOING TO DEFER THE SR 86 VALENCIA KINNEY
 10:18:18 13 PROJECT FROM FY 14 TO FY 15. WE HAVE TO DO THAT FOR --
 10:18:22 14 HONESTLY, THE PROJECT IS NOT GOING TO BE READY TO GO AT
 10:18:26 15 THE END OF THIS FISCAL YEAR. IT WON'T BE READY TO GO
 10:18:29 16 UNTIL THE FIRST QUARTER -- I'M SORRY, THE LAST QUARTER OF
 10:18:33 17 THE FEDERAL FISCAL YEAR, THE FIRST QUARTER OF OUR NEXT
 10:18:36 18 STATE FISCAL YEAR. SO IT SHOULD BE READY TO GO SOMETIME
 10:18:39 19 IN THE SEPTEMBER TIME FRAME. SO WE CAN'T GET IT OUT THE
 10:18:42 20 DOOR THIS YEAR.
 10:18:43 21 WHAT WE'RE GOING TO DO IS DEFER FROM 14 TO
 10:18:45 22 15, AND WE WILL REPROGRAM THE PROJECT IN FULL FOR A TOTAL
 10:18:49 23 AMOUNT OF 47,666 -- \$47,660,000 AS PART OF OUR RECOMMENDED
 10:18:57 24 FY 2015 TO 19 (INAUDIBLE) TRANSPORTATION PROGRAM. I'LL
 10:19:01 25 BRING THAT TO YOU AT THE STUDY SESSION AGAIN IN MAY, AND

10:19:04 1 WE'LL INCLUDE THAT IN THE -- IN THE FINAL IMPROVEMENTS IN
10:19:08 2 JUNE. I'VE HAD THIS CONVERSATION WITH THE TUCSON DISTRICT
10:19:11 3 AND WITH PAG, THAT'S THE ACTIONS WE NEED TO TAKE.

10:19:15 4 BY DEFERRING THIS PROJECT, WE ACTUALLY MOVE
10:19:17 5 THREE PROJECTS FORWARD, AND WE'LL INCLUDE THOSE IN OUR
10:19:21 6 REGULAR CONVERSATION. THE THREE PROJECTS THAT WILL BE
10:19:24 7 MOVED FORWARD TO BE CONSTRUCTED WITH THAT \$43 MILLION
10:19:26 8 THAT'S BEING DEFERRED ARE THE SR 86 TOWN TO SELLS PROJECT
10:19:30 9 IN FRESNAL FOR A TOTAL OF \$416,000, THE I-40 WALNUT CANYON
10:19:37 10 TO TWIN ARROWS PROJECT FOR A TOTAL OF \$15.675 MILLION, AND
10:19:40 11 THE U.S. 89 SOUTH OF PAGE (INAUDIBLE) LIGHT PROJECT FOR
10:19:45 12 \$25 MILLION. WE MOVE OUT VALENCIA TO KINNEY, THAT'S HOW
10:19:48 13 WE'RE FUNDING THESE THREE OTHER PROJECTS THAT YOU'LL SEE
10:19:52 14 IN THE REGULAR PPAC AGENDA.

10:19:54 15 CHAIRMAN CHRISTY: AND THIS HAS GONE THROUGH
10:19:56 16 PAG AND ALL THE PROCESSES THERE?

10:19:57 17 MR. OMER: YES, SIR. IT WILL HAVE TO COME
10:19:59 18 BACK THROUGH THE BOARD IN JUNE WHEN WE APPROVE THE NEW
10:20:02 19 PROGRAMS, BUT YOU WILL SEE IT IN THE FINAL PROGRAM
10:20:05 20 RECOMMENDED FOR YOUR APPROVAL, BUT IT DOES HAVE TO BE
10:20:09 21 PROGRAMMED THROUGH PAG.

10:20:10 22 CHAIRMAN CHRISTY: AND, MR. OMER,
10:20:12 23 MR. ROEHRICH, DOES THE BOARD NEED ANY -- TO DO ANY ACTION
10:20:14 24 REGARDING THIS PARTICULAR ITEM?

10:20:15 25 MR. OMER: I WILL NEED YOU TO TAKE AN ACTION

10:20:18 1 TO APPROVE PPAC ITEM NUMBER 7 A D, AND THAT WILL READ
10:20:23 2 AGAIN WHAT I WOULD PREFER THAT THAT SAYS, IT WOULD SAY,
10:20:25 3 DEFER ITEM 7 A D FROM FY 2014 TO FY 2015. THE PROJECT
10:20:32 4 WILL BE REPROGRAMMED FOR A TOTAL OF 47,660 -- I CAN'T EVEN
10:20:39 5 SAY IT -- \$47,660,000 IN FY 2015.

10:20:44 6 CHAIRMAN CHRISTY: THE CHAIR WOULD
7 ENTERTAIN --

10:20:47 8 BOARD MEMBER LA RUE: SO MOVED.

10:20:47 9 CHAIRMAN CHRISTY: THERE IS A MOTION BY
10 MR. LA RUE.

10:20:50 11 BOARD MEMBER BEAVER: SECOND.

10:20:50 12 CHAIRMAN CHRISTY: AND A SECOND BY
10:20:54 13 MS. BEAVER TO APPROVE THE MOTION AS PRESENTED BY MR. OMER.
10:20:55 14 ALL THOSE IN FAVOR, SIGNIFY BY SAYING AYE.

15 BOARD MEMBERS: AYE.

10:20:59 16 CHAIRMAN CHRISTY: OPPOSED?
17 (NO RESPONSE.)

10:20:59 18 CHAIRMAN CHRISTY: HEARING NONE, THE
10:21:01 19 PRESENTATION AS MR. OMER STATED PASSES.

10:21:04 20 MR. ROEHRICH: MR. CHAIRMAN, SCOTT, I'M
10:21:06 21 GOING TO ASK THAT ON ANY OF THESE THAT YOU REWRITE WHAT
10:21:09 22 THE PPAC DOCUMENT WOULD BE, ITEM, AND THEN SUBMIT A NEW
10:21:12 23 ONE SO WE HAVE AN ACCURATE RECORD IN THE MINUTES.

10:21:15 24 CHAIRMAN CHRISTY: THANK YOU, MR. ROEHRICH.
10:21:16 25 YOU WANT TO CONTINUE NAVIGATING US THROUGH

10:21:19 1 THIS MAZE, MR. OMER?

10:21:20 2 MR. OMER: YES, SIR, ONE MORE. ITEM 7 A H

10:21:22 3 IS THE I-40 WALNUT TWIN ARROWS PROJECT. IN ERROR -- WHAT

10:22:22 4 WE SHOULD HAVE SAID ON THAT PROJECT IS WE'RE INCREASING

10:22:25 5 THE PROJECT FROM \$100,000 TO A TOTAL OF \$15.775 MILLION.

10:22:32 6 AND THAT'S BEING FUNDED OUT OF THE CONTINGENCY FUND. WE

10:22:36 7 INADVERTENTLY LISTED THAT AS SAYING WE'RE ONLY INCREASING

10:22:40 8 BY 2.5 AND THAT WAS INACCURATE.

10:22:43 9 WE HAD A HUNDRED THOUSAND DOLLARS IN THE

10:22:45 10 PROGRAM, AND THE EXISTING HUNDRED THOUSAND DOLLARS IN THE

10:22:47 11 PROGRAM WAS FOR THE PRELIMINARY ENGINEERING STAGE, AND IT

10:22:50 12 WASN'T SUFFICIENT, OF COURSE, TO CONSTRUCT THE PROJECT, SO

10:22:53 13 WHEN WE MOVED THE VALENCIA TO KINNEY PROJECT OUT, IT

10:22:56 14 ACTUALLY MOVED THIS PROJECT FORWARD. IT'S AVAILABLE FOR

10:22:58 15 CONSTRUCTION. IT'S READY TO GO.

10:23:00 16 CHAIRMAN CHRISTY: OUR DISTRICT 5

10:23:02 17 REPRESENTATIVE, THAT'S -- IS THAT YOU, MR. ROGERS? DO YOU

10:23:04 18 HAVE ANY QUESTIONS OR COMMENTS?

10:23:06 19 BOARD MEMBER ROGERS: I DON'T.

10:23:06 20 CHAIRMAN CHRISTY: HEARING NO QUESTIONS OR

10:23:08 21 COMMENTS FROM MR. ROGERS OR ANY OTHER BOARD MEMBERS,

10:23:11 22 MR. OMER, WOULD YOU PLEASE STATE THE WORDING THAT YOU

10:23:14 23 WOULD LIKE THE BOARD TO ACT UPON.

10:23:16 24 MR. OMER: MR. CHAIR, I WOULD ASK THAT YOU

10:23:19 25 TAKE THE ITEM 7 A H, WHICH IS THE I-40 WALNUT CANYON TO

10:23:25 1 TWIN ARROWS PROJECT, AND ADVANCE THE CONSTRUCTION PROJECT

10:23:28 2 FROM FY 2015 TO FY 2014 IN THE HIGHWAY CONSTRUCTION

10:23:32 3 PROGRAM, AND INCREASE THE PROJECT AMOUNT FROM \$100,000 TO

10:23:35 4 THE \$15.775 MILLION, AND THAT WOULD BE FUNDED FROM THE FY

10:23:41 5 2014 CONTINGENCY FUND.

10:23:42 6 CHAIRMAN CHRISTY: WOULD YOU REPEAT THAT,

10:23:43 7 PLEASE?

10:23:44 8 NO.

10:23:44 9 MR. OMER: SURE.

10:23:46 10 BOARD MEMBER ROGERS: SO MOVED.

10:23:46 11 CHAIRMAN CHRISTY: THERE IS A MOTION BY

10:23:47 12 MR. ROGERS TO ACCEPT MR. OMER'S PRESENTATION.

10:23:50 13 ANY --

10:23:50 14 IS THERE A SECOND?

10:23:51 15 BOARD MEMBER CUTHBERTSON: SECOND.

10:23:51 16 CHAIRMAN CHRISTY: MR. CUTHBERTSON SECONDS.

10:23:53 17 ALL THOSE IN FAVOR OF THE MOTION PRESENTED

10:23:55 18 BY MR. OMER, SIGNIFY BY SAYING AYE.

10:23:55 19 BOARD MEMBERS: AYE.

10:23:58 20 CHAIRMAN CHRISTY: OPPOSED?

10:23:58 21 (NO RESPONSE.)

10:23:58 22 CHAIRMAN CHRISTY: HEARING NONE, THE MOTION

10:23:59 23 CARRIES AS PRESENTED BY MR. OMER.

10:24:01 24 MR. OMER.

10:24:03 25 MR. OMER: MR. CHAIR, I HAVE TO GO BACK TO

10:24:04 1 OUR REGULAR PROJECT MODIFICATIONS ITEM 7 A THROUGH ITEM 7
10:24:09 2 A H, EXCLUDING ITEM 7 A E, SO IT WOULD ACTUALLY BE 7 A
10:24:15 3 THROUGH 7 A G, I WOULD -- AND EXCLUDING ITEM 7 A D -- I
10:24:21 4 WOULD ASK THAT IF WE CAN APPROVE THESE ITEMS. WE CAN TAKE
10:24:25 5 THEM INDIVIDUALLY IF YOU WANT, IT'S THE BOARD'S
10:24:28 6 DISCRETION.

10:24:29 7 CHAIRMAN CHRISTY: DOES THE BOARD WISH TO
10:24:30 8 TAKE THEM IN TOTAL OR BRING THEM OUT INDIVIDUALLY?

9 (NO RESPONSE.)

10:24:33 10 CHAIRMAN CHRISTY: IF NO OBJECTION FROM THE
10:24:33 11 BOARD, WE'LL TAKE THEM ALL UP TOGETHER.

10:24:36 12 EXCUSE ME, MR. SELLERS.

10:24:38 13 BOARD MEMBER SELLERS: JUST A QUICK COMMENT.

10:24:39 14 MR. LA RUE AND I WILL HAVE AN OPPORTUNITY TO
10:24:42 15 REVIEW THESE ON THE 21ST OF THIS MONTH AT THE
10:24:46 16 TRANSPORTATION POLICY COMMITTEE IN MAY, AND THEN APPROVE
10:24:49 17 THEM AT THE MAY 28TH REGIONAL COUNCIL MEETING, SO I DON'T
10:24:54 18 THINK THERE IS ANY REASON I WOULD HAVE ANY QUESTIONS ON
10:24:56 19 THEM AT THIS POINT.

10:24:57 20 MR. OMER: AND, SIR, I JUST -- MR. CHAIR AND
10:24:59 21 MR. SELLERS AND MR. LA RUE, THAT'S A GOOD POINT, WE DO
10:25:02 22 HAVE SOME OF THESE PROJECTS THAT ARE CONTINGENT UPON MAG
10:25:07 23 REGIONAL COUNCIL APPROVAL. GENERALLY WE DON'T BRING THOSE
10:25:10 24 TO THE TRANSPORTATION BOARD UNTIL THEY'RE APPROVED, BUT
10:25:12 25 THIS BEING AT THE END OF THE FEDERAL -- OR THE END OF THE

10:25:15 1 STATE FISCAL YEAR, WE WOULDN'T HAVE TIME TO GET THESE BACK
10:25:18 2 TO THE BOARD. SO USUALLY AT THE END OF THE CYCLE WE BRING
10:25:21 3 THESE CONTINGENT, SO IF THE MAG REGIONAL COUNCIL CHOSE NOT
10:25:24 4 TO APPROVE THESE ITEMS, THAT ACTION THAT WE TAKE TODAY
10:25:26 5 WOULD BE VOID.

10:25:26 6 CHAIRMAN CHRISTY: ARE ALL THESE PROJECTS IN
10:25:28 7 DISTRICT 1?

10:25:29 8 BOARD MEMBER SELLERS: I SHOULD HAVE SAID
10:25:30 9 THE DISTRICT 1 PROJECTS.

10:25:32 10 A VOICE: YEAH, THE DISTRICT 1 PROJECTS.

10:25:32 11 MR. OMER: NO, SO THEY ARE PROJECTS
10:25:33 12 THROUGHOUT THE STATE ON THIS LIST.

10:25:35 13 CHAIRMAN CHRISTY: BUT THE DISTRICT 1
10:25:35 14 PROJECTS YOU HAVE NO COMMENT ON AT THIS POINT?

15 (NO RESPONSE.)

10:25:38 16 CHAIRMAN CHRISTY: ANY OTHER COMMENTS FROM
10:25:39 17 ANY OTHER BOARD MEMBERS THAT HAVE --

10:25:41 18 MS. BEAVER.

10:25:42 19 BOARD MEMBER BEAVER: JUST CLARIFICATION.
10:25:43 20 THEN THE WORD CONTINGENT IS GOING TO BE IN THE MOTION?

10:25:51 21 MR. OMER: SHOULD BE CONTINGENT UPON ITEM 7
10:25:55 22 A THROUGH SEVEN Q, AND ITEM 7 A K -- I'M SORRY, 7 A
10:26:02 23 THROUGH 7 Q WOULD BE CONTINGENT UPON MAG REGIONAL COUNCIL
10:26:06 24 APPROVAL ON MAY 28TH.

10:26:08 25 A VOICE: AND IT IS NOTED ON EACH ONE OF THE

10:26:09 1 ITEMS.

10:26:10 2 CHAIRMAN CHRISTY: FURTHER COMMENTS OR

10:26:11 3 QUESTIONS REGARDING THESE PROJECTS?

4 (NO RESPONSE.)

10:26:12 5 CHAIRMAN CHRISTY: MR. OMER, WOULD YOU

10:26:13 6 PLEASE ARTICULATE THE MOTION THAT YOU WOULD LIKE THE BOARD

10:26:16 7 TO ACT UPON.

10:26:17 8 MR. OMER: MR. CHAIRMAN, I WOULD ASK THAT

10:26:19 9 THE BOARD APPROVE PPAC PROJECT MODIFICATIONS NUMBERS -- OR

10:26:24 10 ITEM 7 A, EXCLUDING 7 A D, THROUGH 7 A G, WITH ITEMS 7 A

10:26:31 11 THROUGH 7 Q BEING CONTINGENT UPON MAG REGIONAL COUNCIL

10:26:36 12 APPROVAL ON MAY 28TH, AND THOSE ARE ACTUALLY HIGHLIGHTED

10:26:38 13 IN THE PPAC ITEMS THEMSELVES.

10:26:40 14 CHAIRMAN CHRISTY: THE CHAIR WOULD ENTERTAIN

10:26:42 15 A MOTION AS PRESENTED BY MR. OMER.

10:26:44 16 BOARD MEMBER SELLERS: SO MOVED.

10:26:45 17 CHAIRMAN CHRISTY: MR. SELLERS.

10:26:46 18 MOTION --

19 BOARD MEMBER ANDERSON: SECOND.

10:26:46 20 CHAIRMAN CHRISTY: SECOND BY MR. ANDERSON.

10:26:48 21 ALL THOSE IN FAVOR OF THE MOTION PRESENTED

10:26:49 22 BY MR. OMER, SIGNIFY BY SAYING AYE.

23 BOARD MEMBERS: AYE.

10:26:52 24 CHAIRMAN CHRISTY: OPPOSED?

25 (NO RESPONSE.)

10:26:53 1 CHAIRMAN CHRISTY: HEARING NONE, THE MOTION

10:26:54 2 CARRIES.

10:26:55 3 MR. OMER.

10:26:55 4 MR. OMER: MR. CHAIR, THE NEW PROJECT WE

10:26:58 5 BROUGHT FORWARD THIS MONTH ARE ITEM 7 A I THROUGH 7 B I,

10:27:02 6 WITH ITEM 7 A K THROUGH 7 A T AND ITEM 7 B G BEING

10:27:08 7 CONTINGENT UPON REGIONAL COUNCIL APPROVAL ON MAY 28TH, SO

10:27:12 8 I WOULD ASK FOR THE APPROVAL OF THOSE ITEMS OR WE CAN TALK

10:27:16 9 ABOUT THEM INDIVIDUALLY, BUT SOME OF THESE ARE ALSO

10:27:19 10 CONTINGENT UPON REGIONAL COUNCIL APPROVAL.

10:27:19 11 CHAIRMAN CHRISTY: ANY QUESTIONS OR COMMENTS

10:27:20 12 BY BOARD MEMBERS ON THESE PARTICULAR ITEMS?

13 (NO RESPONSE.)

10:27:22 14 CHAIRMAN CHRISTY: HEARING NO QUESTIONS OR

10:27:23 15 COMMENTS, MR. OMER, WOULD YOU PLEASE ARTICULATE AGAIN THE

10:27:26 16 MOTION YOU'D LIKE THE BOARD TO ACT UPON.

10:27:28 17 MR. OMER: MR. CHAIR, WE'D ASK FOR APPROVAL

10:46:33 18 OF ITEM 7 A I THROUGH 7 B I, WITH ITEMS 7 A K THROUGH 7 A

10:46:39 19 T AND ITEM 7 B G BEING CONTINGENT UPON MAG REGIONAL

10:46:44 20 COUNCIL APPROVAL ON MAY 28TH.

10:46:46 21 CHAIRMAN CHRISTY: THE CHAIR WOULD ENTERTAIN

10:46:48 22 A MOTION.

10:46:49 23 BOARD MEMBERS SELLERS: SO MOVED.

10:46:49 24 CHAIRMAN CHRISTY: MR. SELLERS MADE THE

10:46:51 25 MOTION.

10:46:51 1 IS THERE A SECOND?

10:46:52 2 BOARD MEMBER ROGERS: SECOND.

10:46:52 3 CHAIRMAN CHRISTY: SECOND BY MR. ROGERS.

10:46:53 4 ALL THOSE IN FAVOR OF THE MOTION PRESENTED

10:46:55 5 BY MR. OMER SAY AYE.

6 BOARD MEMBERS: AYE.

10:46:55 7 CHAIRMAN CHRISTY: OPPOSED?

8 (NO RESPONSE.)

10:46:56 9 CHAIRMAN CHRISTY: HEARING NONE, THE MOTION

10:46:57 10 CARRIES.

10:46:57 11 MR. OMER.

10:46:58 12 MR. OMER: LASTLY, MR. CHAIR, WE HAVE ONE

10:47:00 13 AIRPORT PROJECT THIS MONTH AS ITEM 7 B J. I WOULD ASK FOR

10:47:03 14 APPROVAL OF THE AIRPORT ITEM.

10:47:05 15 CHAIRMAN CHRISTY: THE CHAIR WOULD ASK FOR

10:47:06 16 ANY COMMENTS REGARDING THIS PARTICULAR ITEM.

17 (NO RESPONSE.)

10:47:09 18 CHAIRMAN CHRISTY: HEARING NO COMMENTS, THE

10:47:10 19 CHAIR WOULD ALSO ENTERTAIN A MOTION TO ACCEPT THE MOTION

10:47:13 20 TO ACCEPT AND APPROVE AIRPORT PROJECT ITEM 7 B J AS

10:47:18 21 PRESENTED.

10:47:19 22 BOARD MEMBER ANDERSON: SO MOVED.

23 BOARD MEMBER ROGERS: SO MOVED.

10:47:20 24 CHAIRMAN CHRISTY: THERE IS A MOTION BY

10:47:21 25 MR. ANDERSON, A SECOND BY MR. ROGERS TO ACCEPT THE MOTION

10:47:24 1 AS PRESENTED.

10:47:24 2 ALL THOSE IN FAVOR, SIGNIFY BY SAYING AYE.

3 BOARD MEMBERS: AYE.

10:47:28 4 CHAIRMAN CHRISTY: OPPOSED?

5 (NO RESPONSE.)

10:47:28 6 CHAIRMAN CHRISTY: HEARING NONE, THE MOTION

10:47:30 7 CARRIES.

10:47:30 8 ITEM 8, NEW URBAN AREA AIRPORT IN SAWTOOTH.

10:47:34 9 MR. OMER.

10:47:35 10 MR. OMER: FINALLY, MR. CHAIR, IN ACCORDANCE

10:47:39 11 WITH TITLE -- ARIZONA REVISED STATUTE TITLE 28-8205,

10:47:45 12 CONSTRUCTION OF NEW AIRPORTS, A NEW AIRPORT SHOULD NOT BE

10:47:51 13 CONSTRUCTED WITHIN THE BOUNDARIES OF AN URBANIZED AREA OR

10:47:53 14 WITHIN 24 MILES OF THE EXTERIOR BOUNDARY OF AN URBANIZED

10:47:56 15 AREA WITHOUT APPROVAL OF THE STATE TRANSPORTATION BOARD.

10:47:59 16 THE BOARD SHALL APPROVE THE CONSTRUCTION OF

10:48:01 17 THE NEW AIRPORT ONLY IF THE CONSTRUCTION OF THE NEW

10:48:05 18 AIRPORT IS CONSISTENT WITH THE STATE, REGIONAL, LOCAL

10:48:08 19 AVIATION SYSTEM PLANS.

10:48:09 20 THE STATE, REGIONAL, LOCAL AVIATION PLANS

10:48:11 21 CONSIDER RELEVANT CRITERIA, INCLUDING AIR SPACE AND AIR

10:48:14 22 SAFETY, LAND USE COMPATIBILITY AND PRIORITY OF FUNDING.

10:48:18 23 THIS PROJECT OF SAWTOOTH AIRPORT IS LOCATED

10:48:21 24 SIX MILES SOUTHWEST OF THE CITY OF ELOY'S MUNICIPAL

10:48:25 25 AIRPORT, THE AREA APPORTIONED WITHIN THE 24 MILE RADIUS OF

10:48:29 1 THE CASA GRANDE URBANIZED AREA. IT HAS BEEN APPROVED BY
10:48:30 2 THE FEDERAL AVIATION ADMINISTRATION AND THE PINAL COUNTY
10:48:34 3 BOARD OF SUPERVISORS.

10:48:35 4 THE DEPARTMENT FEELS THAT THE -- THIS
10:48:38 5 APPROVAL IS JUST IN ORDER TO -- IT MEETS THE REQUIREMENTS
10:48:43 6 LAID OUT IN THE ARIZONA REVISED STATUTE TITLE 28-8205 AND
10:48:47 7 I BELIEVE YOU HAVE A MOTION.

10:48:49 8 CHAIRMAN CHRISTY: ANY QUESTIONS OR COMMENTS
10:48:51 9 OF THE MOTION?

10 MR. ANDERSON.

10:48:52 11 BOARD MEMBER ANDERSON: MR. CHAIRMAN,
10:48:53 12 MR. OMER, IS THIS ANYTHING TO DO WITH KIRBY CHAMBLISS?
10:48:57 13 HE'S ONE OF THE WORLD RENOWNED STUNT FLYERS IN THAT AREA.

10:49:01 14 MR. OMER: MR. CHAIR, AND MR. ANDERSON, THE
10:49:04 15 INFORMATION I HAVE IS THE PROPOSER OF THIS IS MR. STEVEN
10:49:08 16 HILL. HE'S THE OWNER OF THE ARIZONA AIRBORNE SUPPORT
10:49:10 17 GROUP, L.L.C. THAT'S A COMPANY THAT'S ESTABLISHED IN
10:49:14 18 NEVADA AND IS ENGAGED AND HAS BEEN IN THE BUSINESS OF
10:49:17 19 PARACHUTE JUMPING ACTIVITY, SO THAT'S ALL I KNOW.

10:49:21 20 CHAIRMAN CHRISTY: ANY FURTHER QUESTIONS OF
10:49:22 21 MR. OMER REGARDING THIS AGENDA ITEM?

10:49:26 22 (NO RESPONSE.)

10:49:27 23 CHAIRMAN CHRISTY: HEARING NONE, AT THIS
10:49:28 24 PARTICULAR POINT, THE CHAIR WOULD ASK FOR A MOTION
10:49:32 25 PURSUANT TO A.R.S. 28-8205, THE STATE TRANSPORTATION BOARD

10:49:38 1 APPROVES THE CONSTRUCTION OF A NEW AIRPORT IDENTIFIED AS
10:49:42 2 THE, QUOTE, SAWTOOTH AIRPORT, END QUOTE, LOCATED
10:49:45 3 APPROXIMATELY SIX MILES SOUTHWEST OF THE ELOY MUNICIPAL
10:49:49 4 AIRPORT.

10:49:50 5 BOARD MEMBER ANDERSON: MR. CHAIR, I'D LIKE
10:49:51 6 TO MAKE A MOTION.

10:49:52 7 CHAIRMAN CHRISTY: MR. ANDERSON, PROCEED.

10:49:57 8 YOU'D LIKE TO --

10:49:57 9 BOARD MEMBER ANDERSON: MAKE -- MOVE FOR A
10:49:57 10 MOTION.

10:49:57 11 CHAIRMAN CHRISTY: MOVE THE MOTION.

10:50:00 12 BOARD MEMBER ANDERSON: YES.

10:50:00 13 CHAIRMAN CHRISTY: IS THERE A SECOND OF
10:50:00 14 MR. ANDERSON'S MOTION?

10:50:08 15 BOARD MEMBER BEAVER: SECOND.

10:50:09 16 CHAIRMAN CHRISTY: MS. BEAVER SECONDS.

10:50:09 17 ALL THOSE --

10:50:09 18 ANY COMMENT ON THE MOTION?

10:50:09 19 (NO RESPONSE.)

11:22:39 20 CHAIRMAN CHRISTY: HEARING NONE.

11:22:40 21 ALL THOSE IN FAVOR OF THE PROPOSED MOTION,
11:22:42 22 SIGNIFY BY SAYING AYE.

11:22:42 23 BOARD MEMBERS: AYE.

11:22:44 24 CHAIRMAN CHRISTY: OPPOSED?

11:22:44 25 (NO RESPONSE.)

11:22:45 1 CHAIRMAN CHRISTY: NONE. THE MOTION
 11:22:47 2 CARRIES.
 11:22:47 3 YOU HAVE ENDED YOUR DEATH MARCH, MR. OMER.
 11:22:51 4 THANK YOU.
 11:22:51 5 AND WE WILL GO TO ITEM NUMBER 9, THE STATE
 11:22:54 6 ENGINEER'S REPORT, WHICH WILL BE PRESENTED ON BEHALF OF
 11:22:57 7 OUR STATE ENGINEER BY MR. DALLAS HAMMIT, THE SENIOR DEPUTY
 8 STATE ENGINEER FOR DEVELOPMENT.
 9 MR. HAMMIT.
 11:23:05 10 MR. HAMMIT: THANK YOU, MR. CHAIR. ON THE
 11:23:07 11 STATE ENGINEER'S REPORT, CURRENTLY WE HAVE 103 PROJECTS
 11:23:09 12 TOTALING \$706.9 MILLION. IN APRIL ADOT FINALIZED 17
 11:23:17 13 PROJECTS TOTALING \$51 MILLION. IN YEAR TO DATE WE'VE
 11:23:22 14 FINALIZED 135 PROJECTS.
 11:23:24 15 THAT CONCLUDES THE STATE ENGINEER'S REPORT.
 11:23:27 16 CHAIRMAN CHRISTY: THANK YOU, MR. HAMMIT.
 11:23:29 17 WOULD YOU PLEASE PROCEED WITH THE CONSTRUCTION CONTRACTS.
 11:23:32 18 MR. HAMMIT: MR. CHAIRMAN, THANK YOU FOR
 11:23:34 19 APPROVING THE FOUR PROJECTS THAT WERE APPROVED IN THE
 11:23:37 20 CONSENT AGENDA UNDER ADDITIONAL FOUR PROJECTS THAT WE NEED
 11:23:41 21 TO EXPLAIN A LITTLE BIT.
 11:23:42 22 THE FIRST PROJECT IS ON I-19 IN THE TUCSON
 11:23:49 23 AREA, SOME IMPROVEMENTS ON THE SOUTHBOUND OFF RAMPS.
 11:23:53 24 CHAIRMAN CHRISTY: IS THAT ITEM 10 A?
 11:23:57 25 MR. HAMMIT: YES, SIR.

11:23:58 1 CHAIRMAN CHRISTY: PROCEED.
 11:23:59 2 MR. HAMMIT: ON THIS PROJECT THE STATE'S
 11:24:02 3 ESTIMATE WAS 1.47 -- \$1.473 MILLION. THE LOW BID CAME IN
 11:24:11 4 AT 1.689, BASICALLY, 216,000 OVER THE ESTIMATE.
 11:24:16 5 AS WE REVIEWED THE ESTIMATE, WE SAW THE
 11:24:19 6 BIGGEST AREA IS THERE IS SOME CONCRETE WORK THAT'S GOING
 11:24:23 7 TO TAKE A NUMBER OF POURS WHICH WILL INCREASE THE COST, AS
 11:24:28 8 WELL AS A COUPLE EXTRA MOBILIZATIONS. WE ALSO SAW SOME
 11:24:34 9 HIGHER PRICES IN THE SIGN STRUCTURE.
 11:24:36 10 AFTER REVIEW, WE DO BELIEVE THIS IS A
 11:24:38 11 REASONABLE AND A GOOD BID AND RECOMMEND APPROVAL.
 11:24:41 12 CHAIRMAN CHRISTY: THIS IS IN MY DISTRICT, I
 11:24:43 13 HAVE NO QUESTIONS OR COMMENTS.
 11:24:44 14 ARE THERE ANY OTHER QUESTIONS OR COMMENTS
 11:24:45 15 FROM THE BOARD MEMBERS?
 16 (NO RESPONSE.)
 11:24:47 17 CHAIRMAN CHRISTY: HEARING NONE, THE CHAIR
 11:24:48 18 WOULD ACCEPT -- ENTERTAIN A MOTION TO ACCEPT AND APPROVE
 11:24:51 19 STAFF'S RECOMMENDATION TO AWARD THE CONTRACT FOR ITEM 10 A
 11:24:54 20 TO THE ASHTON COMPANY INCORPORATED CONTRACTORS &
 11:24:58 21 ENGINEERS.
 11:24:58 22 IS THERE A MOTION TO BE MADE?
 11:25:02 23 BOARD MEMBER BEAVER: SO MOVED.
 11:25:02 24 CHAIRMAN CHRISTY: MOTION BY MS. BEAVER.
 11:25:04 25 IS THERE A SECOND?

11:25:05 1 BOARD MEMBER ANDERSON: SECOND.

11:25:05 2 CHAIRMAN CHRISTY: SECOND BY MR. ANDERSON.

11:25:07 3 DISCUSSION?

4 (NO RESPONSE.)

11:25:08 5 CHAIRMAN CHRISTY: HEARING NO DISCUSSION,

11:25:08 6 ALL THOSE IN FAVOR OF THE MOTION AS PRESENTED, SIGNIFY BY

7 SAYING AYE.

8 BOARD MEMBERS: AYE.

11:25:13 9 CHAIRMAN CHRISTY: OPPOSED?

10 (NO RESPONSE.)

11:25:14 11 CHAIRMAN CHRISTY: HEARING NO OPPOSITION,

11:25:15 12 THE MOTION CARRIES.

11:25:17 13 ITEM 10 B, MR. HAMMIT.

11:25:20 14 MR. HAMMIT: MR. CHAIRMAN, ITEM 10 B IS A

11:25:23 15 LOCAL PROJECT IN THE CITY OF SHOW LOW. THIS IS A BRIDGE

11:25:26 16 PROJECT ON WHIPPLE ROAD. THIS PROJECT WAS ESTIMATED AT

11:25:30 17 \$642,700. THE LOW -- THE BID CAME IN AT 600 -- EXCUSE ME,

11:25:38 18 \$784,400, A DIFFERENCE OF OVER, APPROXIMATELY, \$141,600.

11:25:49 19 WHEN WE REVIEWED THIS, WE SAW A COUPLE

11:25:51 20 AREAS, AGAIN, THERE IS A SMALL PROJECT, A NUMBER OF

11:25:54 21 MOBILIZATIONS WITH THE EARTHWORK AND THE CONCRETE. AND

11:25:58 22 ALSO THIS PROJECT HAD A CONCRETE ARCH BRIDGE, WE DON'T

11:26:03 23 BUILD A LOT OF THESE AND OUR ESTIMATE WAS A LITTLE LOW ON

11:26:07 24 THAT.

11:26:08 25 AFTER REVIEW, WE DO BELIEVE THIS IS A GOOD

11:26:10 1 BID AND RECOMMEND APPROVAL OF ITEM 10 B.

11:26:13 2 CHAIRMAN CHRISTY: MR. ROGERS, THIS IS IN

11:26:16 3 YOUR DISTRICT 5, DO YOU HAVE ANY QUESTIONS OR COMMENTS

11:26:18 4 REGARDING IT?

11:26:19 5 BOARD MEMBER ROGERS: I DON'T, BUT I WOULD

11:26:21 6 MOVE TO APPROVE.

11:26:21 7 CHAIRMAN CHRISTY: THERE IS A MOTION BY

11:26:23 8 MR. ROGERS TO ACCEPT AND APPROVE STAFF'S RECOMMENDATION TO

11:26:27 9 AWARD THE CONTRACT FOR ITEM 10 B TO MCCAULEY CONSTRUCTION

11:26:31 10 COMPANY.

11:26:31 11 IS THERE A SECOND?

11:26:32 12 BOARD MEMBER SELLERS: SECOND.

11:26:33 13 CHAIRMAN CHRISTY: THERE IS A SECOND BY

11:26:34 14 MR. SELLERS TO APPROVE THE MOTION.

11:26:35 15 ANY DISCUSSION ON THE PENDING MOTION?

16 (NO RESPONSE.)

11:26:37 17 CHAIRMAN CHRISTY: HEARING NONE.

11:26:38 18 ALL THOSE IN FAVOR OF THE PROPOSED MOTION,

11:26:40 19 SIGNIFY BY SAYING AYE.

20 BOARD MEMBERS: AYE.

11:26:43 21 CHAIRMAN CHRISTY: OPPOSED?

22 (NO RESPONSE.)

11:26:43 23 CHAIRMAN CHRISTY: HEARING NO OPPOSITION,

11:26:44 24 ITEM 10 B CARRIES AS PRESENTED.

11:26:47 25 ITEM 10 C, MR. HAMMIT.

11:26:52 1 MR. HAMMIT: MR. CHAIRMAN, ITEM 10 C IS A
 11:26:54 2 CHIP SEAL PROJECT ON U.S. 191. THE STATE'S ESTIMATE WAS
 11:26:59 3 \$730,600, THE LOW BID CAME IN AT \$614,300. THE PROJECT
 11:27:07 4 WAS UNDER THE ESTIMATE BY \$116,300.
 11:27:11 5 REASONS FOR THIS, WE SAW BETTER PRICES FOR
 11:27:15 6 OUR ASPHALT AND OUR COVER MATERIAL, WHICH IS OUR CHIPS FOR
 11:27:19 7 THE CHIP SEAL. THERE WAS A SOURCE THAT WAS CLOSER. WE
 11:27:23 8 SAW BETTER PRICES AND A BETTER HAUL, BECAUSE IT WAS A
 11:27:27 9 SHORTER HAUL.
 11:27:27 10 WE DO THINK THIS IS A GOOD BID AND WOULD
 11:27:30 11 RECOMMEND APPROVAL OF ITEM 10 C.
 11:27:33 12 CHAIRMAN CHRISTY: THIS IS IN BOARD DISTRICT
 11:27:35 13 NUMBER 3.
 11:27:35 14 MR. CUTHBERTSON, DO YOU HAVE ANY QUESTIONS
 11:27:38 15 OR COMMENTS?
 11:27:39 16 BOARD MEMBER CUTHBERTSON: NO QUESTIONS.
 11:27:40 17 CHAIRMAN CHRISTY: AT THIS POINT THE CHAIR
 11:27:41 18 WOULD ENTERTAIN A MOTION TO ACCEPT AND APPROVE STAFF'S
 11:27:44 19 RECOMMENDATION TO AWARD THE CONTRACT FOR ITEM 10 C TO
 11:27:48 20 SOUTHERN ARIZONA PAVING & CONSTRUCTION COMPANY.
 11:27:51 21 BOARD MEMBER CUTHBERTSON: SO MOVED.
 11:27:52 22 THERE IS A MOTION BY MR. CUTHBERTSON.
 11:27:54 23 IS THERE A SECOND?
 11:27:55 24 BOARD MEMBER ROGERS: SECOND.
 11:27:56 25 CHAIRMAN CHRISTY: SECOND BY MR. ROGERS TO

11:27:57 1 APPROVE AND ACCEPT THE MOTION AS PRESENTED ON ITEM 10 C.
 11:28:03 2 DISCUSSION?
 3 (NO RESPONSE.)
 11:28:03 4 CHAIRMAN CHRISTY: HEARING NONE.
 11:28:04 5 ALL THOSE IN FAVOR OF THE MOTION, SIGNIFY BY
 11:28:06 6 SAYING AYE.
 7 BOARD MEMBERS: AYE.
 11:28:07 8 CHAIRMAN CHRISTY: OPPOSED?
 9 (NO RESPONSE.)
 11:28:08 10 CHAIRMAN CHRISTY: HEARING NONE, ITEM 10 C
 11:28:11 11 AS PROPOSED CARRIES.
 11:28:13 12 ITEM 10 D, AS IN DAVID, MR. HAMMIT.
 11:28:17 13 MR. HAMMIT: MR. CHAIRMAN, ITEM 10 D IS IN
 11:28:20 14 THE CITY OF GLENDALE ON PEORIA AVENUE. THIS PROJECT IS
 11:28:24 15 BASICALLY TO ADD SOME ITS, UM, DIGITAL -- OR SOME DYNAMIC
 11:28:29 16 MESSAGE BOARDS ON THE PROJECT.
 11:28:31 17 THE LOW BIDDER, FORTIS NETWORKS', BID CAME
 11:28:34 18 IN VERY LOW. WE EXAMINED THAT AND SAW THAT THE BID WAS
 11:28:39 19 MATHEMATICALLY UNBALANCED. AND BASICALLY WHAT THEY DID ON
 11:28:43 20 THE DYNAMIC MESSAGE BOARD, THEY UNDERESTIMATED
 11:28:46 21 DRAMATICALLY -- NOT UNDERESTIMATED, THEY HAD AN ERROR IN
 11:28:50 22 THE FOUNDATIONS -- THE SIGN STRUCTURES AND ACTUALLY THE
 11:28:54 23 SIGN -- THE DMS SIGNS THEMSELVES. THEIR BID WAS
 11:28:58 24 MATHEMATICALLY UNBALANCED. WE RECOMMEND REJECTION OF
 11:29:03 25 THEIR BID AND AWARDING THE PROJECT TO CONTRACTORS WEST.

11:29:08 1 CHAIRMAN CHRISTY: THIS IS IN DISTRICT
11:29:09 2 NUMBER 1, THE CENTER OF THE UNIVERSE'S DISTRICT. IS THERE
11:29:14 3 ANY QUESTIONS OR COMMENTS?

11:29:17 4 BOARD MEMBER LA RUE: MR. CHAIR, NO
11:29:18 5 QUESTIONS. I NOTICE THAT FORTIS HAS SUBMITTED
11:29:20 6 COMMUNICATION AGREEING THAT THEIR BID IS UNBALANCED ASKING
11:29:23 7 TO WITHDRAW, SO, THEREFORE, I WOULD MOVE TO RECOMMEND THE
11:29:26 8 -- OR AWARD THE RECOMMENDATION AS SET OUT -- SET FORTH BY
11:29:30 9 STAFF.

11:29:30 10 CHAIRMAN CHRISTY: MR. LA RUE HAS MADE THE
11:29:32 11 MOTION TO ACCEPT AND APPROVE STAFF'S RECOMMENDATION TO
11:29:34 12 REJECT THE BID OF FORTIS NETWORKS, INCORPORATED, AND AWARD
11:29:38 13 THE CONTRACT FOR ITEM 10 D, AS IN DAVID, TO CONTRACTORS
11:29:42 14 WEST, INCORPORATED. MR. LA RUE HAS MADE THE MOTION, IS
11:29:46 15 THERE A SECOND?

11:29:47 16 BOARD MEMBER SELLERS: SECOND.

11:29:47 17 CHAIRMAN CHRISTY: THERE IS A SECOND BY
11:29:48 18 MR. SELLERS.

11:29:49 19 DISCUSSION?

11:29:49 20 BOARD MEMBER BEAVER: I JUST HAVE ONE
11:29:50 21 QUESTION. IF -- IT'S STILL LOWER THAN THE STATE ESTIMATE,
11:29:55 22 THIS BID.

11:29:56 23 CHAIRMAN CHRISTY: MR. HAMMIT.

11:29:58 24 MR. HAMMIT: YES. MR. CHAIRMAN, MS. BEAVER,
11:30:01 25 THIS BID IS LOWER. WE -- WE HAVE REVIEWED IT. CONTRACTOR

11:30:05 1 WEST BID WE BELIEVE IS A GOOD BID AND WOULD RECOMMEND
11:30:08 2 APPROVAL.

11:30:09 3 CHAIRMAN CHRISTY: WE HAVE A MOTION ON THE
11:30:10 4 FLOOR, THERE HAS BEEN --
11:30:11 5 A REQUEST FOR DISCUSSION?

6 (NO RESPONSE.)

11:30:12 7 CHAIRMAN CHRISTY: HEARING NONE, ALL THOSE
11:30:14 8 IN FAVOR OF THE MOTION AS PRESENTED ON ITEM 10 D, AS IN
11:30:18 9 DAVID, SIGNIFY BY SAYING AYE.

10 BOARD MEMBERS: AYE.

11:30:20 11 CHAIRMAN CHRISTY: OPPOSED?

12 (NO RESPONSE.)

11:30:21 13 CHAIRMAN CHRISTY: HEARING NO OPPOSITION,
11:30:23 14 ITEM 10 D IS APPROVED AS PRESENTED.

11:30:25 15 THANK YOU, MR. HAMMIT.

11:30:30 16 AT THIS POINT WE'LL HAVE, ON OUR AGENDA, AN
11:30:33 17 UPDATE ON THE PROPOSED SOUTH MOUNTAIN CORRIDOR ALTERNATIVE
11:30:37 18 DELIVERY OPTIONS. AND OUR DEPUTY DIRECTOR FOR POLICY
11:30:40 19 MR. FLOYD ROEHRICH WILL BE MAKING THAT PRESENTATION.

11:30:41 20 MR. ROEHRICH.

11:30:44 21 MR. ROEHRICH: THANK YOU, MR. CHAIRMAN AND
11:30:45 22 BOARD MEMBERS. WE WERE ASKED TO COME TO THE BOARD, KIND
11:30:51 23 OF UPDATE THEM ON WHERE WE'RE AT ON THE SOUTH MOUNTAIN, AS
11:30:52 24 WELL AS THE DELIVERY METHODS THAT WE'RE LOOKING AT. AND I
11:30:55 25 THINK ONE OF THE CONSIDERATIONS WAS THE POTENTIAL

11:31:00 1 PUBLIC/PRIVATE PARTNERSHIP P3 CONTRACT I BELIEVE HAS BEEN
 11:31:03 2 WORKING, AND THEN ANALYZING AND REVIEWING OVER THE COURSE
 11:31:05 3 OF THESE PAST FEW MONTHS. AND I KNOW WE'VE HAD A PRETTY
 11:31:09 4 EXTENSIVE OVERVIEW BEFORE BY GAIL LEWIS (PHONETIC), I JUST
 11:31:11 5 WANTED TO TOUCH ON SOME TOPICS AND ANY QUESTIONS THE BOARD
 11:31:14 6 MEMBERS MAY HAVE.

11:31:15 7 FIRST AND FOREMOST, WE'RE STILL, ON THIS
 11:31:18 8 CORRIDOR, WHICH IS A NEW CORRIDOR IN MARICOPA COUNTY, THE
 11:31:20 9 SOUTH MOUNTAIN LOOP 202, THIS CORRIDOR IS STILL IN THE
 11:31:24 10 NEPA PROCESS, WE'RE STILL EVALUATING AND FINALIZING THE
 11:31:28 11 ENVIRONMENTAL IMPACT STATEMENT, THE EIS, WITHOUT THE
 11:31:30 12 PUBLIC HEARING, AND WE'RE IN THE PROCESS NOW OF ADDRESSING
 11:31:35 13 COMMENTS, MAKING FINAL EVIDENCE, FINAL ADJUSTMENTS TO THE
 11:31:38 14 -- TO THE EIS.

11:31:40 15 IT CARRIES THE TWO OPTIONS MOVING FORWARD, A
 11:31:43 16 NO BUILD OPTION, WHICH IS THE ONE IN CONSIDERATION, AND
 11:31:46 17 THE OTHER CONSIDERATION IS TO BUILD THIS CORRIDOR ALONG
 11:31:49 18 THE ROUTE THAT BASICALLY GOES EAST/WEST ALONG PECOS, TURNS
 11:31:54 19 NORTH IN THE VICINITY ABOUT 55TH AVENUE AND CONNECTS INTO
 11:31:57 20 I-10 AND THE WEST -- THE WEST VALLEY AROUND 55TH AVENUE.
 11:32:01 21 SO AS THAT PROCESS CONTINUES TO MOVE FORWARD, WE'RE
 11:32:05 22 LOOKING AT FINALIZING A DRAFT FINAL EIS LATER THIS SUMMER.
 11:32:11 23 THERE IS ABOUT A 60 DAY OPEN PERIOD, COMMENT PERIOD WHERE
 11:32:14 24 -- WHERE IT'S UNDER ANY PUBLIC REVIEW, ANY FINAL AGENCY,
 11:32:18 25 COORDINATION AGENCY REVIEW, ANY FINAL COMMENTS. ONCE WE

11:32:21 1 GET THOSE BACK, WE WORK WITH THE FEDERAL HIGHWAY
 11:32:24 2 ADMINISTRATION, WE COMPLETE THE EIS THAT WE SUBMITTED FOR
 11:32:27 3 A RECOMMENDED DECISION. ANTICIPATE THAT WILL PROBABLY
 11:32:32 4 HAPPEN LATE THIS YEAR, AT THE END OF THE YEAR WILL BE THE
 11:32:34 5 RECOMMENDED DECISION, AND THEN FROM THERE WE MOVE FORWARD.

11:32:37 6 IN CONJUNCTION OF THE POSSIBILITY OF -- AND
 11:32:41 7 I DO NEED TO POINT OUT THAT BECAUSE THERE IS TWO OPTIONS
 11:32:44 8 ON THE TABLE, NO BUILD AND BUILD OPTION, ANY EFFORTS WE'RE
 11:32:48 9 MAKING TO LOOK AT EVALUATING WHETHER IT'S A P3 OR ANY
 11:32:53 10 DELIVERY METHOD, A REGULAR DESIGN BID BUILD, DESIGN BUILD
 11:32:57 11 CMAX, CONSTRUCTION MANAGER AT RISK, CMAR, ANY OF THOSE
 11:33:01 12 OPTIONS IS IN CONSIDERATION OF BEING PREPARED TO MOVE
 11:33:04 13 FORWARD IF THE BUILD OPTION IS THE FINAL RECOMMENDED
 11:33:07 14 DECISION AND THAT IS WHAT COMES OUT OF THE RECOMMENDED
 11:33:11 15 DECISION. IF IT ENDS UP BEING A NO BUILD, THEN OBVIOUSLY
 11:33:14 16 WE DON'T BUILD. THAT'S THE DECISION, WE MOVE FORWARD.

11:33:17 17 I THINK WHAT WE'RE DOING NOW, AND THE REASON
 11:33:20 18 WHY A LOT OF WHAT WE'RE DOING NOW IS ONLY INTERNAL TO THE
 11:33:23 19 AGENCY, IS WE DO NOT WANT TO IMPACT THE CONTINUED
 11:33:26 20 DEVELOPMENT THROUGH THE NEPA PROCESS OF THE EIS, SO THE
 11:33:29 21 NUMBER OF THINGS THAT WE'RE DOING INTERNAL ARE JUST
 11:33:30 22 PREPLANNING EFFORTS FOR US, BUT THEY'RE NOTHING THAT IS
 11:33:35 23 BEING DONE THAT WOULD IMPACT OUR MOVING FORWARD WITH THE
 11:33:39 24 NEPA PROCESS.

11:33:40 25 SO IN CONSIDERATION OF A POTENTIAL FOR THERE

11:33:42 1 TO BE A BUILD OPTION, WE DID RECEIVE LAST YEAR THE
 11:33:47 2 UNSOLICITED P3 PROPOSAL TO BUILD THE WHOLE CORRIDOR AS ONE
 11:33:53 3 PROJECT UNDER A DESIGN BUILD AND FINANCE A COMPONENT IN
 11:33:57 4 ORDER TO ACCELERATE THE DELIVERY OF THE SOUTH MOUNTAIN
 11:34:00 5 PROJECT. IN ADDITION TO THAT, THERE IS A POTENTIAL TO
 11:34:02 6 LOOK AT IS THERE A MAINTENANCE COMPONENT THAT COULD BE
 11:34:04 7 ADDED TO THIS PROJECT IN THE MORE LONG TERM.

11:34:07 8 SO WE LOOKED THROUGH THAT PROPOSAL, WE MADE
 11:34:10 9 THE DECISION THAT THERE IS PARTS OF THAT THAT ARE
 11:34:12 10 WARRANTED FOR THE AGENCY TO CONSIDER, AND THEN PARTS THAT
 11:34:15 11 WEREN'T. WE HAVE DECIDED THAT THE UNSOLICITED PROPOSAL IS
 11:34:19 12 NOW MOVING INTO A VALUATION PHASE BY THE DEPARTMENT THAT
 11:34:22 13 LOOKS AT THE (INAUDIBLE) OF THE UNSOLICITED PROPOSAL IN
 11:34:26 14 CONJUNCTION WITH ULTIMATELY WHAT TYPE OF A PROPOSAL DOES
 11:34:30 15 THE AGENCY WANT.

11:34:30 16 SO WE ARE NOW LOOKING AT A P3 PROPOSAL THAT
 11:34:33 17 BASICALLY IS LOOKING AT ADDING A DESIGN BUILD FINANCE AND
 11:34:37 18 MAINTENANCE OPERATION. AGAIN, SOMETHING THAT WOULD BE
 11:34:41 19 LOOKING AT ACCELERATING THIS PROJECT, DOING IT IN ONE
 11:34:44 20 PROJECT AS OPPOSED TO MULTIPLE PHASES, ALSO DESIGN BUILD
 11:34:50 21 MAINTENANCE P3 PROJECT THAT WOULD NOT HAVE THE FINANCE
 11:39:04 22 COMPONENT, WE WOULD JUST FINANCE IT AS WE ROLL THROUGH THE
 11:39:13 23 -- THROUGH THE PROGRAM, AND WE'LL ADJUST ANY ACCELERATION
 11:39:17 24 COSTS, WE'LL GIVE THAT CONSIDERATION.

11:39:18 25 SO THOSE ARE THE P3 OPTIONS WE'RE

11:39:21 1 EVALUATING, AS WELL AS WE'RE STILL LOOKING AT SHOULD THIS
 11:39:25 2 BE MULTIPLE SEGMENTS, SHOULD WE HAVE DIFFERENT DESIGN
 11:39:28 3 BUILD OPTIONS, OR, AGAIN, CMAR OPTIONS AND THOSE TYPE OF
 11:39:32 4 COMPONENTS. WE DO FEEL THAT THERE IS A VALUE IN
 11:39:36 5 POTENTIALLY DOING IT AS ONE LARGE PROJECT IN ORDER TO --
 11:39:39 6 TO TAKE ADVANTAGE OF EFFICIENCIES, COST SAVINGS BY -- BY A
 11:39:46 7 SINGLE CONTRACT, AGAIN, ACCELERATING THE PROJECT
 11:39:51 8 DELIVERING, BEING ABLE TO USE EFFICIENCY OF DESIGN
 11:39:57 9 CONSTRUCTING AND LETTING ONE CONTRACTOR PHASE THAT
 11:39:59 10 THROUGH. LOOK AT SOME OF THE RISKS THAT COULD BE SHIFTED
 11:40:03 11 OFF OF THE AGENCY ONTO THE PRIVATE SECTOR FOR THIS
 11:40:06 12 ACCELERATED DELIVERY AND SOME OF THE COORDINATION EFFORTS
 11:40:10 13 IN ORDER TO MOVE THAT FORWARD.

11:40:11 14 ALL THAT IS BEING LOOKED AT AS PART OF THE
 11:40:14 15 CONSIDERATION, AS WELL AS ANY OTHER COMPONENTS OR
 11:40:18 16 CONSIDERATIONS ON A POLITICAL NATURE OR A PUBLIC NATURE IN
 11:40:22 17 REGARD TO ONE PROJECT AS MULTIPLE PROJECTS. SO ALL THAT
 11:40:28 18 IS BEING LOOKED AT BY A TECHNICAL ADVISORY COMMITTEE
 11:40:32 19 THAT'S MADE UP OF ADOT, MAG, AND FHWA INDIVIDUALS. AND,
 11:40:34 20 AGAIN, THEY'RE EVALUATING THE SELECTION PROCESS THROUGH A
 11:40:38 21 VALUE OF MONEY ANALYSIS, THE TIME SAVINGS THROUGH
 11:40:41 22 EFFICIENCY, PREPARING THE DIFFERENT DELIVERY METHOD
 11:40:45 23 COMPARISONS BETWEEN THE TWO P3 OPTIONS, AS WELL AS SOME OF
 11:40:49 24 THE OTHER OPTIONS WE TALKED ABOUT, AND EVALUATING THE
 11:40:52 25 RISK, AS WELL AS ANY ADDITIONAL OTHER OPTIMIZING VALUE OF

11:40:56 1 PROJECTS COMPONENTS FOR THE DELIVERY METHOD.

11:40:59 2 AND WE DID HOLD AN INDUSTRY FORUM IN

11:41:02 3 FEBRUARY PERTAINING TO A POSSIBLE P3 CONTRACT, AND ASKED

11:41:05 4 FOR ANY OF THE INPUT FROM THE INDUSTRY IN REGARD TO THIS.

11:41:08 5 WE RECEIVED 11 WRITTEN RESPONSES AND EIGHT REQUESTS FOR

11:41:12 6 INDIVIDUAL MEETINGS, SO WE GOT QUITE A -- QUITE A BIG

11:41:16 7 INTEREST IN THIS PROJECT, AGAIN, NOT ONLY OF THE MAGNITUDE

11:41:20 8 OF IT, AS WAS POINTED OUT WITH 1.4 BILLION, BASICALLY, IN

11:41:25 9 POTENTIAL CONSTRUCTION, BUT IT'S BASICALLY ALMOST A

11:41:29 10 \$2 MILLION CORRIDOR WHEN YOU FACTOR RIGHT-OF-WAY, UTILITY

11:41:31 11 RELOCATIONS AND OTHER COSTS, SO IT'S A VERY SIGNIFICANT

11:41:34 12 COMPONENT OF THE NEXT FIVE-YEAR PROGRAM WHEN YOU LOOK AT

11:41:37 13 THE VALUE OF THAT.

11:41:38 14 SO WE'RE IN THE PROCESS NOW OF ADDING THIS

11:41:40 15 TAC TEAM, FINALIZE THEIR ANALYSIS. THEY INTEND TO MEET

11:41:43 16 WITH THE LEADERSHIP TEAM OF THE FEDERAL HIGHWAY

11:41:47 17 ADMINISTRATION, ADOT AND MAG LATER THIS MONTH, WITH THE

11:41:50 18 POTENTIAL FINAL DECISION ON A DELIVERY METHOD MOVING

11:41:54 19 FORWARD HOPEFULLY LATER THIS SUMMER. AGAIN, WE'RE LOOKING

11:41:57 20 AT TRYING TO TIE THE DECISION OF MOVING FORWARD WITH ANY

11:42:00 21 TYPE OF A SELECTION PROCESS FOR THE DELIVERY OF THE BUILD

11:42:05 22 OPTION IN CONJUNCTION WITH WHEN THE RECOMMENDED DECISION

11:42:08 23 COMES IN THAT SAYS WE HAVE THE DECISION TO BUILD, AS

11:42:11 24 OPPOSED TO NOT BUILD. SO ALL THAT IS BEING CONSIDERED IN

11:42:14 25 THE EVALUATION PROCESS RIGHT NOW.

11:42:18 1 AND WE IF WE DO MOVE FORWARD WITH A

11:42:21 2 SOLICITATION OF SOME SORT, IT WOULD PROBABLY HAPPEN REAL

11:42:24 3 CLOSE IN TIME FRAME WITH THE RECOMMENDED DECISION, AND

11:42:27 4 THEN IMMEDIATELY AFTER THAT, AS QUICKLY AS POSSIBLE, MAKE

11:42:30 5 THE SELECTION OF WHETHER IT'S A ONE CONTRACT TO P3 OR

11:42:34 6 MULTIPLE CONTRACTS THROUGH DIFFERENT ALTERNATIVE DELIVERY

11:42:37 7 METHOD, AND THEN MOVE FORWARD WITH TRYING TO ACCELERATE

11:42:40 8 THIS PROJECT AND COMPLETE IT AS SOON AS POSSIBLE.

11:42:43 9 THAT'S KIND OF A GENERAL OVERVIEW WHERE

11:42:45 10 WE'RE AT. IF THERE ARE ANY SPECIFIC QUESTIONS, WE CAN

11:42:47 11 DISCUSS THAT. BUT THE OTHER PART IS UNTIL WE HAVE MORE

11:42:49 12 DEFINITION OF WHERE THE EIS IS GOING TO BE, THE TIME FRAME

11:42:54 13 FOR THAT, WE'RE CAUTIOUS ABOUT MOVING FORWARD WITH THE

11:42:58 14 DEFINITIVE ANSWERS ON A SOLICITATION OR A DELIVERY METHOD

11:43:02 15 IN THE EVENT THAT NO BUILD IS SELECTED.

11:43:05 16 CHAIRMAN CHRISTY: ANY QUESTIONS OF

11:43:06 17 MR. ROEHRICH?

11:43:06 18 MR. SELLERS. MR. SELLERS.

11:43:10 19 BOARD MEMBER SELLERS: YEAH. AND I VERY

11:43:12 20 MUCH APPRECIATE THE UPDATE AND IT SOUNDS ENCOURAGING. I

11:43:16 21 JUST WANT TO EMPHASIZE THAT THE BIGGEST CONCERN I HAVE IS

11:43:19 22 ENSURING THAT WE'RE DOING EVERYTHING POSSIBLE TO MAKE THIS

11:43:22 23 PROJECT MOVE FORWARD AS QUICKLY AS POSSIBLE.

11:43:25 24 CHAIRMAN CHRISTY: MS. BEAVER.

11:43:26 25 BOARD MEMBER BEAVER: AND I DON'T KNOW IF

11:43:28 1 THIS WOULD BE THE PLACE, MAYBE I JUST NEED TO MEET WITH
 11:43:30 2 SOMEBODY PRIVATELY TO JUST INQUIRE, BECAUSE I DON'T KNOW
 11:43:34 3 THE HISTORY OF THIS. IS IT JUST AN ALTERNATIVE ROUTE AS
 11:43:40 4 OPPOSED TO THE I-10/I-17, THAT -- THAT WAS JUST ONE
 11:43:45 5 QUESTION I HAD, SO I JUST -- I HAVEN'T BEEN ON THE BOARD
 11:43:49 6 THAT LONG TO KNOW ALL OF THE HISTORY THAT BROUGHT IT UP TO
 11:43:51 7 THIS POINT. THE ONLY THING THAT YOU DID MENTION THAT KIND
 11:43:54 8 OF CAUSED ME PAUSE WAS WHEN YOU INDICATED THAT IN THE
 11:44:01 9 FIVE-YEAR PLAN, SO IS THAT GOING TO BUMP OTHERS THAT HAVE
 11:44:04 10 ALREADY BEEN IN THE FIVE-YEAR PLAN?

11:44:08 11 MR. ROEHRICH: MR. CHAIRMAN AND BEAVER, NO,
 11:44:08 12 IT'S IN THERE NOW AND THE COMPONENT -- IT'S PART OF THE
 11:44:13 13 MAG'S PROGRAM, SO IT'S PART OF THE MAG PROGRAM THAT IS IN
 11:44:15 14 THERE. IT WOULD NOT AFFECT THE STATEWIDE PROGRAM. THERE
 11:44:18 15 ARE NO OTHER STATEWIDE FUNDS THAT WOULD GO INTO THIS.
 11:44:22 16 THIS PROJECT -- AND REAL QUICKLY BECAUSE I -- THIS PROJECT
 11:44:22 17 HAS BEEN AROUND, WE'VE BEEN STUDYING IT FOR 13 YEARS
 11:44:24 18 THROUGH THE WHOLE EIS PROCESS. THERE IS A GREAT AMOUNT OF
 11:44:28 19 INFORMATION ON LINE AT THE ADOT WEB SITE. I WOULD
 11:44:30 20 RECOMMEND THAT YOU MAYBE REVIEW THAT AND LOOK AT THAT TO
 11:44:32 21 GET ALL OF THE BACKGROUND AND HISTORY, AND THEN GIVE ME A
 11:44:35 22 CALL, WE CAN TALK THROUGH ANY OTHER ISSUES OR DISCUSSIONS
 11:44:37 23 THAT YOU WANT. BUT THIS IS IN THE MAG REGION, THIS IS ALL
 11:44:41 24 PART OF THE MAG'S RTP, REGIONAL TRANSPORTATION PLAN, AND
 11:44:45 25 IT WILL BE FUNDED OUT OF THEIR SHARE OF ANY STATE, FEDERAL

11:44:47 1 AND OBVIOUSLY (INAUDIBLE) FUNDS THAT THEY HAVE.
 11:44:52 2 CHAIRMAN CHRISTY: ANY OTHER QUESTIONS?
 11:44:53 3 MR. ANDERSON.
 11:44:54 4 BOARD MEMBER ANDERSON: MR. CHAIRMAN, I
 11:44:55 5 REQUESTED THIS TO BE ON THE AGENDA TODAY. AND, YOU KNOW,
 11:44:58 6 THANKS TO YOU, MR. CHAIRMAN, WE HAVE DETAILED MINUTES FROM
 11:45:01 7 ALL THE MEETINGS. AND I BROUGHT UP THE MINUTES FROM THE,
 11:45:03 8 I THINK IT WAS THE PRESCOTT VALLEY MEETING WHEN GAIL GAVE
 11:45:07 9 THE PRESENTATION ON IT, AND CHAIRMAN FOREST (PHONETIC) HAD
 11:45:09 10 A LOT OF QUESTIONS IN TERMS OF THE UNSOLICITED BID AND
 11:45:13 11 THIS PROJECT. I THINK WE HAD TWO SPEAKERS DURING THE
 11:45:15 12 PUBLIC HEARING TALK ABOUT P3 AND HOW THAT COULD BE USED
 11:45:19 13 THROUGHOUT THE STATE TO ADVANCE PROJECTS, TO FINANCE
 11:45:21 14 PROJECTS.

11:45:22 15 AND SO, MR. ROEHRICH, I MEAN, IS A P3, IS --
 11:45:27 16 A TRUE P3, WOULD NOT A PRIVATE SECTOR FUNDING BE PART OF
 11:45:32 17 THAT WHOLE ENTIRE PACKAGE? AND I DON'T KNOW HOW THEY
 11:45:36 18 FINANCE ON THE PROJECT -- ON THE PRIVATE SECTOR A ROAD, I
 11:45:39 19 DON'T KNOW IF THAT'S SOMETHING YOU CAN KIND OF EXPLAIN TO
 11:45:43 20 THE BOARD OR --

11:45:45 21 MR. ROEHRICH: MR. CHAIR, MR. ANDERSON, I
 11:45:48 22 THINK THIS IS A STAFF ITEM, BUT WE CAN HAVE A MORE
 11:45:51 23 COMPREHENSIVE DISCUSSION ON WHAT A P3 PROGRAM WOULD LOOK
 11:45:53 24 LIKE, BUT NORMALLY A P3 IS A PUBLIC/PRIVATE PARTNERSHIP.
 11:45:57 25 IT'S USUALLY A COMBINATION WHERE A PUBLIC AGENCY WANTS TO

11:46:01 1 BUILD A FACILITY BUT LACKS THE FUNDS, SO THEN A PRIVATE
 11:46:04 2 ENTITY WILL COME IN WITH THE FUNDING. AND A LOT OF TIMES
 11:46:07 3 IT'S REALLY FUNDING THROUGH A FINANCE MECHANISM WHERE THE
 11:46:11 4 PRIVATE ENTITY WILL ACQUIRE THE FUNDS. AND IT MIGHT NOT
 11:46:15 5 BE ALL THE FUNDS. A LOT OF TIMES FOR THESE PUBLIC/PRIVATE
 11:46:18 6 PARTNERSHIPS TO WORK, THE PUBLIC AGENCY DOES HAVE TO COME
 11:46:21 7 IN WITH SOME FUNDS, OR HAVE TO COME IN WITH SOMETHING, THE
 11:46:24 8 RIGHT-OF-WAY OR MAYBE A, SOME TYPE OF A -- PART OF IT, AND
 11:46:27 9 THEN WHAT THE -- THE PRIVATE INVESTMENT IS PAID BACK
 11:46:32 10 THROUGH A TOLL OR THROUGH (INAUDIBLE) REVENUE STREAM.

11:46:34 11 THERE ARE COMPONENTS, AND SOUTH MOUNTAIN IS
 11:46:37 12 ONE OF THOSE, THERE HAVE BEEN PROJECTS, THOUGH, WHERE IT
 11:46:39 13 DOES HAVE FUNDING AVAILABLE, IT'S JUST STRETCHED OUT
 11:46:42 14 FARTHER ALONG BECAUSE OF THE CASH FLOW OF WHEN THE FUNDS
 11:46:46 15 WOULD BE ABLE MAG'S PROGRAM. SO REALLY WHAT THIS PUBLIC/
 11:46:50 16 PRIVATE PARTNERSHIP IS, IS NOT TO GENERATE REVENUE, IT'S
 11:46:54 17 TO GENERATE FINANCING, ALMOST, AS YOU WILL, WE BRING IN
 11:46:57 18 THE MONEY BUT YOU PAY US BACK AS AVAILABILITY PAYMENTS OUT
 11:47:01 19 OF THE FUNDS YOU HAVE IN YOUR PROGRAM. AND THERE ARE SOME
 11:47:04 20 P3S THAT HAVE WORKED LIKE THAT, AN AVAILABILITY PAYMENT.
 11:47:07 21 IF A PUBLIC AGENCY DOESN'T HAVE THE ABILITY TO BOND OR GO
 11:47:12 22 OUT AND ACCELERATE THE PROJECT ITSELF, THE FINANCING
 11:47:15 23 COMPONENT OF IT, THEY COULD DO THAT AND THEN IT'S PAID OFF
 11:47:18 24 OVER TIME.

11:47:19 25 BUT THE TRADITIONAL P3 ROUTE, THOUGH, HAS

11:47:21 1 BEEN IT'S A PROJECT THAT GENERATES THE REVENUE THAT PAYS
 11:47:24 2 BACK THE PRIVATE COMPANY'S INVESTMENT OVER SOME PERIOD OF
 11:47:28 3 TIME. AND IT CAN STRETCH OUT FROM 30 YEARS TO, YOU KNOW,
 11:47:32 4 80 YEARS, WHATEVER IS THE CONDITIONS OF IT TO BE A PUBLIC/
 11:47:36 5 PRIVATE PARTNERSHIP. SO IN THIS CASE BECAUSE THE SOUTH
 11:47:42 6 MOUNTAIN IS NOT GOING TO BE A TOLL ROAD, AND IT DOES NOT
 11:47:44 7 GENERATE REVENUE, IT WAS APPROVED BY THE VOTERS AND THERE
 11:47:48 8 IS FUNDING IN MAG'S RTP, IT WAS LOOKED AT AS A POTENTIAL
 11:47:52 9 TO FINANCE IT WITH AVAILABILITY PAYMENT BACK BY
 11:47:54 10 ACCELERATING THE PROJECT, ANYWHERE FROM ONE TO TWO, MAYBE
 11:47:57 11 THREE YEARS, AND THEN THE FUNDS WOULD BE PAID BACK OUT OF
 11:48:01 12 -- AT A COST, OBVIOUSLY, THERE WOULD BE A VALUE FOR THE
 11:48:03 13 COST OF MONEY FOR THE FINANCING, WHICH IS ALSO WHAT WE'RE
 11:48:07 14 LOOKING AT, AS THE P3 PROPOSER HAS SAID THAT WE CAN
 11:48:12 15 FINANCE THIS, WE'VE GOT THE MONEY, AND THEN YOU PAY US
 11:48:15 16 BACK AND THEN WE'LL COORDINATE, WE'LL WORK OUT, NEGOTIATE
 11:48:18 17 ON WHAT THOSE COSTS ARE.

11:48:19 18 WE INTERNALLY HAVE BEEN EVALUATING IT, COULD
 11:48:22 19 WE STILL ACCELERATE AND WHAT FINANCIAL TOOLS DO WE HAVE
 11:48:24 20 AVAILABLE TO DO THE SAME THING, AND THEN WHAT WILL THAT
 11:48:27 21 COST BE TO COMPARE THEM, AGAIN, LOOKING AT THE VALUE OF
 11:48:30 22 MONEY, LOOKING AT THE VALUE OF TIME FOR THAT FINANCING.
 11:48:34 23 SO THIS P3 IS NOT A FUNDING P3 THAT BRINGS IN REVENUE, IT
 11:48:38 24 JUST BRINGS IN A FINANCING POSSIBILITY.

11:48:41 25 NOW, THE OTHER COMPONENT TO THAT THAT WE'RE

11:48:43 1 LOOKING AT, THOUGH, THAT ISN'T A PART OF OUR TRADITIONAL,
 11:48:45 2 IS THE LONG TERM MAINTENANCE. AND THEN PART OF OUR ISSUE
 11:48:49 3 IS A POSSIBILITY A 35-YEAR MAINTENANCE WINDOW WHERE THIS
 11:48:53 4 PROJECT, MAJOR COMPONENTS OF IT, THE BRIDGES, THE ROADWAY,
 11:48:57 5 THE RUBBERIZED ASPHALT SURFACING, SOME OF THOSE COMPONENTS
 11:49:02 6 COULD BE BROUGHT IN WITH EXPECTABLE PERFORMANCE LEVEL THAT
 11:49:07 7 IF THERE IS EITHER FAILURE OR AT SOME PERIOD OF TIME WHEN
 11:49:10 8 IT LOOKS LIKE THERE IS FAILURE, THERE IS A POT OF MONEY
 11:49:13 9 THERE TO COME BACK AND GET ADDRESSED BY THIS CONTRACTOR
 11:49:16 10 OVER -- AND WE'RE LOOKING AT I THINK THE 30 OR 35 YEAR
 11:49:20 11 WINDOW AS A POSSIBILITY TO DO SOMETHING LIKE THAT.

11:49:22 12 AND THAT'S VERY GENERAL. THERE IS A LOT
 11:49:24 13 MORE DETAIL IN THE SPECIFICS OF THE TYPES OF P3S OUT
 11:49:28 14 THERE. AND IF THE BOARD WOULD WANT TO DELVE INTO THAT, WE
 11:49:32 15 COULD PREPARE A MORE COMPREHENSIVE AND MORE DETAILED
 11:49:36 16 DISCUSSION OF THE VARIOUS TYPES OF P3S.

11:49:39 17 BOARD MEMBER ANDERSON: BUT I THINK THE --
 11:49:40 18 THE DEPARTMENT OR EVEN THE TAC ARE NOT AGAINST ANY TYPE OF
 11:49:42 19 PRIVATE FINANCING OF A PROJECT WITHIN THE STATE OR A
 11:49:46 20 (INAUDIBLE) PROJECT, SO TO SPEAK.

11:49:50 21 MR. ROEHRICH: MR. CHAIR, MR. ANDERSON,
 11:49:50 22 ABSOLUTELY NOT, WE'RE NOT AGAINST THAT AT ALL, BUT THE
 11:49:53 23 REAL COMPONENT TO THAT HAS TO BE, THOUGH, IS THE PUBLIC
 11:49:57 24 AND POLITICAL ACCEPTABILITY TO ACCEPT A TOLL ROAD, OR
 11:49:58 25 ACCEPT A TOLL AT SOME -- IN SOME COMPONENT IF WE ENTER

11:50:00 1 INTO A P3 PROJECT WHERE WE ARE GOING TO TRY TO GENERATE
 11:50:05 2 REVENUE TO PAY IT BACK, BECAUSE WE DON'T HAVE THE MONEY
 11:50:07 3 FOR IT. SO IF IT TRULY IS A P3 TO BRING FUNDING TO THE
 11:50:11 4 PROJECT, WE'RE GOING TO NEED A FINANCE MECHANISM TO PAY IT
 11:50:14 5 BACK.

11:50:15 6 THIS PROJECT, SOUTH MOUNTAIN, HAS IT,
 11:50:17 7 BECAUSE THERE IS MONEY IN THE RTP. AND THAT'S WHY WHEN
 11:50:21 8 WE'VE BEEN TOLD, WELL, WHY AREN'T YOU LOOKING AT THIS
 11:50:25 9 CORRIDOR AS A TOLL ROAD, WHY AREN'T YOU LOOKING AT THAT
 11:50:30 10 CORRIDOR AS A TOLL ROAD, WE ARE AND WE'RE EVALUATING IT,
 11:50:43 11 BUT, ONE, IT HAS TO MAKE FINANCIAL SENSE THAT IT HAS A
 11:50:48 12 VIABLE AMOUNT OF USAGE, USERS THAT COULD GENERATE THE
 11:50:52 13 REVENUES TO PAY IT BACK, AND IS THERE ACCEPTABILITY AT THE
 11:50:56 14 PUBLIC AND POLITICAL LEVEL TO ACCEPT THE TOLL ROAD IN THE
 11:51:01 15 STATE OF ARIZONA. ANY TIME WE GO OUT AND TALK ABOUT TOLL
 11:51:03 16 ROADS, THE FIRST THING WE HEAR AND THE FIRST THING THE
 11:51:06 17 AGENCY AND THE DIRECTOR GETS BEAT UP IN THE MEDIA IS, BY
 11:51:10 18 GOD, THERE IS NO TOLL ROADS IN ARIZONA. WE DON'T WANT
 11:51:14 19 TOLL ROADS.

11:51:15 20 CHAIRMAN CHRISTY: ANY FURTHER QUESTIONS OF
 11:51:16 21 MR. ROEHRICH?

22 MR. LA RUE.

11:51:20 23 BOARD MEMBER LA RUE: FLOYD, I THINK WE
 11:51:22 24 HEARD SOME PUBLIC COMMENT TODAY AND CLEARLY QUESTIONS FROM
 11:51:26 25 THE BOARD, AND THIS IS NOT NEW, AS YOU KNOW, P3 IS A VERY

11:51:29 1 INTERESTING IDEA TO FIGURE OUT HOW TO DO BUSINESS
 11:51:29 2 DIFFERENTLY GOING FORWARD AND HOW WE CAN MAXIMIZE WHAT
 11:51:33 3 LIMITED RESOURCES WE HAVE INTO THE FUTURE. AND SO GIVEN
 11:51:40 4 THAT'S A VERY, VERY HOT TOPIC, VERY COMPLEX TOPIC, I HEARD
 11:51:45 5 YOU USE "WE" A NUMBER OF TIMES WHEN YOU FIRST STARTED THE
 11:51:48 6 CONVERSATIONS, YOUR REPORT SAYING, YOU KNOW, WE'RE LOOKING
 11:51:51 7 AT THIS, WE'RE LOOKING AT THAT. UM, I THINK, BECAUSE THIS
 11:51:54 8 IS SO NEW, THIS P3 AND THE COMPLEX, IT'S GOING TO HAVE
 11:52:01 9 RAMIFICATIONS, IT'S GOING TO HAVE POLICY CONSIDERATIONS,
 11:52:03 10 IT'S GOING TO HAVE OTHER THINGS THAT ARE OF INTEREST TO
 11:52:06 11 THE BOARD. I GUESS MY QUESTION IS WHO IS THIS "WE" THAT'S
 11:52:10 12 LOOKING AT IT? YOU MENTIONED A TECHNICAL ADVISORY
 11:52:14 13 COMMITTEE, IS THAT THE WE?

11:52:15 14 AND THEN, FINALLY, IS THERE -- WHERE IS THE
 11:52:17 15 BOARD LIAISON AND THE BOARD CONNECTIVITY TO THIS, SINCE
 11:52:22 16 THIS IS GOING TO IMPACT SOME BOARD POLICY TYPE QUESTIONS
 11:52:25 17 IN THE FUTURE?

11:52:28 18 MR. ROEHRICH: MR. CHAIR, MR. LA RUE, THE
 11:52:31 19 "WE" IS GAIL LEWIS'S TEAM. SHE'S THE MANAGER OF OUR -- OF
 11:52:35 20 P3 INITIATIVES, AND SHE'S GOT THE STAFF, AS WELL AS A
 11:52:41 21 CONSULTANT SUPPORT TEAM THAT SHE HAS THAT WORKS WITH HER.
 11:52:45 22 THEY'RE LOOKING AT DIFFERENT ROADS, WHEN PEOPLE COME IN
 11:52:49 23 AND SAY, WELL, WOULD YOU CONSIDER TOLLING, FOR INSTANCE,
 11:52:51 24 THE BYPASS OF 189 DOWN TO NOGALES. WELL, THEY DID AN
 11:52:56 25 ANALYSIS ON THAT. THEY LOOKED AT THE VALUE OF MONEY AND

11:52:59 1 THE VOLUME TO TOLL, AND THEY DID SOME LOOKS AT THAT, SO
 11:53:03 2 HER TEAM IS LOOKING AT WHEN CORRIDORS ARE BROUGHT UP AND
 11:53:07 3 SOMEONE SAYS, WELL, HAVE YOU CONSIDERED THIS.

11:53:07 4 SO WE, WHEN I SAY "WE," THEY START WITH THE
 11:53:10 5 INITIAL DISCUSSION, REVIEW, AND THEN BRING IT TO THE
 11:53:13 6 EXECUTIVE STAFF, THAT'S THE DIRECT, MYSELF, BUT THE STATE
 11:53:16 7 ENGINEER, JENNIFER TOTH, THE PLANNING DIRECTOR, SCOTT OMER
 11:53:20 8 IS PART OF THAT, IS PART OF REVIEWING THAT. SO WHEN I
 11:53:24 9 SAID THAT WE HAVE STUDIED IT, IT'S OUR P3 OFFICE, THEY'RE
 11:53:27 10 LOOKING AT THOSE THINGS FROM THE INITIAL, INITIAL
 11:53:30 11 ANALYSIS. THIS TAC, TECHNICAL ADVISORY COMMITTEE, IS ONLY
 11:53:33 12 LOOKING AT THIS P3 PROPOSAL FOR THE SOUTH MOUNTAIN, IT'S
 11:53:36 13 ONLY LOOKING AT THAT IN CONSIDERATION OF MOVING THAT SOUTH
 11:53:39 14 MOUNTAIN FORWARD.

11:53:41 15 NOW, THE P3 OFFICE DOES HAVE AN EXECUTIVE
 11:53:45 16 TEAM THAT ADVISES THEM THAT DOES INCLUDE PEOPLE, AS I
 11:53:48 17 SAID, MYSELF, THE DIRECTOR, MR. OMER, JENNIFER, BUT IT'S
 11:53:52 18 ALSO BROUGHT IN MARY PETERS AS AN ADVISOR WITHIN THAT, MAG
 11:53:58 19 REPRESENTATIVES ARE IN THAT, I THINK PAG IS PART OF THAT.
 11:54:02 20 I CAN'T REMEMBER OFF THE TOP OF MY HEAD WHO WE BROUGHT IN
 11:54:04 21 IN ORDER TO EVALUATE THAT -- FEDERAL HIGHWAY
 11:54:08 22 ADMINISTRATION WAS A PART OF THAT -- SO THAT TEAM IS ALSO
 11:54:11 23 LOOKING AT IT FROM THE LARGER POLICY PERSPECTIVES AT THE
 11:54:15 24 AGENCY LEVEL.

11:54:16 25 WHERE I SEE THE BOARD COMING IN IS WHEN WE

11:54:18 1 WOULD EVALUATE AND DETERMINE IF THERE IS A POSSIBILITY OR
 11:54:21 2 VIABLE P3 OPTION OUT THERE, JUST LIKE WE DID WITH THE REST
 11:54:25 3 AREAS, IN ORDER TO GET IT PROGRAMMED AND FUNDED FOR US TO
 11:54:28 4 MOVE FORWARD WITH WHATEVER COMPONENT THE PUBLIC PART WILL
 11:54:31 5 BE, IT WILL HAVE TO COME THROUGH THIS BOARD FOR THAT.

11:54:33 6 NOW, IF THE BOARD WOULD CHOOSE TO, FROM OUR
 11:54:38 7 OPINION, SIT DOWN AND TALK MORE ABOUT THIS P3 AND MAYBE A
 11:54:41 8 POLICY, A STATEMENT AROUND THAT, WE CAN AGENDA THAT STUDY
 11:54:47 9 SESSION BEFORE AND TALK ABOUT WHERE WE MIGHT BE ABLE TO,
 11:54:50 10 EITHER INCREASE OR AT LEAST HEIGHTEN THAT AWARENESS AND
 11:54:53 11 THAT COORDINATION AND THAT MOVING FORWARD, BUT, IN MY
 11:55:01 12 MIND, THE BOARD WILL BE THERE BECAUSE WE COULD NOT PROGRAM
 11:55:04 13 THIS PROJECT, WE COULD NOT MOVE FORWARD AND FUND IT IF
 11:55:07 14 THERE IS A PUBLIC COMPONENT TO ANY FUTURE P3 PROJECT THAT
 11:55:12 15 REQUIRES. IT WOULD HAVE TO COME THROUGH THIS BOARD.

11:55:17 16 BOARD MEMBER LA RUE: YOU KNOW, MR. CHAIR, I
 11:55:19 17 MIGHT SUGGEST CONSIDERATION AT THE BOARD LEVEL TO THINK
 11:55:22 18 ABOUT WHETHER THERE IS A BOARD LIAISON IN THAT EXECUTIVE
 11:55:26 19 COMMITTEE OR SOMETHING TO HELP WITH -- THIS IS A VERY
 11:55:28 20 COMPLEX AREA, AND I KNOW THAT WE'LL HAVE TO MAKE THOSE
 11:55:31 21 DECISIONS WHEN THERE IS A PROJECT, BUT I THINK THERE IS
 11:55:34 22 MANY DECISIONS AND MANY THINGS ACCEPTED OR REJECTED AT A
 11:55:38 23 LOWER LEVEL THAT THE BOARD MAY NEVER HEAR, SO JUST A
 11:55:43 24 SUGGESTION TO PUT OUT THERE TO THINK ABOUT.

11:55:46 25 CHAIRMAN CHRISTY: I AGREE. I THINK IT'S --

11:55:48 1 IT REQUIRES THAT KIND OF ATTENTION. I WOULD LIKE TO,
 11:55:52 2 HOWEVER, NOT TO NEGATE THE IMPORTANCE OF IT, BUT TO PUT IT
 11:55:57 3 OFF FOR, PERHAPS, SEVERAL BOARD SESSIONS, BECAUSE WE STILL
 11:56:02 4 HAVE TO GET THROUGH THE FIVE-YEAR PLAN PROCESS, WE HAVE A
 11:56:04 5 VERY AGGRESSIVE AGENDA FOR THE MAY 20TH STUDY SESSION, AND
 11:56:09 6 THEN WE HAVE THE ULTIMATE APPROVAL PENDING FOR THE
 11:56:13 7 FIVE-YEAR PLAN. AND SO MAYBE IN THE FALL OR LATE SUMMER
 11:56:17 8 WE MIGHT WANT TO DISCUSS THAT, IF YOU WOULD BE SO KIND AS
 11:56:21 9 TO REMEMBER IT EITHER AT A MEETING OR TO BRING IT UP TO ME
 11:56:25 10 OR MR. ROEHRICH, WE COULD AGENDIZE (SIC) IT AND SEE WHAT
 11:56:30 11 KIND OF A TOPIC SETTING YOU WANT TO IMPLEMENT ON THAT.

11:56:33 12 BOARD MEMBER LA RUE: OKAY. THANK YOU.

11:56:34 13 CHAIRMAN CHRISTY: ANY FURTHER QUESTIONS
 11:56:35 14 REGARDING THIS TOPIC TO MR. ROEHRICH?

15 (NO RESPONSE.)

11:56:36 16 CHAIRMAN CHRISTY: IF NOT, THE CHAIR WILL
 11:56:38 17 ENTERTAIN SUGGESTIONS FOR FUTURE BOARD MEETING AGENDA
 11:56:41 18 ITEMS. ANYBODY HAVE ANY SUGGESTIONS? ANY FINAL COMMENTS
 11:56:46 19 FOR THE GOOD OF THE WILL OR THE WILL OF THE GOOD OR
 11:56:49 20 WHATEVER?

21 (NO RESPONSE.)

11:56:49 22 CHAIRMAN CHRISTY: HEARING NO COMMENTS,
 11:56:52 23 AGAIN, I WANT TO THANK OUR FLAGSTAFF HOSTS FOR A WONDERFUL
 11:56:56 24 MEETING HERE AND FOR OUR SPEAKERS WHO TOOK THE TIME TO
 11:56:59 25 SPEAK TO US, AND WE LOOK FORWARD TO SEEING MANY OF YOU IN

11:57:04 1 WILLCOX NEXT MONTH.
11:57:04 2 AND AT THIS POINT THE CHAIR WOULD ENTERTAIN
11:57:07 3 A MOTION TO ADJOURN THE STATE TRANSPORTATION BOARD
11:57:10 4 MEETING.
11:57:10 5 BOARD MEMBER ROGERS: SO MOVED.
11:57:11 6 CHAIRMAN CHRISTY: THERE IS A MOTION BY
11:57:12 7 MR. ROGERS.
11:57:13 8 IS THERE A SECOND?
9 BOARD MEMBER ANDERSON: SECOND.
11:57:13 10 CHAIRMAN CHRISTY: BY MR. ANDERSON.
11:57:15 11 ALL THOSE IN FAVOR, SAY AYE.
12 BOARD MEMBERS: AYE.
11:57:16 13 CHAIRMAN CHRISTY: OPPOSED?
14 (NO RESPONSE.)
11:57:17 15 CHAIRMAN CHRISTY: HEARING NONE, WE ARE
11:57:19 16 ADJOURNED. THANK YOU.
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Adjournment

A motion to adjourn was made by Hank Rogers and seconded by Kelly Anderson. In a voice vote, the motion carries.

Meeting adjourned 12:19 p.m. MST

**Stephen Christy, Chairman
State Transportation Board**

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

MINUTES
STATE TRANSPORTATION BOARD
Special Meeting
11:00 a.m., Tuesday, May 20, 2014
Human Resource Development Center (HRDC)
Grand Canyon Room
1130 N. 22nd Avenue
Phoenix, AZ 85009

Pledge of Allegiance

The pledge was led by Board Member Jack Sellers.

Roll call by Board Secretary Mary Beckley

In attendance: Steve Christy, Kelly Anderson, Deanna Beaver, William Cuthbertson and Jack Sellers. Hank Rogers attended the meeting telephonically.

Absent: Joe La Rue

Call to the Audience

No one requested to speak.

- *ITEM 1: Construction Contract-Black Mountain Blvd, SR 51/SR 101L TI-Pinnacle Peak Road**
Staff will request approval of recommended construction project award. The proposed CMAR project is located in Maricopa County beginning SR 51/SR 101L TI to Pinnacle Peak Road.
(For discussion and possible action—Dallas Hammit, Sr. Deputy State Engineer for Development)

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3
4 CHAIRMAN CHRISTY: Thank you, Ms. Beckley. This
5 is a -- kind of a quick -- I would term -- term it as a
6 housecleaning kind of a meeting for the first part of the
7 session here today. So we'll go to item 1 on the agenda,
8 which is a construction contract for Black Mountain
9 Boulevard, State Route 51/State Route 1011 -- a TI Project
10 at Pinnacle Peak Road.

11 And, Mr. Hammit, would you proceed.

12 MR. HAMMIT: Mr. Chairman and members of the
13 board. This is, as you said, a project. It's working
14 with the locals in the City of Phoenix. This is a CMAR
15 project. This one is a little different than you've seen
16 before because we're going to bring you the guaranteed
17 maximum price in two parts. So this is part one. This
18 work has to be done in front of the high school earlier in
19 the year. We will come back on a second part in a future
20 date, late summer, with the remainder of the project.
21 CMAR gives us that opportunity to do it in (Inaudible)
22 days.

23 So with that, the guaranteed maximum price that
24 was negotiated is \$7.628 million. The State's estimate
25 was \$7.117 million. Over the State's estimate by

1 7.2 percent. Staff has reviewed it and think it is a good
2 price, and we recommend the award.

3 CHAIRMAN CHRISTY: Does the board members -- any
4 board members have any questions of Mr. Hammit?

5 BOARD MEMBER ROGERS: Mr. Chairman.

6 CHAIRMAN CHRISTY: Mr. Rogers.

7 BOARD MEMBER ROGERS: Yeah. Whoever was
8 (Inaudible) I don't (Inaudible) not here. I don't even
9 remember who it was. (Inaudible).

10 CHAIRMAN CHRISTY: All right. So noted. Any
11 additional questions to the -- to Mr. Hammit?

12 UNIDENTIFIED VOICE: Mr. Chair, if I could.
13 Mr. Rogers, would you like -- like in order to make sure
14 that you then hear what's happening, would you like us to
15 make a ruling, quickly repeat?

16 The first speaker was Dallas Hammit on behalf of
17 the state engineer. So would you like Mr. Hammit to
18 quickly repeat what he's asking?

19 BOARD MEMBER ROGERS: No. I'm -- I'm good with
20 it. I'm fine. But just whoever -- whoever is speaking,
21 wherever he was, they need to really get close to the
22 microphone.

23 UNIDENTIFIED VOICE: Okay.

24 CHAIRMAN CHRISTY: Seeing that there's no further
25 questions of Mr. Hammit, the Chair will accept a motion to

1 approve (Inaudible) recommendation to award the contract
2 for item 1 of the agenda to Kiewit Infrastructure West
3 Company.

4 BOARD MEMBER SELLERS: So moved.

5 CHAIRMAN CHRISTY: All right. There's a motion
6 by Mr. Sellers and a second by Mr. Anderson to accept the
7 proposed motion as presented.

8 All those in favor -- excuse me. Discussion on
9 the motion?

10 Seeing that there's no discussion, all those in
11 favor of the proposed motion signify by saying aye.

12 BOARD MEMBERS: Aye.

13 CHAIRMAN CHRISTY: Opposed?

14 Hearing no opposition, the proposed motion
15 passes.

16 And at this time the Chair will accept a motion
17 to adjourn this meeting.

18 BOARD MEMBER ANDERSON: So moved.

19 BOARD MEMBER CUTHBERTSON: Second.

20 CHAIRMAN CHRISTY: There's a motion and a second
21 by -- a motion by Mr. Anderson and a second by
22 Mr. Cuthbertson to adjourn.

23 All those in favor say aye.

24 BOARD MEMBERS: Aye.

25 CHAIRMAN CHRISTY: Opposed?

1 We are adjourned.
2 (The recording stopped.)
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Adjournment

A motion to adjourn the Special Meeting of the Board was made by Kelly Anderson and seconded by Bill Cuthbertson. In a voice vote, the motion carries.

Meeting adjourned 11:05 a.m. MST

Stephen W. Christy, Chairman
State Transportation Board

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

MINUTES
STATE TRANSPORTATION BOARD STUDY SESSION
11:00 a.m., Tuesday, May 20, 2014
Human Resource Development Center (HRDC)
Grand Canyon Room
1130 N. 22nd Avenue
Phoenix, AZ 85009

Pledge of Allegiance

The pledge was led by Board Member Jack Sellers.

Roll call by Board Secretary Mary Beckley

In attendance: Steve Christy, Kelly Anderson, Joe La Rue (arrived at 11:50 a.m.), Deanna Beaver, William Cuthbertson and Jack Sellers. Hank Rogers attended the meeting telephonically.

Absent: None

Call to the Audience

The following members of the public addressed the Board:

1. Christian Price, Mayor, City of Maricopa, re: requests SR 347 overpass be included in the five year plan.
2. William J. Antone*, Vice Chairman, Ak-Chin Indian Community, re: requests SR 347 overpass be included in the five year plan. *Mr. Antone spoke during the Study Session and not during the call to order (at approximately 12:20 p.m.).

ITEM 1: Funding Request for the Recreational Trails Program in the Five Year Program

Arizona State Parks respectfully requests an increase of \$268,000 to \$1.723 million in obligation authority for the Recreational Trails Program in the Five-Year Transportation Plan beginning in July of 2014.

(Information and discussion only – Bryan Martyn, Executive Director, Arizona State Parks)

ITEM 2: 2015– 2019 Tentative Five-Year Transportation Facilities Construction Program Review

Staff will present an overview, discuss project modifications, and review public comments on the 2015-2019 Tentative Five-Year Transportation Facilities Construction Program.

(For information and discussion only – Scott Omer, Assistant Director, Multimodal Planning Division)

STATE TRANSPORTATION BOARD STUDY SESSION – MAY 20, 2014

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<u>PROGRAM REVIEW</u>	16
<u>MOTION TO ADJOURN</u>	120

1
 2 UNIDENTIFIED VOICE: This one sounds better?
 3 I'll leave this one here for the call to the audience and
 4 for the presentation discussion. But please hold the
 5 microphone close when you speak so we can -- Mr. Rogers
 6 can hear it, and then we can make sure to get it on -- on
 7 record. Thank you.

8 CHAIRMAN CHRISTY: I'm going to -- when it comes
 9 to my -- my comments on this, I think what I'm going to do
 10 is have Mr. Roehrich just give a brief synopsis of the
 11 purpose of this study session today.

12 MR. ROEHRICH: Yes, sir. Mr. Chair, members of
 13 the board, staff, and audience. The purpose today of the
 14 study session is we have spent now three months reviewing
 15 the tentative five-year program, staff recommendation for
 16 the next five-year program from fiscal year '15 to fiscal
 17 year '19. And that's state fiscal year.

18 And -- and hearing the -- the call to the
 19 audience as well as the -- the review of -- of the
 20 comments that we've received by the public, the purpose of
 21 today's meeting was for staff to analyze some of that,
 22 come back if we feel there are any requested modifications
 23 to the program that staff feels is -- is -- is necessary,
 24 and to start the battle off with the board on what
 25 adjustments you would like to see made to the program.

1 The purpose of today is to -- to discuss those,
 2 start weighing how we can -- can make sure that the
 3 program stays fiscally constrained, still meets work
 4 policy as far as -- as the -- the -- the level of
 5 commitment for preservation modernization expansion and
 6 ensure that we're in compliance with the -- the
 7 (Inaudible) traffic board and the other funding
 8 distribution requirements by federal law and state statute
 9 and board policy.

10 So the purpose is to -- to talk to that today,
 11 discuss any modifications from the board. We'll probably
 12 as staff have to go back if there's significant
 13 modifications, analyze it to make sure that we are
 14 fiscally constrained, make sure that we meet the statutory
 15 requirements and the distribution requirements, and -- and
 16 have that all prepared so we can bring it back in June at
 17 the regular board meeting for final adoption of the
 18 five-year program.

19 So today is -- is the day to look at any
 20 adjustments the board may have, question any of the other
 21 questions -- or question any of the other staff
 22 recommendations. And staff will present some of the
 23 modifications that we proposed today from staff's
 24 recommendation. So that is the purpose of -- of this
 25 study session.

1 CHAIRMAN CHRISTY: Thank you.

2 MR. ROEHRICH: And the first part is also to hear
3 from our stakeholder at State Parks, the -- the -- the
4 State Parks' director. Bryan Martin is here to discuss
5 the State Parks' program. Not just recreational trails,
6 but the State Parks' program and funding element that the
7 board has -- has worked with them in the past for
8 transportation infrastructure.

9 CHAIRMAN CHRISTY: Thank you, Mr. Roehrich, for
10 that framing of today's study session. And at this point
11 we'll go to call to the audience.

12 We have one request to speak to the board, and
13 that request is from the mayor of Maricopa, Christian
14 Price.

15 If you'd state your name and position again for
16 the record.

17 MR. PRICE: Thank you Mr. Chairman, members of
18 the board. My name is Christian Price, and I'm the mayor
19 of the City of Maricopa. And I just wanted to take a few
20 moments to say thank you very much for holding this
21 meeting today. I know that you guys have done a lot
22 hearing the same thing over and over again with the
23 five-year plan as it's been outlined.

24 But I know this board session is a wonderful
25 opportunity to look at those final things and see what

1 people have been saying to you over the past three work --
2 three sessions on -- on that public hearing.

3 So I thought it was a good sign when I showed up
4 today and that this building is underneath an overpass.
5 That's convenient, because that's what I want to talk
6 about was an overpass.

7 And the City of Maricopa is desperately looking
8 for an overpass on the SR 347. We had a work -- an item
9 that was on the agenda last time and -- so in Flagstaff.
10 And as you were all presented with that, the need for
11 that.

12 I passed out to each of you before you came in a
13 letter that is both from us as our planned commitment to
14 this project. A regional \$10 million is on City of
15 Maricopa letterhead, as well as a -- the Congressional
16 letter to the Honorable Anthony Fox, the Secretary of
17 Transportation, signed by our Congressional delegation
18 supporting this project.

19 And so I know that as today is kind of D-Day, we
20 really appreciate your consideration and your support on
21 getting the SR 347 into the five-year plan, as it is such
22 a huge need for the City of Maricopa moving forward.

23 And as I said before, this is not a want, but
24 rather this is an absolute need for public safety. To
25 give you all the stats again, I've done this for two

1 years. You've seen me. You know me. And I appreciate
2 your consideration.

3 So, again, with that, if there is anything I can
4 do to help answer questions or give assistance, I'm here
5 at your service. So thank you very much.

6 CHAIRMAN CHRISTY: Thank you, Mayor Price.

7 This -- unless there's someone from the audience
8 who has not filled out a request form, we'll -- we'll call
9 a close to the call of the audience.

10 Seeing that there are no other requests, we'll
11 move on to the agenda Item No. 1, which is a funding
12 request for the recreational trails program in the
13 five-year program. And this is for information and
14 discussion only.

15 And to give us that presentation is the deputy
16 director of Arizona State Parks, Mr. Kent Ennis.
17 Mr. Ennis.

18 UNIDENTIFIED VOICE: Mr. Chair, it's going to be
19 their director of State Parks.

20 CHAIRMAN CHRISTY: Oh, I beg your pardon.

21 UNIDENTIFIED VOICE: I'm sorry.

22 CHAIRMAN CHRISTY: That's even better. If you'd
23 state your name and -- and who you represent.

24 MR. MARTIN: (Inaudible). My name is Bryan
25 Martin. I'm the director at Arizona State Parks. And,

1 first, I -- I can't begin to tell you how pleased I am
2 with having the opportunity to -- to come before you and
3 tell you -- remind you of our great partnership over all
4 these years.

5 In front of you, you have a packet that lists --
6 it's the Arizona State Parks packet there. There's
7 information in there. I'll speak to it very briefly on
8 those things.

9 First I'd start off with what's the mission of
10 Arizona State Parks. Arizona State Parks, number one, we
11 are a resource protection agency. And the resources we
12 protect are those that the Arizona legislature has said
13 that we need protect. Those include everything from the
14 historic house up in Flagstaff, to a boat launch in
15 Lake Havasu, to a really cool cave down in southern
16 Arizona.

17 Our number two mission is we provide public
18 access to those resources. So (Inaudible) is number two.
19 The expense is number one. We need to (Inaudible)
20 resource. You put too many people in a house, too many
21 people on a boat launch, or too many people in a cave. So
22 we actively manage our resources.

23 And our third and probably our most important
24 mission. The reason we were established by government
25 (Inaudible) in 1957 is we are an economic driver for rural

1 areas. So we drive the economies of rural Arizona. There
 2 are those state parks in Maricopa County. 29 of our
 3 properties within our portfolio all reside outside the
 4 lines of Maricopa County. So that is what we're about.

5 I always start off by talking about that mission
 6 because a lot of people get confused on what we do.
 7 That's all we do. Everything else outside of that,
 8 there's probably some other agency or entity that's better
 9 equipped to do that.

10 So to that end, times have changed. Parks used
 11 to be kind of like a library or a museum. It didn't
 12 matter who made money. Hence, our social contact we have
 13 with different people.

14 Well, in 2007 we had a budget of \$81 million.
 15 Today my budget is \$22.5 million. In 2007 we had 420
 16 full-time employees. This morning I have 158. Still have
 17 the same number of parks. Still 29 parks.

18 And by the way, all your parks are open. That's
 19 a big deal. And for the future, never, never, never close
 20 a park, because if it's closed for two weeks, people will
 21 think it's closed for two or three years. So I still
 22 continue to remind people, all your parks are open.

23 ADOT plays a huge role in Arizona State Parks.
 24 You have Mohave. You have (Inaudible) play into this.
 25 ADOT has the ability to give Arizona State Parks

1 \$5 million a year for infrastructure related to
 2 transportation. Transportation includes things like boat
 3 launches and (Inaudible) and roads, and a very big, big
 4 part of what our agency is.

5 A perfect example of a recent case where it -- it
 6 makes a difference to our product was at Homolovi. I
 7 don't know if you've ever been to Homolovi State Park.
 8 It's up by Winslow, Arizona. Homolovi roads -- no one
 9 around there. You probably have to get some general work
 10 following your -- your drive on that road. It was not --
 11 not good at all. In fact, a lot of our customers have
 12 half million dollar RVs that it would do that drive once.
 13 They would never come back.

14 At Arizona State Parks we use kind of a
 15 McDonald's model. The McDonald's model means they -- the
 16 menu at McDonald's is here -- the same here in Phoenix and
 17 it's the same in Chicago and it's the same in Tokyo. I
 18 say the menu might be a little bit different, but the
 19 product is the same; the same smiling face, the same clean
 20 uniforms, the same clean bathroom kind of thing.

21 The same thing for Arizona State Parks. It only
 22 takes one bad experience to go in McDonald's in Somalia,
 23 and it's a bad experience that many people will say I'll
 24 never go to another McDonald's. The same thing for
 25 Arizona State Parks. One bad experience can (Inaudible)

1 the entire (Inaudible).

2 We talked about first impressions. Arizona State
3 Parks (Inaudible) impression is the first impression
4 because it only takes one bad thing. So a road into
5 Homolovi was the perfect example. Even though you may not
6 know, Arizona -- any other park, if you go to Homolovi, it
7 was a bad experience based on the road.

8 In the past we had about \$1.5 million set aside.
9 There was already (Inaudible) by ADOT for that road.
10 Well, the bottom fell out and the money was taken away for
11 other things. But I still have that road. So somehow
12 (Inaudible) found about a quarter million dollars to put a
13 Band-Aid on this road and then get -- we didn't get the
14 whole road down. We did the part that was important. And
15 now we've got that customer experience for fixing the
16 road. In fact, as we speak, it should be done on Friday.
17 That's a big deal for our agency. It's a big deal for the
18 economies of all rural Arizona. Because the experience
19 you have at Homolovi translates directly all the way down
20 to Patagonia. You may not go down to Patagonia. You may
21 not go to Show Low. You may not go to Safford where other
22 parks are because of the bad experience. We owe all of
23 that to ADOT.

24 In front of you you've got a little worksheet
25 that shows a bunch of the projects that ADOT has done

1 recently. We talked about in the past it's up to you to
2 get us the \$5 million. And it has dropped down to the \$1
3 million range. And we've been working closely with ADOT
4 staff to try to boost that up and demonstrate value added
5 and why it's important and why Arizona State Parks is
6 worth investing in. And we've gone up to \$1 million, \$1.5
7 million, and all the way up right now to close to \$2.5
8 million in fiscal year '17.

9 Today I'd just like to tell you that one of the
10 (Inaudible) in Arizona State Parks through your
11 obligations here, frankly, is directly to the economies of
12 Arizona. This is a good, good thing for rural Arizona.
13 And \$2.5 million sure doesn't go very far on a freeway
14 here in metro Phoenix. God knows we need it. I will tell
15 you, another \$2.5 million or \$3 million or \$4 million or
16 \$5 million goes a very, very long way to improve the
17 economies of -- the economies that need it the most.

18 We look at our employment rate. We look at all
19 these issues in rural Arizona. And rural Arizona exceeds
20 metro Phoenix in every negative category. Every single
21 one. This is an opportunity for ADOT to help Arizona
22 State Parks to drive the economies.

23 As a former elected official, I've sat pretty
24 much in your seat, and I get the ask piece. My job today
25 is just to demonstrate value added and to reaffirm our

1 commitment to work together. I understand the cut lines
 2 where priorities are. As a county supervisor, it seemed
 3 that we took care of cops, courts, and kids first, and
 4 parks was somewhere right around here.

5 My job is to demonstrate that parks are a lot
 6 more than just a place where you can go fish or camp.
 7 Parks are about thriving economies. So when you do the
 8 best in the parks, there is a value added. So hopefully
 9 we can get to the point where we have demonstrated our
 10 value added and you are comfortable as a board saying, you
 11 know, yeah, we've had to (Inaudible) a lot of money, but
 12 that's the bang for the buck.

13 Recently we -- I got a -- last year we got
 14 \$1 million from the general fund, interest on the rainy
 15 day fund. I took that interest, that \$1 million and
 16 invested it in three parks. I electrified three
 17 campgrounds. I matched it with some land (Inaudible)
 18 conservation money and some other money (Inaudible).
 19 We'll trade that \$1 million over the next ten years into
 20 \$3 million. We will triple that -- that investment in
 21 three years -- in ten years. That's a -- (Inaudible)
 22 investment available to triple your money in ten years.
 23 That's how quickly. We are stewards of your dollars, and
 24 we are about making it -- making it last and go on.

25 So just in front of you you've got the laundry

1 list of all the great things that we've done over the
 2 past.

3 On another (Inaudible) issue, the -- we also
 4 receive a lot of grant money that comes through
 5 Recreational Trails Program, the items on your agenda.
 6 Recreational Trails Program is allocated to about
 7 \$1.8 million. Those trails programs go to motorizing
 8 nonmotorized programs.

9 Well, I heard there was talk about interest in
 10 riding trails. Nonmotorized trails. That's -- that's
 11 good news. That's what we do with these monies. They go
 12 throughout the entire state. In the past we didn't have a
 13 lot of interest in this. We didn't have the (Inaudible)
 14 projects because there's matching portions to this.

15 We're at the point now that there are more
 16 projects than funds. Again, these are those things that
 17 make our communities better, drive economies, bring
 18 businesses in. This is not just about public health or
 19 nice to have. These are good things to drive our
 20 economies throughout the state, wherever these trails show
 21 up.

22 Right now the allocation that we received from
 23 you up (Inaudible) 1.8 is about \$1.4 million. We'd like
 24 to see if we could get that increased to match about what
 25 you do on most programs like this where you reserve about

1 10 percent for administrative. We're asking for an
 2 increase, a proposed increase of about \$258,000 to take us
 3 up. None of this park -- none of this money goes to state
 4 parks. This is about giving the money, obviously, to the
 5 economies and communities of -- of the area of the state.

6 So as you work through your -- your plan as you
 7 go forward here, we'd like to see if there's -- we had
 8 interest from the community, from the citizens of Arizona
 9 who are applying for these grants. And when you get a
 10 grant that meets all the criteria, that's a good program,
 11 a good grant, and then you talk about, well, we only have
 12 enough money for this many. And I have three -- in this
 13 case the last one we had three more programs that were
 14 worthy that could have worked, but the money wasn't there.
 15 I know the money is being utilized as effectively as ADOT
 16 can manage it.

17 I'm just asking that you go the standard model,
 18 the usual model of 10 percent in administrative costs to
 19 ADOT and the rest to allocate for the programs that are
 20 (Inaudible). So with that I will stop talking. And I'm
 21 happy to entertain any questions.

22 In your packet you have a green guide, which is a
 23 book that talks about all our Arizona State Parks, where
 24 they're all at, what they do. By the way, we are
 25 experiencing record attendance and record revenue. We

1 just went over the \$13 million mark. \$13 million.
 2 That's -- that's a good mark. Arizona State Parks would
 3 like to see that. We are not out of the woods yet, but we
 4 are making great progress.

5 And the more money that we get invested in our
 6 programs and our parks, the more money we generate and the
 7 more money we generate for the economies of rural Arizona.
 8 Thank you, Mr. Chairman.

9 CHAIRMAN CHRISTY: Thank you, Director Martin.
 10 Does any of the board members have any questions for the
 11 director?

12 No questions.

13 Thank you for your presentation and for coming
 14 today.

15 MR. MARTIN: Thank you, (Inaudible).

16 UNIDENTIFIED VOICE: Thank you, sir.

17 CHAIRMAN CHRISTY: We'll move on to item 2 of the
 18 agenda today, which is a 2015-2019 Tentative Five-Year
 19 Transportation Facilities Construction Program Review,
 20 which will be presented by the assistant director for
 21 multimodal planning, Mr. Scott Omer.

22 MR. OMER: Thank you, Mr. Chair. So I'm assuming
 23 you guys are tired of hearing me and seeing me, so
 24 hopefully never if we get through today and (Inaudible) up
 25 the board meeting in June and we can have a program. So

1 that's all of our goals.

2 So let me -- before we get started, let's talk --
3 let me tell you what's in front of you. First of all, you
4 have a new draft, final (Inaudible) -- I don't know what
5 we're going to call it. It's a working tentative program.
6 And you'll notice as you go through it there's some
7 individual projects in here that are going to be
8 highlighted in yellow. So those are project modifications
9 or changes that we've had for a couple of various reasons.
10 I'll explain that as we go through.

11 And then you also have an 11 by 17 Excel sheet
12 from the (Inaudible). Each one of these yellow
13 highlighted (Inaudible) in the program. It's explained in
14 a little more detail on that 11 by 17 document. Since I
15 don't have that document in front of me, Mr. Sellers, can
16 I borrow yours?

17 UNIDENTIFIED VOICE: Here's an extra one right
18 here.

19 MR. OMER: Okay. For example, this 11 by 17
20 document goes into detail about the specific (Inaudible).
21 Let's take the first one on the page, which is a bad
22 example. But let's go down to I-10 Wild Horse Pass SR
23 347/Queen Creek Road. So it's the fourth line on the
24 page. You'll notice it says around I-10 to Wild Horse
25 Pass and 347/Queen Creek Road. The type of work is major

1 renovation.

2 What we've done is moved the project from FY 15
3 to FY 14. So we extended (Inaudible) from the tentative
4 program to the current program the board is operating on
5 today. Total budget for that project was \$5,500,000. So,
6 effectively, we've reduced the FY 15 budget by \$5.5
7 million. And you can see that over there where it says FY
8 15, that line item, and the five and a half -- the other
9 side is on advanced to FY 14.

10 So we've tried to make a loan -- tried to lay out
11 exactly what the actions were in this stretch east so it
12 makes a little bit more sense as you're looking at, you
13 know, the program we're talking about today. So we
14 have -- the details kind of go through the explanation
15 process of how we have got here. So --

16 CHAIRMAN CHRISTY: Let me just interrupt. At
17 that point do any of the board members have any questions
18 on this particular aid that Mr. Omer has presented us? Is
19 everybody clear on that? Thank you.

20 MR. OMER: Mr. Chair, I'm sure it's clear as mud
21 as we continue through this, and you'll ask questions.
22 And please don't wait. If there's a question, let's stop
23 and make this a -- you know, really a working session. So
24 roll up our sleeves and have a conversation at that time
25 so we don't lose our train of thought. That's completely

1 fine with me, so. So thank you everyone for being here.
 2 I really appreciate it. I'm glad to get -- I think it's
 3 been a good (Inaudible) for the issue, so.

4 MR. ROGERS: Mr. Chair, can I interrupt for a
 5 moment, please.

6 CHAIRMAN CHRISTY: Sure, Mr. Rogers.

7 BOARD MEMBER ROGERS: And I'm sorry to stop you
 8 here. I need Scott to get a little bit closer to that
 9 microphone if he could or talk a louder or something.
 10 That -- that microphone there just doesn't -- you -- you
 11 all are coming great. But anybody that talks that's
 12 presenting is really difficult to hear on the phone.

13 UNIDENTIFIED VOICE: I don't think it's the
 14 microphone. I think it's the phone line.

15 CHAIRMAN CHRISTY: Try that one.

16 UNIDENTIFIED VOICE: We'll try -- try to move
 17 this. Do the best you could.

18 MR. OMER: Is this working better, Mr. Rogers?

19 UNIDENTIFIED VOICE: It's a lot better, Scott,
 20 yeah.

21 CHAIRMAN CHRISTY: Mr. --

22 MR. OMER: Hello?

23 CHAIRMAN CHRISTY: Mr. Rogers?

24 BOARD MEMBER ROGERS: Yes.

25 CHAIRMAN CHRISTY: Can you hear better now?

1 UNIDENTIFIED VOICE: Test. One, two, three.

2 BOARD MEMBER ROGERS: (Inaudible). But that's
 3 all right. I'll -- I'll just do my best here, and I'll --
 4 I'll just clarify (Inaudible) clarify (Inaudible).

5 UNIDENTIFIED VOICE: Mr. Chair, would it be
 6 better if he sat right in front of that? Maybe that --

7 CHAIRMAN CHRISTY: Yeah.

8 UNIDENTIFIED VOICE: -- speaker would pick it up
 9 better instead of standing there. Scott, do you feel
 10 comfortable coming right on?

11 UNIDENTIFIED VOICE: Morris, up here?

12 BOARD MEMBER ROGERS: (Inaudible) microphone,
 13 (Inaudible).

14 CHAIRMAN CHRISTY: Mr. Rogers, we're going to
 15 bring Scott right -- right closer to the -- to the
 16 microphone, and hopefully that picks it up better than
 17 through the -- the -- the sound system. Let's see how
 18 that works.

19 MR. OMER: So, in actuality, Mr. Rogers --

20 BOARD MEMBER ROGERS: (Inaudible) really good.

21 MR. OMER: -- you know, the board chairman wanted
 22 me to stand up the whole time, and he said it was
 23 punishment. But he's giving me a dirty look, but we'll
 24 try this and see if it helps you out any better.

25 BOARD MEMBER ROGERS: Okay. Thank you.

1 MR. OMER: You're welcome. So where we're at in
 2 our process is we completed three public hearings in, you
 3 know, the Tucson region, the Phoenix region, and the
 4 Flagstaff region. And we -- we did -- the first thing, we
 5 received numerous comments via our web page, in person,
 6 written, talk communication, letters, e-mails, all these
 7 different types of things. And as of last week we
 8 received (Inaudible) comments. So I think the -- the
 9 chairman and Mr. Anderson and the board if you remember
 10 last year, I think the number was around 800. So this
 11 year we only received about 71. They're good comments.
 12 It's just not the magnitude we received this year. All
 13 the (Inaudible) from last year. So I don't know why we
 14 received so many last year, but we did. But we have our
 15 new process. We received 61. And we addressed those as
 16 we receive comments.

17 Next -- the next page is we have received an
 18 additional \$7.5 million of obligation authority, which is
 19 the funding we use for our program in fiscal years 2015
 20 through 2017. I see Ms. Ward, our CFO, back in the back,
 21 so if I don't get this right she's going to come up and --

22 CHAIRMAN CHRISTY: Correct you.

23 MR. OMER: -- put me in a headlock.

24 CHAIRMAN CHRISTY: Just correct -- she'll just
 25 correct you.

1 MR. OMER: She will -- she's a professional.
 2 Definitely correct me.

3 But I think the reason that we received this
 4 additional \$7.5 million is you remember we started out
 5 our -- our -- this process with a forecast of the amount
 6 of funding that we feel we're going to have available for
 7 federal aid. And we do that early on in the process. She
 8 gives us a number, and then we start developing the
 9 current -- the strong end and really drafting the program
 10 we bring to the board. And she stands in front of you in
 11 January I think it is and says these are the numbers we're
 12 working with.

13 Well, since that time, we've had some updated
 14 information. And the amount of funding that's going to be
 15 available is about \$15 million more each year. The reason
 16 we show \$7.5 million on the State's side of the program is
 17 because that goes through (Inaudible) allocation
 18 percentage. 50 percent goes to State program, and the
 19 other 50 percent is divided up between the many packages.

20 So all these changes -- or they're just
 21 projections. They can change at any time if the -- if the
 22 US DOT decided or Congress decided that we didn't have --
 23 need this much money, (Inaudible) go back to make our
 24 changes again. But other than that we can incorporate the
 25 initial \$7.5 million in each of the three years for FY 15,

1 16, and 17. Kristine is good. I'm not in trouble.

2 So as we move forward, we've updated the program
3 for project costs. We do that all the time. We're always
4 on top of what our projects -- projects and (Inaudible)
5 are going -- they're going to cost. And we update that on
6 an annual basis, a monthly basis. We're always looking at
7 the overall project costs.

8 There's also (Inaudible) combine some projects
9 for efficiencies, and I'll give you an example. The
10 project that we're showing here is actually on SR 264.
11 It's called Burnside-Fish Wash. We originally had this
12 project programmed in FY 16 at \$800,000 for fencing. Then
13 we had \$3.5 million for safety improvements in FY 16.
14 Then we had \$10.8 million available in FY 17. It's a
15 pavement (Inaudible). We can only go there three times in
16 the exact same location and work on the project. So we
17 took those three projects and combined them into one \$15.1
18 million project in FY 16 that will cover not only the
19 pavement improvement -- pavement preservation project, but
20 also (Inaudible) improvements will all done at one time
21 instead of going back three times.

22 So there's examples like this throughout the
23 program where we've combined stuff. And you will see
24 those -- all those changes highlighted in yellow or on
25 your spreadsheet specifically what the changes are. So

1 that's the type of reasons why we made the changes on an
2 annual basis through our programming process. It's an
3 interim process which (Inaudible) adopted (Inaudible).

4 Another issue, a really large change to the
5 program was we took out the SR 86 Valencia-Kinney project
6 and the adjustments required because of that.

7 As you know, we talked about it last month at the
8 board meeting -- well, actually, this month at the board
9 meeting down in Flagstaff. That was a \$43.4 million
10 project that was scheduled in FY 14. It wasn't going to
11 be ready this fiscal year, so we had to physically move
12 the project to FY 15. So you'll see it in this program in
13 FY 15.

14 But to make sure that all the federal funding for
15 that project is obligated, you took actions last month --
16 or this month in -- (Inaudible) -- sorry -- to move this
17 \$43 million or so to FY 14. So the I-40 Walnut
18 Canyon/Twin Arrows project, SR 86 out in Page, that's the
19 Rock Slide project, and then the SR 86 (Inaudible) Sells
20 project. Those projects were all taken from FY 15. And I
21 think one of them is actually in FY 16 originally. And
22 they were all moved to 14 to -- to soak up the obligation
23 of 40 that Valencia to Kinney originally was going to
24 make.

25 So these are -- there's a big change to the

1 overall process. So we felt it was important to talk
 2 about it today. It's just why we had to make those
 3 changes, because that project wasn't going to be ready.

4 So some of the recommendations that we're going
 5 to make today is we received -- we received a lot of
 6 comments, a lot of communicate about the SR 189 project in
 7 Nogales, which is my next screen.

8 That total project cost today is estimated about
 9 \$69 million. What we're going to recommend to the board
 10 in part of the -- as part of this program change is to
 11 include \$2 million for the environmental document in FY
 12 16. It includes \$4 million for the design of this project
 13 in FY 18. And then the construction of this project is --
 14 it should say -- there's a typo on the screen. It should
 15 say 2021. That's in the second year of our development
 16 program. And that amount is rough right now, estimated at
 17 \$63 million for the construction of this project. I'm
 18 comfortable putting it in the development program that is
 19 not physically constrained. It's financially constrained.

20 We understand that, too, during the next six
 21 years or so that it takes us to get there if the funding
 22 becomes available, we'll bring that project forward into
 23 the capital program. Or if it's 2021 and the project
 24 still isn't constructed, that sometimes we know that we're
 25 going to make the decision on whether to build the project

1 or not. But it's a vital project to not only southern
 2 Arizona, but the entire state of Arizona. So we thought
 3 it was important to put it in there. We have received
 4 numerous comments on this project.

5 The SR 347 project is another example of a
 6 project change we're recommending. That project on SR 347
 7 road overpass that we've -- that we've heard about and I
 8 think I presented to you last month. The project is
 9 currently estimated about \$55 million. What we recommend
 10 is putting \$5 million for the design of the project. That
 11 should say 5.0 instead of 5.5. \$5.0 million for the
 12 design of the project in FY 15, with an additional
 13 \$500,000, for a total of \$5.5 million in FY 15. And that
 14 \$500,000 would be incurred at the beginning of the
 15 right-of-way process. FY 16 we have put another \$5.5
 16 million in for right-of-way. FY 17 we have put \$7.3
 17 million in for right-of-way. And then in 2020, the first
 18 year of the development program, we put the remaining
 19 \$36.2 million available for construction of that project
 20 itself. We don't have the funding available to construct
 21 the project now, so we put it in 2020 would be the
 22 department's recommendation.

23 CHAIRMAN CHRISTY: Just as a point of interest
 24 here. We do have a letter from the City of Maricopa
 25 outlining their jurisdiction's and other jurisdictions'

1 agreement to bring in monies to this particular project to
2 the tune of almost \$9.5 million.

3 Where in that program does the two changed here,
4 where does that money enter into the picture?

5 MR. OMER: It doesn't. You have -- because we
6 didn't have the letter when we sent this today. That's
7 part of the conversation. As we move throughout the day,
8 we need to actually have is all the total money that's
9 going to be available, how the board -- the board choose
10 what this project, the program, how we do the funding
11 around, and so forth. So that would be part --

12 UNIDENTIFIED VOICE: Scott, what are you asking?

13 MR. OMER: I asked Len for my water, if
14 (Inaudible,) mine.

15 UNIDENTIFIED VOICE: Oh, by the podium.

16 MR. OMER: So that's how we would kind of divide
17 the stage. But we -- I think we need to have a
18 conversation here. We didn't have that letter until --
19 until now. So that's -- that's part of it.

20 But that board -- the Maricopa's \$10 million or
21 whatever the number is, is not included in this amount.
22 Okay?

23 UNIDENTIFIED VOICE: Mr. Chairman.

24 Scott, is there the opportunity to move all these
25 phases up a year or two or three in terms of when all the

1 money involved, the financial commitments are in?

2 MR. OMER: So I have another slide that's a
3 little later that's going to get into the specifics about
4 this project.

5 So I think there is an opportunity to move the
6 project forward, but I'll talk -- at that time I can talk
7 about the constraints. There are some constraints about
8 when we could actually do the construction, and
9 specifically because of the (Inaudible) purchases.

10 But, yes, there is an opportunity to move the
11 project forward. We are starting in this -- this
12 current -- or the upcoming fiscal year. There's an
13 opportunity, yes.

14 UNIDENTIFIED VOICE: And Mr. Chairman, we do have
15 representatives from the Ak-Chin committee via Friends and
16 Neighbors to the South, Chairman Manual, Vice Chairman
17 Antone here. They were delayed getting here because
18 this -- it's a little hard to find if it's your first
19 time. I don't know if it's -- if it's protocol to let
20 them to -- to speak on this subject since we're past that
21 slide among the agenda or --

22 CHAIRMAN CHRISTY: It's a study session.

23 UNIDENTIFIED VOICE: (Inaudible).

24 UNIDENTIFIED VOICE: I think it's a -- yeah, I
25 think it's up to the board chair to decide, as long as it

1 does not bring in a new topic or exceed the discussion
2 of -- of where we're going.

3 CHAIRMAN CHRISTY: When are you going to be
4 dealing specifically with the SR 347 railroad overpass,
5 Mr. Omer?

6 MR. OMER: In -- in -- in coming up or?

7 UNIDENTIFIED VOICE: Yeah. (Inaudible).

8 CHAIRMAN CHRISTY: Okay. Why don't we have --
9 we'll have -- we'll have the representatives speak at --
10 when you get ready to embark on that particular topic,
11 we'll ask the Ak-Chin representatives to -- to speak to
12 it. But let us know when you're getting ready.

13 MR. OMER: Yes, sir.

14 CHAIRMAN CHRISTY: Okay.

15 MR. OMER: So that's how we would look at
16 addressing the SR 347 project.

17 And we were also asked by Board Member Rogers to
18 talk about the US 60 Show Low to Little Mormon Lake
19 project.

20 CHAIRMAN CHRISTY: Mr. Rogers, can you hear
21 Mr. Omer?

22 MR. OMER: And I would also update that project.
23 And that comes up right after 347.

24 CHAIRMAN CHRISTY: I'm hoping he can hear you.

25 BOARD MEMBER ROGERS: I can hear a lot better,

1 Steve -- or Mr. Chairman (Inaudible).

2 MR. OMER: All right. So when we look at the --
3 and I'm going to point out a couple of typos on this. So
4 when we look at our tentative program I'm going to be
5 showing you on the operation page is we've been shown
6 putting the project funding inside of our chart here.
7 You'll notice that the SR 347 project shows a total of
8 \$6 million in FY 15, a total of \$5.5 million in FY 16. I
9 did notice that the \$7.3 million is not on the -- the
10 chart, but that would also be included in FY 17, exactly
11 the way I had showed you before in the physical delivery
12 program itself.

13 And then the US 189 project, you can see the \$2
14 million for the -- I mentioned a few minutes ago, for the
15 environmental documents in FY 16. In FY 18 we show
16 (Inaudible) \$4 million for (Inaudible) -- \$4 million for
17 design in FY 18.

18 And then when you go to the next page, it
19 basically shows where we're at in the development
20 (Inaudible). So construction in FY 20 for 347. FY 21 for
21 SR 189. In order to do that, what we did was removed the
22 two I-10 projects that we had scheduled for fiscal years
23 2021. We moved it back a year.

24 And then in FY 24, the project that we have
25 scheduled for FY 24, we're not actually showing a major

1 construction project in FY 24 itself. So we originally
 2 had the Crazy Creek Port of Entry. I still think it's a
 3 good project. It's a viable project. But with these
 4 significant changes, we -- we show towards adding
 5 construction funding to the program, that does impact our
 6 overall preservation program in the years -- those years
 7 to make it happen, we made the choice to not have that in
 8 as a major construction project.

9 But if it's the board's desire, you can ask and
 10 we can put it back in there. And, again, this is develop
 11 (Inaudible). It's not the physical construction program
 12 that the board oversees.

13 CHAIRMAN CHRISTY: So in a -- in a nutshell here,
 14 the 347 overpass and the 189 Nogales Port of Entry
 15 projects are -- have been changed and moved up by pushing
 16 back the I-10 -- the two I-10 projects one year each?

17 MR. OMER: Yes, sir. Yeah, we -- we listened to
 18 the comments. We (Inaudible) those to the board to -- and
 19 the board heard the comments and the staff and the
 20 department heard the comments. We received, you know, the
 21 letters, the numerous letters and communique. And so
 22 that's the purpose of today is to have that conversation.

23 CHAIRMAN CHRISTY: Yeah, I think it's a
 24 significant issue, because particularly in our neck of the
 25 woods, southern Arizona, the I-10 projects are very

1 important and very -- very significant.

2 But due to the constraints that we're
 3 experiencing and the necessity to get these other
 4 projects, particularly the 189 Nogales Port of Entry in
 5 the program, I guess this is probably the best and easiest
 6 way to accommodate the whole thing.

7 MR. OMER: That's the staff's recommendation,
 8 Mr. Chair. I think it's just all about having the
 9 conversation today, so.

10 Then we move on to the proposed changes to the
 11 PAG program. There were -- there really wasn't a lot of
 12 significant changes to the PAG program other than the SR
 13 86 Valencia Road project, which by now you're very aware
 14 of the impacts of that.

15 We did make some changes on the I-10 Ina Road
 16 traffic interchange. We decreased the amount of RTA bonds
 17 by \$1.5 million in FY 16. We did add some (Inaudible) STP
 18 funds. Some specifications in the program fund in FY 16
 19 for \$600,000 to the project. And these changes that were
 20 approved by the PAG will be approved -- sorry -- will be
 21 approved by the PAG Regional Council on March 27. So --

22 CHAIRMAN CHRISTY: In March?

23 MR. OMER: -- at the PAG Regional --

24 CHAIRMAN CHRISTY: March?

25 MR. OMER: I'm sorry. They were approved on

1 March 27. So since that action has already been taken, if
 2 the board approves these changes in the June meeting,
 3 there's nothing else that we would need to do for the Ina
 4 Road project. That would be (Inaudible) program probably
 5 to our -- the best of our knowledge.

6 The last two on this list, again, 86, Valencia to
 7 Kinney, that's Route 86 down to Sells. We took the action
 8 at the previous meeting for the Town of Sells that this is
 9 more of a notice that this is what we've done to move it
 10 around. And Valencia-Kinney will -- that's the action
 11 we're taking in the June meeting is to physically move
 12 that project up FY 15. And that's what PAG is referring
 13 to (Inaudible). There were no other major project changes
 14 in the PAG program.

15 The MAG program also had very minor changes. We
 16 didn't go through and approve the management system
 17 program. And the MAG freeway management system program is
 18 updated to align with the newest -- newest and latest
 19 revenue projections. The MAG management committee --
 20 management committee approved those on May 14th. It's
 21 scheduled to go to MAG regional council on May the 28th.
 22 So it will be approved on May 28th. And that sets the --
 23 our board up for the final approval of that at the June
 24 meeting.

25 Also, one other project that was touched was the

1 I-10 Fairway Drive (Inaudible) TI. It added design to the
 2 project in FY 15 for a cost of \$1 million. That driveway
 3 project -- the driveway to the project is for \$900,000, FY
 4 15 also.

5 So those were the two major changes that were in
 6 the MAG program. Everything else should be the same.

7 Are there any questions on that (Inaudible)?

8 CHAIRMAN CHRISTY: Any questions of Mr. Omer on
 9 these?

10 All right. Go ahead, Mr. Omer.

11 MR. OMER: So getting into a little bit more
 12 detail on the SR 181 project. This study is located in
 13 Santa Cruz County, and it's, of course, in, you know, in
 14 Nogales. And we've heard so much about the project in the
 15 past. And many of you have gone to visit the project and
 16 visit the location. This is really going to improve the
 17 operations along the entire (Inaudible) corridor.

18 The current status of the project is it's an
 19 ongoing study with the design concept report and the
 20 environmental document developed -- developing three
 21 individual preliminary alternatives.

22 The current cost estimate of the project we have
 23 showing the program is \$4 million for design and \$65
 24 million for construction. We consider the delivery risk.
 25 It's probably a medium type of risk that (Inaudible) is on

1 hold. But it's only on hold until we identify the funding
2 source and be implemented to actually include the
3 recommendations. I'm going for look Mike in the back.

4 So this environmental document, correct me if I'm
5 wrong, is actually being done as an environmental
6 assessment. The reason that it's not being approved is
7 because we don't have funding identified.

8 MR. ROEHRICH: It's currently being done as a
9 planning environmental linkage document.

10 UNIDENTIFIED VOICE: (Inaudible) probably crossed
11 out.

12 UNIDENTIFIED VOICE: (Inaudible).

13 MR. ROEHRICH: Thinking about that other overpass
14 project in a different community.

15 MR. OMER: Oh, yeah. But the team assures me
16 that if the board does approve the funding as recommended,
17 it can easily be converted to an EA and the schedule
18 wouldn't be affected.

19 CHAIRMAN CHRISTY: Mr. Omer, would you --

20 MR. OMER: (Inaudible).

21 CHAIRMAN CHRISTY: Would you -- would you kind of
22 characterize this particular part of the -- of the
23 project. Is planting the flag more or less getting it
24 into the plan, the five-year plan?

25 MR. OMER: Mr. Chair, I don't know if I would say

1 planting the flag. What I would say is we're starting
2 this project -- we understand the importance to the State
3 of Arizona to include the US -- the SR 189 project into
4 our capital program.

5 So if you mean planting the flag and starting the
6 first steps toward the ultimate delivery of that program,
7 then the answer would be yes.

8 CHAIRMAN CHRISTY: So this is the first step?

9 MR. OMER: This is the first -- well, the first
10 step is really when we started the study, which we are
11 well underway on.

12 But this is -- is specifically allocating funding
13 for (Inaudible) ultimate design of the project and for the
14 environmental clearance of the project so that we can move
15 forward with the construction of the project in FY
16 (Inaudible).

17 CHAIRMAN CHRISTY: Well, what are the -- the
18 number of comments to this whole issue came out of the
19 fact that everybody is saying how important for the State
20 of Arizona, economic development, et cetera, the border to
21 border concept is, and that it should start from the south
22 in Nogales and go all the way up to Las Vegas as a
23 statewide project. But as much of the importance was
24 recognized, there was no monies set into the plan. Now,
25 this does that, just that?

1 MR. OMER: Yes, sir, it does. And just to be
 2 clear. It doesn't put construction funding in. That's in
 3 the development program. But it's out there. Now that it
 4 gives the board (Inaudible), direct staff to move the
 5 construction into the program. I don't know if I would
 6 recommend that since I recommended put it in the developer
 7 program. That gives us a chance and an opportunity to get
 8 the project developed, get the project design, get the
 9 environmental clearance documents complete to see if
 10 there's any other issues that are going to pop up.

11 As we move along, it will give the board --
 12 future boards the opportunity to either move it forward or
 13 to leave it there and start construction in 2021.

14 BOARD MEMBER CUTHBERTSON: Mr. Chairman.

15 CHAIRMAN CHRISTY: Mr. Cuthbertson.

16 BOARD MEMBER CUTHBERTSON: So, Mr. Omer, when
 17 the -- when the design is completed in fiscal year '18,
 18 2018, would it be ready to -- if you had funding available
 19 in 2019 to 2020, would it be ready to go? I mean is that
 20 the last -- I mean you'll have the environmental
 21 clearances and everything else --

22 MR. OMER: So Mr. --

23 BOARD MEMBER CUTHBERTSON: -- (Inaudible).

24 MR. OMER: -- Chair, Mr. Cuthbertson. The design
 25 work will be complete -- or I'm sorry. We begin in FY 18.

1 BOARD MEMBER CUTHBERTSON: Yeah.

2 MR. OMER: So it wouldn't be completed in 2018.
 3 It's probably --

4 BOARD MEMBER CUTHBERTSON: Okay.

5 MR. OMER: -- going to be one of those --

6 BOARD MEMBER CUTHBERTSON: Okay.

7 MR. OMER: -- 18 to 24 months, that's a guess,
 8 for the design of the project. And then it gives us the
 9 ability to get all of our final environmental,
 10 right-of-way, utility clearances set aside as well.

11 You know, it's our best estimate today that by
 12 the time we get everything wrapped up and the project is
 13 completely ready to go it would be FY 21.

14 BOARD MEMBER CUTHBERTSON: Okay. So -- so that's
 15 cutting the (Inaudible) line. If you were to move that
 16 up, you'd have to move everything -- you'd have to move
 17 design up and --

18 MR. OMER: Yes, sir, that's true.

19 BOARD MEMBER CUTHBERTSON: -- (Inaudible). Okay.

20 UNIDENTIFIED VOICE: Mr. (Inaudible).

21 UNIDENTIFIED VOICE: Mr. Chair, Mr. (Inaudible).

22 MR. ROEHRICH: Or change the -- the only other
 23 option that could possibly be, if you could lump the money
 24 together and still design build. Lump them together to
 25 accelerate things.

1 At this point we've not identified the total
2 amount to do that, which is why we think it's kind of a --
3 I think where you were going, Mr. Christy, plan the flight
4 and start the thesis.

5 We do the environmental work. We do the design
6 work. We start moving forward with some right-of-way
7 probably around 19 -- or 2020, 2021, leading up to the
8 2021 construction. That's a -- showing the proper move
9 forward to get it to construction.

10 If funding becomes available, if we can get
11 something where we could either reprioritize or move this
12 up with additional funding if funds are (Inaudible), then
13 we could look at that delivery method. And we won't lose
14 time. We've gained time. And -- and it will be at our
15 advantage. We just can't do that today. We don't have
16 the money identified today.

17 MR. OMER: Well, the significant element here is
18 that we have started the project. This starts the
19 project.

20 MR. ROEHRICH: And, Mr. Chair, I prompted the
21 other board members as well. State Route 189, we're
22 continuing to do work on that today. We've got interim
23 improvements. Along with the work of Mariposa, we've done
24 almost \$20 million worth of work as part of our -- for
25 operations to expedite going forward.

1 We've probably put more than \$25 million to \$30
2 million in this corridor already with -- with the work
3 that we've done, with the studies, interim improvements,
4 the work at the Port itself to coincide with that. And we
5 know -- do know that we need more to put into that, and
6 we're working towards that, given again the funding
7 constraints that we have.

8 The significance of this corridor, and ultimately
9 if it becomes that -- that other interstate corridor that
10 you alluded to, this could lay the groundwork to tie into
11 that. It's -- none of it's being lost. It's all valued
12 work.

13 MR. OMER: Mr. Chair, may I also add --

14 CHAIRMAN CHRISTY: Let me interrupt real quickly
15 just for the record. Mr. La Rue has joined us,
16 fortunately. Thank you for coming.

17 MR. OMER: Mr. Chair, may I add -- also add what
18 Mr. Roehrich said as far as the interim improvements.
19 Those interim improvements were -- actually helped us with
20 the -- the ability to put the project out a couple years
21 before we even (Inaudible). The interim improvements
22 were -- were -- the interim improvements were put into the
23 program to buy us that seven to ten years before we need
24 to make those immediate, you know, operational issues that
25 the major project will do.

1 So we're very comfortable that, you know, during
2 this time frame to get this project to construction, we
3 have -- will have significant or sufficient capacity in
4 operational improvements made by those interim projects to
5 keep this going until that time frame.

6 BOARD MEMBER ANDERSON: Mr. Chairman.

7 CHAIRMAN CHRISTY: Mr. Anderson.

8 BOARD MEMBER CUTHBERTSON: Scott, when it says
9 delivery risk, can you just in one or two sentences, what
10 does that mean and how does it affect a project?

11 MR. OMER: Sure. Mr. Christy, Mr. Anderson, it's
12 a good question. So when we look at overall risk to being
13 able to deliver the project or deliver our program, we
14 look at the same thing you do when you look at risks as
15 far as your business goes. What's the likelihood of an
16 issue coming up and what's the impact of that issue coming
17 up.

18 So we'll look at right-of-way concerns,
19 environmental concerns, utility concerns, environmental
20 documents being completed. Anything that would stop us
21 from moving forward with the ultimate construction and
22 implementation of that project. We look at all of those
23 areas and apply the risk to it. That's our risk of being
24 able to deliver the project when we say that we're going
25 to do it.

1 In this case in FY 21, we feel that there's --
2 and there's still a medium type of risk in the project to
3 deliver at that time. We look at the financial. Do we
4 have any funding available. All of these things come into
5 the conversation about what is the department's local risk
6 in delivering the project when we say we're going to.

7 BOARD MEMBER ANDERSON: So the majority of the
8 plan -- the projects in the current tentative plan are,
9 what, probably medium to low risk?

10 MR. OMER: I would say that they're -- they're
11 probably -- and I don't want to get caught in the middle
12 of this. So there's --

13 BOARD MEMBER ANDERSON: I --

14 MR. OMER: So there's a big trap on it, and I
15 don't want to fall into it, because even if a project
16 doesn't go oh, Omer said they were all great.

17 To the best of our knowledge, the problems that
18 are in our existing programs today, you know, we feel
19 comfortable that we can deliver those programs --
20 projects. So, yes, they would be in a low to medium type
21 of risk.

22 If we felt very uncomfortable that we can deliver
23 a project, you know, especially in the first couple of
24 years of the program, right, we wouldn't put a project in
25 the first couple of years in the program that we were not

1 comfortable, you know, delivering.

2 We've had -- we had this conversation last year
3 on the 260 project is a prime example that the department
4 wanted some time to get the project developed before we
5 can move to construction. We look at that ability to
6 deliver as a huge risk, because why put significant
7 amounts of funding or any funding of a project that we're
8 not sure that we can actually deliver in the time frame we
9 say we will. Fund -- our funding too high.

10 There could be something pop up. It always
11 happens. There's something that happens (Inaudible). Our
12 program is also dynamic. It includes throughout the
13 years. And we'll bring the changes back to the board.

14 CHAIRMAN CHRISTY: I want to just make sure
15 Mr. La Rue is up to speed. If you take a look at this
16 handout and you'll go to under project -- excuse me --
17 under Review of Project -- Project Changes, the three
18 significant changes that staff is recommending. He's just
19 finished the 189 Nogales.

20 I believe you're finished.

21 That would be a -- would it be a good time now
22 for the Ak-Chin?

23 MR. OMER: Yes.

24 CHAIRMAN CHRISTY: Why don't you (Inaudible) --

25 BOARD MEMBER BEAVER: (Inaudible).

1 CHAIRMAN CHRISTY: Yes. Board member Beaver.

2 BOARD MEMBER BEAVER: Yes.

3 UNIDENTIFIED VOICE: Ms. Beaver, could you pull
4 that microphone up so we can make sure to get --

5 BOARD MEMBER BEAVER: I want just clarification
6 for myself. With regard to the discussion we're having on
7 SR 189 today, that has nothing to do with the proposed
8 I-11 and what we're working on with regard to that?

9 CHAIRMAN CHRISTY: Yeah, they -- these are
10 separate projects.

11 BOARD MEMBER BEAVER: Even though there might be
12 mutual benefit, there's --

13 CHAIRMAN CHRISTY: I think that characterizes it
14 probably the best, that there's mutual benefit, but
15 they're separate.

16 BOARD MEMBER BEAVER: Okay.

17 CHAIRMAN CHRISTY: Mr. La Rue.

18 BOARD MEMBER LA RUE: Yeah. Mr. Chair, if I
19 could. And thank you for getting me up to -- up to speed
20 on this. And I guess I appreciate staff hearing all the
21 comments and making this change.

22 The question I have -- and I apologize for coming
23 in late in the discussion, and maybe you've already
24 discussed this.

25 But I think what we need again on 189 is a big

1 policy statement by the board to say we believe in trade
 2 corridors. We believe in cross-trading with our neighbors
 3 to the south. We need to send that big policy, you know,
 4 affirmation between Canada and Mexico. It's really our
 5 future.

6 So I look at this and say I appreciate it, but
 7 then I also have the question, is it enough. Are we doing
 8 enough to send the appropriate message from a policy
 9 statement.

10 I understand the risk, the delivery risk and
 11 the -- all the, you know, things to watch out for. But,
 12 you know, is there more that we could do to say we get it
 13 and we're going to move this state in that direction?

14 CHAIRMAN CHRISTY: Do you care to comment on
 15 that, Mr. Omer?

16 MR. OMER: So, Mr. Chair, Mr. La Rue, I think
 17 it's a great -- a great point. So I'll put in my -- the
 18 other side of my finding division director (Inaudible)
 19 will talk about, you know, long range planning for, you
 20 know, our transportation system.

21 And what Mr. La Rue is talking about is one of
 22 the key components that we've been working on for a couple
 23 years now is our key commerce corridors initiative.

24 And the project along -- anything going on
 25 (Inaudible), and specifically it starts at the 189

1 project. As -- as trade and commerce, you know, travels
 2 back and forth between the United States and our southern
 3 partner, Mexico, that's imperative to the overall growth
 4 and economic prosperity of the state of Arizona.

5 And then as we move from, you know, the I-19
 6 corridor into the -- into Tucson and along I-10 both east
 7 and west, again, improving the Interstate 10 connections,
 8 you know, connecting the state of Arizona with California
 9 and with the state of Texas again goes a long way toward
 10 improving our economic prosperity in the country.

11 And then eventually when we -- you know, when and
 12 if the (Inaudible) corridor happens, it allows us to grow
 13 an additional north and south (Inaudible).

14 So, Mr. La Rue, I completely support your -- your
 15 question does this do enough.

16 Well, it probably doesn't. But I will say that
 17 it's all -- we can only do what we can do. If we had more
 18 funding available, then I think we would be looking at
 19 adding significant amounts of funding to not only the I-19
 20 corridor, but the I-10 corridor and every other one of
 21 those key commerce corridors that we have identified as
 22 imperative to the success and the growth within our state.

23 But we still have a limited -- a limited amount
 24 of revenue that we have available today to preserve and
 25 maintain and continue to operate the remainder of our

1 system.

2 At this time as staff we're not comfortable, you
3 know, adding significantly more to those corridors. And
4 not because it's not needed. It's just because we don't
5 have it. We have to look at the funding we have available
6 and invest it in whatever we see fit.

7 So, Mr. La Rue, I don't want to talk around it,
8 but I hope that does -- we have to look at the operations
9 and our -- the condition of our existing assets too, and
10 not just that the, you know, ultimate construction of this
11 project or any other. We have to take care of everything
12 else also.

13 BOARD MEMBER LA RUE: That's -- so I think that's
14 a good answer. And I think that, really, for us as a
15 board, is there something else in this five-year program
16 either in project preservation or something else that we
17 need that's a lesser priority than making this statement
18 here.

19 And I for one have not studied it and not make a
20 call right here, but I'll keep looking at this.

21 CHAIRMAN CHRISTY: Well, I -- I want to thank
22 you, Mr. La Rue, for your comments. I attempted to
23 articulate exactly what you just said earlier, but you did
24 a much better job of it, and I appreciate that very much.

25 Mr. Cuthbertson, did you have a question?

1 BOARD MEMBER CUTHBERTSON: I just have a general
2 question. The -- the changes, the proposed changes in
3 this -- this five-year plan, you haven't gone back with
4 the -- with the longer range than the 2025 year plan and
5 made any adjustments. So you're shifting money or -- or
6 we're looking at \$65 million in fiscal year '22 in this
7 case. That -- you haven't tried to identify that in
8 the -- in the -- in the 2020 to 2025 plan, the longer
9 range plan at this point, I mean I'm assuming, or have
10 you?

11 MR. OMER: Mr. Chair and Mr. Cuthbertson, we
12 have. You know, not to the level of detail that comes
13 into our five-year capital program that, you know, by not
14 only the federal departments, but our State statutes
15 (Inaudible) physically constrain.

16 BOARD MEMBER CUTHBERTSON: Right.

17 MR. OMER: So we look at our financial constraint
18 program. We didn't go out and just add \$65 million of new
19 money. All right?

20 We did make sure we're still financially
21 constrained in order to add -- to give you an example, at
22 65 whatever million dollars it is to this project in FY
23 21, that brought -- the funding had to come from
24 somewhere.

25 BOARD MEMBER CUTHBERTSON: Okay.

1 MR. OMER: We did that by moving projects that we
2 originally had slated for I-10. You remember we had the
3 first two years of the program were I-10, we moved those
4 back in order to set these two projects. And any
5 differences in the overall costs we would balance out of
6 the overall preservation program itself.

7 MR. ROEHRICH: Yeah. And, Mr. Chair,
8 Mr. Cuthbertson. I point back to when -- when Scott
9 and -- and Kristine have talked about the financial
10 over -- over the past few months and then have looked at
11 it. They've always identified that once you take out
12 preservation program, you take out the -- the distribution
13 of -- funded that requirement to the regional
14 distribution.

15 And you get it all the way down, you've got \$25
16 million for statewide new projects. Well, you can,
17 obviously, see this is \$40 million more than that. So it
18 is balanced out of doing less projects or less
19 preservation in order to make these work. But we realize
20 you can't just keep limiting yourself to just \$25 million
21 and not do these type of projects. You got to fit them
22 in.

23 But that's why they're spread out. Instead of
24 doing them all at one time all today or all accelerated,
25 we have to try to balance them out to where we're not

1 sacrificing the whole (Inaudible) preservation program for
2 a year or multiple years in order to make that happen or a
3 bridge program or some other program.

4 But in these years, the '21, '22, '23, '24, if
5 you remember that (Inaudible) you had, the preservation
6 programs were smaller in those years because we were doing
7 bigger projects.

8 And -- and that's the sac -- and that's -- not
9 sacrifice, but that's the balancing that we have to
10 discuss. And that's where the board needs to weigh in.
11 And if you've got a different priority or a different
12 thought on that, that's how -- that's what this is
13 intended to do is discuss that.

14 CHAIRMAN CHRISTY: And to Mr. La Rue's point, I
15 don't think there could be a more significant statement
16 from this board than bringing the SR 189 project to
17 fruition in the five-year plan by pushing back or pushing
18 out further the I-10 improvements.

19 So we are really moving SR 189 in front of those.
20 And that's a significant statement of the importance that
21 this board feels if it should accept the recommendations
22 of SR 189.

23 BOARD MEMBER ROGERS: Mr. Chairman.

24 CHAIRMAN CHRISTY: Mr. Rogers.

25 BOARD MEMBER ROGERS: Yeah. I just want to

1 clarify something if I can. Can I jump in at this point?

2 Is this a good time for me to jump in?

3 CHAIRMAN CHRISTY: Sure.

4 BOARD MEMBER ROGERS: All right.

5 CHAIRMAN CHRISTY: Or I should say, yes,

6 Mr. Rogers.

7 BOARD MEMBER ROGERS: All right. I just want to

8 clarify. So you're saying that you have the funding to

9 finish the Highway 60 project from (Inaudible) --

10 CHAIRMAN CHRISTY: (Inaudible).

11 BOARD MEMBER ROGERS: -- (Inaudible) miles,

12 finish the -- the (Inaudible). And then you've got --

13 you've got it spotted for 2018; is that correct?

14 CHAIRMAN CHRISTY: We're a little bit -- you put

15 us a little bit ahead of the -- of the way we're going

16 here. We're -- we're taking each of the three changes in

17 order. We're having the discussion on the -- on Nogales

18 right now. And then we're moving to the Maricopa

19 overpass. And then we're going to be addressing the US 60

20 Show Low to Mormon Lake.

21 BOARD MEMBER ROGERS: Okay. Sorry. I'm sorry.

22 CHAIRMAN CHRISTY: That's all right.

23 BOARD MEMBER ROGERS: All right. (Inaudible),

24 Chair, if you'll let me know when they get to that point

25 so I don't miss it. Okay?

1 CHAIRMAN CHRISTY: You bet.

2 Mr. Omer.

3 Mr. Sellers.

4 BOARD MEMBER SELLERS: I guess just to -- kind of

5 a general question. How prepared are we to talk about our

6 priorities as some new funding (Inaudible)?

7 MR. OMER: Mr. Chair, Mr. Sellers. We're

8 completely prepared, as the department is, to talk about

9 our priorities.

10 Linking our capital plan, our long range plan to

11 our capital program (Inaudible) process really does help

12 us prioritize the department's position on where we bring

13 in profits into the program.

14 We have, you know, five categories; whether it's

15 preservation of the system, modernization of the system,

16 and specifically expansion of the system we can identify

17 where we feel our future investments should be in.

18 And it's no secret. And when we've said

19 repeatedly that those corridors that -- that support and

20 enhance commerce and trade are -- are very high priorities

21 to us as a department. Not only because of, you know,

22 the -- the ability to create and to expand the job base in

23 Arizona, but those are also, in general, our interstate

24 corridors, whether it's I-19 or I-10 or I-17 or even I-20

25 up north. All of those corridors are surprisingly

1 significant to not only regional, but statewide and
2 national trade.

3 So that's where we'd start as a department in
4 conversations on where those improvements should be made
5 at.

6 BOARD MEMBER SELLERS: Okay. Well, and the
7 reason I -- the reason I asked that question is because as
8 various groups look at ways to try to generate new
9 revenue, having to wait and settle that is going to be
10 very important.

11 So the stronger statement we can put out about
12 what we can do for additional revenue I think will be very
13 potential.

14 MR. ROEHRICH: And Mr. Chair and board members.
15 I -- I point to the presentation I've been giving to this
16 board in the past that the director embarked on this here,
17 that's the (Inaudible) key commerce corridors. The plan
18 to do \$20 billion worth of work over 20 years for economic
19 development tie into transportation investment strategy
20 towards that, as well as taking the existing -- and that's
21 where the new funding starts. Taking the existing funding
22 starts to continue on these -- these initiatives that look
23 at that other routes, that look at the preservation
24 program, that looks at the local network to tie in those
25 activities locally regionally into the statewide network

1 so the whole system works -- works together.

2 And -- and -- and as far as having conversations
3 if funding sources are identified that would increase,
4 absolutely we could be back here as -- as staff
5 recommendation working with the board on increased funding
6 how we would prioritize that. That -- that's, again, the
7 board's function as well as ours.

8 BOARD MEMBER SELLERS: Well, and again, part of
9 my motivation here is that I think that the importance
10 that we're hearing from a lot of different venues about
11 this particular process, just stating that that would be a
12 priority to us if we had additional funds. I don't look
13 at them to help us find funds.

14 CHAIRMAN CHRISTY: Mr. Omer, are you prepared to
15 go on to SR 347?

16 BOARD MEMBER BEAVER: Mr. Chairman, could I
17 just --

18 CHAIRMAN CHRISTY: Ms. Beaver.

19 BOARD MEMBER BEAVER: -- make one point to
20 Mr. La Rue's comments earlier. I think we have again this
21 kind of shared benefit from the I-11 thing which also
22 takes in SR 189.

23 We have got our director that has been back to
24 Washington DC, and -- and the federal level doesn't
25 recognize it yet. And so I think those efforts is showing

1 that we are trying to move that direction. We need the
2 federal government to -- to pass legislation that
3 recognizes that as a (Inaudible) corridor.

4 The other point that I would like to make is that
5 continuation need to not just put absolute focus on that
6 one corridor, because I know for the areas that I
7 represent, they all have economic issues as well, and --
8 and it has to do with having a good roadway where they can
9 get product in and out of their areas. So it's a
10 balancing act is kind of where I'm seeing it.

11 But I think we are moving in the right direction
12 between our outreach to the federal government, as well as
13 what Mr. Omer has presented here today.

14 CHAIRMAN CHRISTY: Good -- good points,
15 Ms. Beaver.

16 If we can, we can go ahead and (Inaudible) your
17 guests from Ak-Chin.

18 UNIDENTIFIED VOICE: Yes.

19 CHAIRMAN CHRISTY: Why don't you introduce them.

20 UNIDENTIFIED VOICE: Once again, this afternoon
21 we have with us Chairman Louis Manuel from Ak-Chin
22 Reservation, as well as Vice Chair William Antone. And I
23 don't know if you gentlemen want to address the board on
24 the overpass issue.

25 UNIDENTIFIED VOICE: Mr. -- it might be easier

1 to --

2 CHAIRMAN CHRISTY: Sure.

3 UNIDENTIFIED VOICE: -- (inaudible).

4 CHAIRMAN CHRISTY: Okay. You don't have to.

5 MR. ANTONE: Like he said, I'm Vice Chairman
6 William Antone for the Ak-Chin community. I thank you all
7 on the board for having us here today and be a part of
8 this discussion for the (Inaudible) issue before us
9 (Inaudible) for this operation.

10 Ak-Chin is still committed to funding some of the
11 funds that are involved in 347. And as of right now, we
12 (Inaudible) tribal politics. We have 1,004 people that we
13 need to pave to asset to, so -- and we're trying to do
14 that. We -- we also understand the commitment that we --
15 that we have words of (Inaudible) this report, the
16 project.

17 So in looking at that, we're going to have to sit
18 down and discuss how much we are going to support or fund
19 (Inaudible). We need a little bit more time. We are
20 committed to doing it. And we're not going to back out of
21 it.

22 I think we shared a lot with ADOT over the years
23 on projects, and we have never backed out of any of the
24 projects. And we're still looking at committing ourselves
25 to this (Inaudible), because we -- you know, we benefit

1 from what is happening. And I think our real goal is for
2 Ak-Chin is still the same deal what's happening out there
3 and we will continue this.

4 And I think that he gave us a model that -- was
5 it 25, \$25 million? We're going to have to go back and
6 discuss that (Inaudible). And for us it's -- it's a good
7 number. And there should be never an amount given to
8 safety of what's happening out there, so everything. I'm
9 not sure if it is -- it's more important than what it is
10 out there, and there's no real price for their safety.

11 So we are committed to this, and (Inaudible) and
12 we will come through. Whatever the model is, we will be a
13 part of it. We want to continue. Thank you.

14 CHAIRMAN CHRISTY: Thank you, Chair. With that,
15 Mr. Omer, if you want to proceed with State Route 347.

16 MR. OMER: Mr. Chair. And also (Inaudible) on
17 the SR 347 project, the same format that I just did for US
18 189.

19 That SR 347 overpass project in the City of
20 Maricopa, we'll construct a new SR 347 (Inaudible)
21 separating costs (Inaudible) Pacific railroad track main
22 line, and then it includes the relocation of the existing
23 Amtrak station.

24 The current status of the project is on concert
25 for (Inaudible) environmental documents are -- is they're

1 expected to be completed --

2 UNIDENTIFIED VOICE: I think that should say
3 2014.

4 MR. OMER: -- F -- of 2014 or FY 15. So that
5 should say 2000 -- winter of 2014, which is our fiscal
6 year '15. So I apologize.

7 The current cost estimate is -- is at \$55
8 million. We consider that a delivery risk of medium also.

9 The specifics I covered a little bit earlier
10 about how we look at funding that project is we would set
11 aside \$5 million for design and \$500,000 for right-of-way
12 of the project. And FY 15 -- I apologize. That was my
13 previous thought. I have to go back and show that.

14 Okay. It would be \$5.5 million for right-of-way
15 in FY 16, \$7.3 million for right-of-way in FY 17, and then
16 we're showing the construction of the project at 36 -- the
17 remaining \$36 million or so in FY 20, which is the
18 beginning of the development program. So that would be
19 the staff's recommendation, given the considered delivery
20 risk of this project medium.

21 To be a little bit more specific about the
22 delivery risk of this project. There are a lot of moving
23 pieces and parts when you're building a railroad or any
24 type of overpass in the middle of an urbanized area.

25 As you can imagine, just the coordination with

1 the railroad, all the utilities that need to be relocated.
 2 Remember last month at my presentation I -- I talked to
 3 you about the 12 commercial properties and the five
 4 residential properties that all have to be relocated, and
 5 to be relocated in a fashion that still meets our federal
 6 requirements. So it does take some time. The relocation
 7 process -- process itself will probably take a couple of
 8 years just for their relocations of those right-of-way
 9 properties. So to me that's a pretty large risk on where
 10 the project winds up at.

11 We can't start the construction of the project
 12 before we get the final design complete, the right-of-ways
 13 set up, and then the overall -- that right-of-way process
 14 cleared.

15 And then again, we're working with railroad.
 16 While they have been a great partner on this project,
 17 we're still relocating the Amtrak station adjacent to a
 18 live and active, you know, Union Pacific rail line. So it
 19 does take a lot of coordination.

20 We're comfortable with the schedule we're showing
 21 here. We feel that risk is -- you know, there is a risk,
 22 but it's something you can address. Not knowing exactly
 23 how much funding is going to be made available for the
 24 project ourselves is a risk. It's not -- it doesn't show
 25 up in the -- in the Maricopa (Inaudible) to the MAG tip

1 itself. It shows up as an illustrative project.

2 So again, if it was in the MAG project as fully
 3 funded, it would be a different story. But I'm not -- to
 4 make that clear, it shows up in the MAG project as
 5 illustrative because we're not showing what we put the
 6 state funding into. So that's where we're at. And I'll
 7 gladly ask -- answer your questions.

8 UNIDENTIFIED VOICE: Questions?

9 CHAIRMAN CHRISTY: Mr. Anderson.

10 BOARD MEMBER ANDERSON: Mr. Scott, it shows 2020,
 11 \$36.2 million for construction. Is that construction
 12 beginning of 2020 or completed in 2020? I'm -- I'm a
 13 little confused of how this timeline works.

14 MR. OMER: Mr. Chair, Mr. Anderson. So that
 15 would show that -- when we program the construction of a
 16 project, that's the beginning of the construction of the
 17 project. So it would be -- I don't know -- Mike, you know
 18 the construction duration that we've estimated off the top
 19 of your head?

20 I don't know the construction duration off the
 21 top of my head. But that's what it --

22 UNIDENTIFIED VOICE: But in 2020, it means it
 23 could effectively be advertised in 2019 or 2020.

24 MR. OMER: Correct.

25 MR. ROEHRICH: I mean it -- it would be dependent

1 how the design, right, when all the clearances shape out,
2 but that would be in that fiscal year --

3 MR. OMER: Correct.

4 MR. ROEHRICH: -- when it starts July 1st of '19
5 and goes into June 30, '20.

6 MR. ANDERSON: So basically it could be seven to
7 eight years before we would start turning dirt or digging
8 pile lines.

9 And in that interim you could have another 10,000
10 to 20,000 cars a day, maybe another 200 buses a day going
11 across that separate -- or the at-grade crossing.

12 So that's my only concern is we have a way of --
13 of advancing or moving things up a year or two or more.
14 And that would be greatly beneficial to -- to the city and
15 the communities south of the town.

16 MR. ROEHRICH: I think, Mr. Chair and
17 Mr. Anderson, I think there's a great opportunity to
18 advance this, especially if we're in agreements with --
19 with -- with the locals, whether it is with -- with the --
20 with the City of Maricopa or with the Ak-Chin community
21 been very gracious in coming forward to look at this.

22 I think if a strategy like this allows us to --
23 to commit the funds in 2015 to keep the design going,
24 helps us refine the design, better understand the costs
25 and -- and what other issues are, and then that allows us

1 to work on putting the agreement in place. We can't
2 program to a wish that we have this money or -- or some
3 program.

4 It's like we did with the 260 folks in
5 Camp Verde. We'll program their project, but you get all
6 the agreements in place.

7 I think if we can look at a strategy such as this
8 and over the next year work on those agreements not yet
9 tied down, formal agreements that identify specific
10 dollars amount, then that can decide if it is \$25 million,
11 if it's \$15 million, if it's \$10 million or what --
12 whatever.

13 Once we have that, then we can determine how much
14 the impact is that we would have to deal with as far as
15 adjusting what's in the current program and then we can
16 see if acceleration is possible.

17 So I don't want to lose the value of that,
18 because it's not -- the construction is not (Inaudible)
19 the program that we stop working that issue, because we
20 will never stop working the issue. We're committed to
21 doing the design to start identifying right-of-way to move
22 it forward. And I think over this next year we can
23 determine if we can get all the funding identified, all
24 the agreements in place, and get the acceleration then
25 to -- to bring it into the next five-year program.

1 BOARD MEMBER ANDERSON: You know, the comments
2 from the vice chair alluded to the safety and the other
3 issues they have with the -- the at-grade crossing. It
4 sounds like they're committed to working with not only us,
5 but the City of Maricopa.

6 How much of that \$36.2 million on construction,
7 could we cut that in half and really advance the a whole
8 thing even quicker? I mean what is the importance of the
9 stakeholders in that area? I mean what is their magic
10 number or a dollar figure that would help?

11 MR. OMER: I mean I guess that would be more of
12 a -- a -- a -- it would be between the two entities in
13 saying, you know, what can we all do to help advance, and
14 what's that dollar figure for everybody.

15 MR. ROEHRICH: Yeah, I mean, Mr. Chair and
16 Mr. Anderson. And I think that's exactly what it is is
17 type out what people can -- that can commit to, give them
18 a formal agreement so that we can program for that.

19 We're not programming, again, to -- to
20 speculation or to somebody saying, oh, a verbal
21 commitment. We're all honorable to this and we're not
22 questioning that, but we have to have something typed out
23 in a formalized agreement in order to program to that.

24 Once we identify how much that is, then we can
25 determine how much more has to come out of the program.

1 And then how will that come out. Are we shifting the
2 project or are we shifting preservation. What are we
3 doing in order to figure out what year we can get the
4 funds available. And are the funds from the staple that's
5 coming, when are those available. Are they available a
6 year from now, two years from now. All that would be in
7 the agreements so we can establish that. So -- so we're
8 talking about specifics in order to see what the full
9 impact is.

10 BOARD MEMBER ANDERSON: Well, this proposed
11 change to the plan would show the basic '15, '16, '17, and
12 '20 with those dollar amounts. If the agreement between
13 the two entities happens six months from now or a year
14 from now, that would help potentially accelerate the
15 project. We're not tied into a -- a -- let's get a dollar
16 figure today or tomorrow or, you know, next month in
17 Willcox.

18 MR. OMER: Mr. Chairman, that's -- and
19 Mr. Anderson, that's accurate. The way that our program
20 is, it's adopted by the transportation board in June,
21 approved by the governor, and it's a -- it's a living
22 document. We make changes to the five-year program
23 throughout the year. You -- you see that we bring them to
24 you every single month, the changes to the existing
25 program. But it's always under the context that we --

1 that we maintain physical control -- or fiscal -- fiscal
2 strength of the program itself.

3 So we're showing this, you know, the \$36 million,
4 and everything we're showing here is coming out of the
5 state fund. We're not showing this using any local
6 funding or any funding from, you know, any of the other
7 partners.

8 And the reason -- I'll -- I'll tell you the
9 reason I wasn't covering -- put those in there is because
10 I didn't want to see the department or the board put at
11 risk about putting down a number that wasn't finalized.
12 And to me that wasn't necessarily something that was
13 appropriate.

14 It was same conversation we had last year with
15 the 260 project that, you know, our -- the staff's
16 recommendation we don't confirm that. We would program
17 the entire cost of the project and then let any agreements
18 change that after the fact. You know, you really want to
19 make sure that the entire project is -- is financially
20 in -- financially constrained as a program itself
21 constrained.

22 MR. ROEHRICH: And it's not so much a lot of it
23 needs to be. We cannot --

24 MR. OMER: Yes.

25 MR. ROEHRICH: -- expect -- fund your program on

1 speculation. It's estimated -- but it's estimated based
2 upon we don't bring in federal funding in order to get
3 state funding. That's what it -- when third parties come
4 in, we can't estimate what they're giving, which is why we
5 need a formal agreement, which is the same issue we did
6 with the Camp Verde program. Given us a formal agreement
7 or -- or it's not going to happen.

8 BOARD MEMBER ANDERSON: We are -- it's a
9 different set of circumstances and dollar figures today
10 than probably, you know, over the last three or four
11 hearings even a year ago. We've got state dollars. It's
12 just a matter of the acceleration of the project that the
13 stakeholders want.

14 And I think the City of Maricopa is definitely
15 committed. I think Ak-Chin is definitely committed. It's
16 just in terms of, you know, the funding level from both
17 entities. And then we plug that back into the -- the
18 formula when we get that formal agreement. Right, Floyd?

19 MR. ROEHRICH: Mr. Chair, Mr. Anderson, that is
20 absolutely correct right now. And as Scott said, this can
21 be modified at any time or next year. All the (Inaudible)
22 in place by next year, it will be in the new program
23 cycle.

24 This document is -- is never in stone. It is
25 continually modified. But it's always modified with the

1 board's input. It's never done without coming back to the
2 board.

3 BOARD MEMBER ANDERSON: Well, I was under the
4 impression I would have to push some projects out, maybe
5 take something out of preservation or maybe a rest area or
6 two that I would have to pull out to help find some
7 funding.

8 So it was a little difficult for me to attend a
9 meeting with the mayor two weeks ago with the tribal
10 council in terms of I'm going to need \$20 million to \$25
11 million to get this project up and going.

12 So now we've got a different set of scenarios. I
13 think a different starting point. And I think it's better
14 for everybody to -- you know, to get together and -- but
15 I'm glad it's here. It's -- it's going to be, you know,
16 in concrete, so to speak.

17 But if we can define that last \$36.2 and help
18 advance that, I think that will be my goal.

19 MR. OMER: So Mr. Chair, Mr. Christy, if I can
20 clarify one thing for us as we move -- as -- with this
21 conversation is you're right. You know, the conversation
22 we had a couple weeks ago and a month ago over the last
23 year about this project was we need to identify the
24 funding. We still need to identify the funding for the
25 construction of the project.

1 Now, we have identified funding for design, for
2 the bridling fences, and those types of things. But the
3 funding for the construction of the project is still
4 unidentified. That's why it's showing up year 2020, which
5 our development program.

6 Now, if as staff we would have come in here today
7 and said we're putting this project in FY 18, as an
8 example, we would have made a recommendation on which
9 projects to physically remove from the program. That's --
10 that was the -- we thought this is a good compromise. It
11 gives us this time to still complete the discovery
12 process. It gives us time to continue moving the projects
13 through the program to remove that -- you know, move our
14 level of risk down on the project. And then also it gives
15 the department, the City of Maricopa, and any other
16 partners the ability to finalize any agreements on future
17 funding opportunity. And that makes the board's
18 conversation much easier in the future if you know all the
19 variables. Right now we'd be making the decision we still
20 have too many variables in our equation to solve it.

21 BOARD MEMBER ANDERSON: But the -- the funding
22 level specific to the various years do not include the \$10
23 million that the City is putting in. So there's --
24 there's another bucket of money that can be used toward
25 the project that's not identified on our -- on our paper

1 before us.

2 MR. OMER: Mr. Chair, Mr. Christy -- or Mr. Chair
3 and Mr. Anderson, that's correct. The \$10 million -- or
4 that's the number that always sticks in my head. I don't
5 know exactly what it was that the City of Maricopa had --
6 has laid out in their (Inaudible).

7 We do not include that in the cost of this
8 project. We fully expect that the funding that they have,
9 that \$25 million that they said that they had in their
10 back pocket or whatever it was -- sorry, Mr. Mayor. It
11 may not be \$25 million. But that final dollar amount we
12 would apply towards the project when we do those
13 (Inaudible).

14 BOARD MEMBER BEAVER: Mr. Chairman.

15 CHAIRMAN CHRISTY: Ms. Beaver.

16 BOARD MEMBER BEAVER: As to Mr. Roehrich's point,
17 I -- I think that next year when we come to review this
18 living document, the five-year plan, if all of those
19 documents are signed, you know, we can look at it maybe in
20 a different fashion next year, you know, as far as moving
21 it around in the five-year plan.

22 UNIDENTIFIED VOICE: Mr. Chairman. But I was
23 always under the impression that I was kind of under the
24 gun to get these agreements and documents in place prior
25 to the Willcox meeting. So we've been doing a lot of

1 work, a lot of due diligence to get that done.

2 So I think the three parties, or at least
3 Maricopa and Ak-Chin, are prepared to move forward. And,
4 you know, it's a great -- for me it's a great fight to see
5 that it's a recommendation by staff to put it into the
6 plan.

7 UNIDENTIFIED VOICE: Well, I think it speaks to
8 Mr. La Rue's earlier comment about SR 189. I think it
9 shows a commitment of this board and a determination of
10 this board for this project.

11 But I think to Mr. Anderson's point, what he's
12 trying to get at is let's say next week, next month, six
13 months from now all of the parties come in with an agreed
14 to amount of -- of monies to go toward this project. By
15 doing so, will it accelerate the schedule of construction.

16 MR. OMER: Mr. Chairman, Mr. Anderson, I think
17 the answer is it can't. It depends if the -- there's
18 funding made available for construction of the project,
19 and the board chooses at that time to accelerate the
20 construction of this project, and, you know, you're -- you
21 talk to, you know, staff and say this is what we'd like
22 you to do, we'll find a way to do it. But it will mean,
23 you know, if it's in the five years of this program, if
24 the entire \$36 million isn't identified, then that means
25 we're going to move some stuff around. But that's back to

1 the board's direction. That's what staff will do.

2 I will say that before we choose a year for
3 construction, staff would ask that you sit down with, you
4 know, some representatives from the board with the local
5 municipalities and all the interested stakeholders and
6 talk about implementation of the project.

7 And, again, I'm very, very cautious and pretty
8 conservative, and I get really overly concerned about, you
9 know, the relocation process. You know, we're relocating
10 12 commercial properties and five residences. We have to
11 allow time for that process to happen.

12 UNIDENTIFIED VOICE: And a railroad station.

13 MR. OMER: And a railroad station. So I don't
14 think even if we had the money fall in our lap and we're
15 told go ahead with construction in FY 16 and all good
16 things that the department would say, we wouldn't be able
17 to do that because we do not have the funding available at
18 that time. Even if it was a -- an alternative delivery
19 project, I would be very concerned about our ability to
20 deliver on that time frame because of the relocates.

21 That's my perspective. That's not our stated
22 (Inaudible) perspective. That's just mine.

23 CHAIRMAN CHRISTY: And just -- just to that point
24 about moving things around. It should still be noted
25 that -- that even at this juncture with the SR 347 in its

1 proposed change, there are some moving around, and that's
2 in that -- in the out years, we're pushing back I-10,
3 the -- the improvements on I-10 to accommodate this at its
4 current state.

5 MR. OMER: Yes, sir, that's true.

6 UNIDENTIFIED VOICE: So that is without the
7 stakeholders' contribution.

8 CHAIRMAN CHRISTY: Right. Yeah.

9 UNIDENTIFIED VOICE: You got -- you got to
10 subtract that out.

11 CHAIRMAN CHRISTY: Okay. That's a good point.

12 BOARD MEMBER BEAVER: Mr. Chairman.

13 CHAIRMAN CHRISTY: Ms. Beaver.

14 BOARD MEMBER BEAVER: Mr. Omer, with regard to
15 the -- the relocation process, when you -- when you ask or
16 suggested that there be a meeting of the stakeholders,
17 this, of course, would include Amtrak or the railroad
18 company? I mean because they're -- they're going to play
19 a big part in it, I would assume, (Inaudible) their
20 business (Inaudible).

21 CHAIRMAN CHRISTY: I think Mr. Anderson might
22 address that.

23 BOARD MEMBER ANDERSON: Yeah, this -- this
24 relocation project with Amtrak has been ongoing for about
25 ten years. It's been one that the City has been

1 continually dialogue with UPRR, Amtrak. The -- the
 2 officials have gone back to DC to talk with the
 3 delegation. So it's something that's -- it's ready to go,
 4 right there Christian or Price?

5 It's -- it's ready to go. We're ready to
 6 relocate. It's just a matter of, you know, cutting ribbon
 7 and taking off. So all that footwork and prior work has
 8 been done.

9 MR. OMER: Mr. Chair, Mr. Anderson, (Inaudible).
 10 When I keep talking about the relocation process, I want
 11 to make sure that we follow the federal process for
 12 relocating the commercial properties and the residences.
 13 And if we get -- if we're not following the federal
 14 process, we do run the risk of not being eligible for
 15 federal reimbursement in the future.

16 So as the department, we're very cautious and
 17 careful that we actually follow and cross all the I's, dot
 18 all the T's to make sure that we're following that -- that
 19 process. It's very prescribed in how we have to do that.

20 The U -- the UP relocate and the Amtrak station
 21 relocate, yes, ma'am, they would be included in that
 22 conversation.

23 (Inaudible) businesses in terms of getting, you
 24 know, their agreement up front and the stakeholders,
 25 (Inaudible). But I was specifically talking about the 12

1 businesses and the five residences.

2 CHAIRMAN CHRISTY: Any more -- Mr. La Rue.

3 BOARD MEMBER LA RUE: Scott, a couple questions.

4 One is what the \$5.5 million design? Does that fully
 5 design (Inaudible) separation in the budget?

6 MR. OMER: So I'm looking at Mr. Keys. And the
 7 \$5.5 million in the design that we have identified in
 8 FY --

9 UNIDENTIFIED VOICE: 15.

10 MR. OMER: -- 15 I think I think were the final
 11 design of the project, which would be from in the
 12 complete -- (Inaudible) separation of the project, all of
 13 the local improvements that go along that need to be done
 14 and incorporated in with that, and as well as the -- I
 15 don't know if the design of the Amtrak station was
 16 included in that dollar amount or not because it was --

17 UNIDENTIFIED VOICE: Yeah.

18 MR. OMER: -- (Inaudible).

19 UNIDENTIFIED VOICE: I believe the City has
 20 already designed or worked with design for the -- for the
 21 rail relocation for the Amtrak station. I'm going to
 22 guess that that \$5.5 million, the engine station, is that
 23 if the board takes action on this funding and there's
 24 funding in the program and the environmental document that
 25 they worked on then simply can be signed by HWA on the

1 schedule at the time and then design for the entire
 2 project to start soon after that in fiscal year 15, it
 3 would be a tight schedule between the (Inaudible) sign in
 4 the winter of '14/'15 and then getting that design
 5 underway before the end this year.

6 MR. ROEHRICH: Mr. -- Mr. Chair. I would say
 7 that -- sorry. I would say that my staff recommended the
 8 design in '16 (Inaudible) '15, because I -- I thought it
 9 was important. There is -- it is tied in. The
 10 environmental document wasn't signed. (Inaudible) we
 11 couldn't the signature, written letter, and the date was
 12 set back a little bit. But that's the -- our -- our
 13 effort of -- of the department (Inaudible).

14 BOARD MEMBER LA RUE: Mr. Chair, it's kind of a
 15 comment, but my second question is, you know, what caught
 16 my eye with this project more than a year ago is that
 17 (Inaudible) down there is very, very engaged and they're
 18 very resourceful. And -- and I want to encourage that
 19 from a policy standpoint across the board, at least for
 20 the time that I'm on.

21 And so as I listen to Scott, your presentation
 22 and the (Inaudible), and it's the right-of-way thing that
 23 I keep looking and going \$13 million, \$14 million on the
 24 right-of-way, you kind of explained that.

25 Do we have any models where we can use that

1 resourcefulness of the City to take on that right-of-way,
 2 knowing that you've got to follow federal guidelines with
 3 those dollars? But is there a model out there to let the
 4 City take on, is that the kind of a (Inaudible here to
 5 take care of that right-of-way while we're designing it
 6 and figuring out how to construct it?

7 MR. ROEHRICH: Mr. Chair and Mr. La Rue, there
 8 have been. And other communities have used it as well
 9 where it is part of the agreement. If we -- it depends
 10 upon the type of funding.

11 Let's -- let's say we have state funds. You
 12 know, we could give state funds to the locals and make
 13 them go out and purchase the right-of-way. We don't know
 14 the power of money of the -- of this project yet. We want
 15 to get federally eligible. That's why all along we're
 16 saying we'll -- we'll follow federal process to make sure
 17 that we don't invalidate that.

18 That's a detail that we would work out through
 19 our -- our private development process. It doesn't --
 20 it's not going to get solved here. It's not going to get
 21 programmed that way. We don't program like that.

22 But that can all be worked at and solved once we
 23 move forward and -- and -- and do the coordination, enter
 24 the agreement, and -- and move the right-of-way along.
 25 Those are things that we can talk about, and we will talk

1 about. That's our normal process.

2 BOARD MEMBER LA RUE: So it's a benign from the
3 board's -- from my position on the board, I would
4 encourage work on that. We need that improvement.
5 (Inaudible) resourceful. Maybe they can figure some
6 things out to help to advance the project through this
7 acquisition (Inaudible).

8 CHAIRMAN CHRISTY: Mr. Jepson, did you want to
9 make a comment?

10 MR. JEPSON: I just wanted to clarify.
11 Everything would be under the federal process. We're --
12 we're within the federal guidelines of the -- the \$4.5 on
13 the (Inaudible) and \$4 million the -- the City has
14 identified is to advance the construction of a rail site
15 away from the site and getting that going, the few pieces
16 (Inaudible) to deal with. I mean they're -- they're not
17 hard, but they're -- they're difficult today. So -- so
18 we're -- we're working toward that.

19 So that money is exclusively to get that Amtrak
20 relocation out of the way and the stations built. And
21 that's how where the City is focusing on, just so we can
22 clear that out so -- so ADOT can do their -- their work on
23 the site itself.

24 CHAIRMAN CHRISTY: Any other further comments or
25 questions regarding State Route 347?

1 UNIDENTIFIED VOICE: Thank you, Chairman.

2 CHAIRMAN CHRISTY: Can we move on then to US 60,
3 Show Low to Little Mormon Lake?

4 Mr. Rogers, this is your district. Are you
5 there?

6 BOARD MEMBER ROGERS: (Inaudible). I'm here. I
7 can hear you well.

8 MR. OMER: Mr. -- Mr. Chair. The US 60
9 Show Low-Little Mormon Lake project. This project is
10 located in Navajo County. And it's -- it's set up to add
11 turn lanes, widen the roadway in intersection (Inaudible).
12 (Inaudible) project US 60 and State Route 77.

13 The current status of the project is it's in
14 phase two. We're about at 30 percent design of the
15 project. And it's currently on hold. The current cost
16 estimate for the project is -- is around \$10 million. The
17 original amount that was programmed for the project was
18 \$6 million, if I remember correctly. That's really what
19 brought this project to our attention, that it was -- you
20 know, we had a 40 percent increase to the overall cost of
21 the construction of the project.

22 Consider the delivery risk to the project at
23 medium at best because of the funding issue. We don't
24 have the funding for the project. It is currently on
25 hold.

1 Now, the future traffic volumes for this project.
 2 We are -- you know, we hear different things. When we
 3 look at the overall traffic volume of this project, you
 4 know, the future volumes are 2,500 to 5,000 vehicles a
 5 day. Okay? We heard last week from City of Show Low they
 6 were significantly higher than that. But that's -- that's
 7 our numbers. Future truck volumes are less than 50
 8 vehicles a day. The number of accidents over the last
 9 five years has been about 42. And they're all accidents
 10 consistent with, you know, in a smaller urbanized area.
 11 There was no fatalities. Those were just -- you know,
 12 they're accidents.

13 When we look at this project compared to the
 14 other projects that are in the program, and we ran this
 15 project through our prioritization project, this was the
 16 last ranked capacity project or expansion project that we
 17 had on our list.

18 Staff's recommendation is to not include this in
 19 the program. I do understand that Mr. Rogers wants to
 20 have a conversation. But staff did not put it in the
 21 final program because of the change to the increase in the
 22 overall construction costs of this project and because of
 23 the fact that when we look at what the project gives us
 24 and the future traffic volumes and the benefit, we didn't
 25 see that this project was one of our higher priorities.

1 So our staff recommendation would be to not include this
 2 project in the program itself.

3 CHAIRMAN CHRISTY: So there is no change on this
 4 one then?

5 MR. OMER: No, sir. Our recommendation -- we
 6 were asked to talk about this project.

7 UNIDENTIFIED VOICE: It was removed from --

8 MR. OMER: It was removed from the program.

9 UNIDENTIFIED VOICE: -- from the packet that was
 10 set in public.

11 UNIDENTIFIED VOICE: Mr. Chair and board members
 12 and Mr. Rogers, if you could -- if you could address your
 13 comments here now. And in that --

14 UNIDENTIFIED VOICE: Show Low and the locals have
 15 come in and said they would like the project back in at
 16 the increased amount.

17 CHAIRMAN CHRISTY: Mr. Rogers.

18 BOARD MEMBER ROGERS: Mr. Chairman.

19 CHAIRMAN CHRISTY: Go ahead.

20 BOARD MEMBER ROGERS: Okay. Thank you,

21 Mr. Chairman.

22 Mr. Roehrich, we had a conversation yesterday.
 23 Your conversation -- our conversation accomplished -- was
 24 not what Mr. Omer just told me. How come?

25 MR. ROEHRICH: Mr. Chairman, Mr. Rogers. I'm a

1 little -- I'm not entirely sure, because I had a different
2 conversation as well; one where we talked about possibly
3 putting this project back into the program.

4 And at this point I can -- I'm willing to take
5 the hit that I had talked to Mr. Rogers and said that we
6 were looking at possibly moving this into outer years, but
7 that we might be able to fit it into the program,
8 realizing that it had \$6 million and we need an additional
9 \$4 million.

10 So at this point, though, we still have the issue
11 of identifying adding in a \$10 million project, where
12 would this fit in if we intended that we wanted to add it
13 back into the program.

14 UNIDENTIFIED VOICE: Mr. Christy.

15 BOARD MEMBER ROGERS: Mr. Roehrich.

16 CHAIRMAN CHRISTY: Go ahead, Mr. Rogers.

17 BOARD MEMBER ROGERS: Mr. Roehrich, we -- our
18 conversation yesterday was you would continue the study,
19 complete the study, you would contact (Inaudible), and
20 then this project would be put into '18. That was our
21 conversation yesterday. And I don't understand why that
22 has changed now.

23 Now, here's another thing that I would say to
24 Mr. Omer. While traffic patterns aren't where you want
25 them, Mr. Omer, how were they there when -- when you had

1 this project in there and almost got the -- the funding?
2 Obviously, someone did something, or, you know, are we
3 back to (Inaudible) about the amount of cars that are
4 going -- or amount of traffic that's going through there?

5 MR. OMER: Mr. Chair, Mr. Rogers. We're not
6 confused about the amount of vehicles that are coming
7 through the project. I understand that -- and I guess
8 Mr. Roehrich and I had a misunderstanding yesterday.

9 So what we're recommending -- recommending is
10 not putting this in the delivery program. If the -- if
11 the board chooses to add this to the delivery program,
12 that's -- that's your request, then we will do that. Or
13 if you want it in the development program, again, that's
14 the board's prerogative.

15 So I'm not going to -- I don't know how the
16 project was originally put in the program, and I'm not
17 sure of the exact year.

18 We -- the project came to our attention because
19 of the increase in the overall cost of the project. As we
20 update project costs and annual -- on an annual basis, we
21 look at, you know, the project purpose and need. We look
22 at what the project is designed to do. We look at all
23 those variables. We actually went back and looked at why
24 this project was in the program.

25 We don't feel that -- we -- we do feel the

1 existing capacity that's there today on that section of US
 2 60 in the city of Show Low is more than sufficient to
 3 carry the amount of traffic that's there. We also feel
 4 that the types and the number of accidents are not one
 5 that would justify the expansion of this facility from the
 6 existing two lanes out to a four lane section.

7 Again, that's the department's recommendation.
 8 There's, you know, plenty of room for the conversation.
 9 This is your program. The department makes a
 10 recommendation, and the board adopts those or adds or
 11 gives us direction on what to do.

12 BOARD MEMBER ROGERS: Mr. Chair.

13 CHAIRMAN CHRISTY: Go ahead, Mr. Rogers.

14 BOARD MEMBER ROGERS: Mr. Chair, Mr. Roehrich.
 15 How did you take (Inaudible) like this, pick them up a
 16 year from building this thing, and then yank it out from
 17 underneath? I don't understand how you could do that.
 18 You know, basically, (Inaudible) amount of money you
 19 invested and the time you invested in the City of
 20 Show Low.

21 Businesses have relocated upon your -- your
 22 having this inside your program. You know, we'd like to
 23 (Inaudible). And the former -- the former chair and
 24 former members of this board (Inaudible) last -- the last
 25 court date in Flagstaff. You know, it used to be as they

1 said, the five-year program is a contract.

2 And what I don't understand, you've got funding
 3 issues and things like that. You don't even mention the
 4 funding issues. You've -- all you've mentioned is that
 5 the project (Inaudible) project. And that's not your
 6 words. They're mine. But that's how I take it. So I
 7 don't understand this.

8 And I'm (Inaudible) I'd like to see in your
 9 opening statement there you made to limit the fact that
 10 your count and the City's count was different. Well, we
 11 need to find out what the count is. We need to find out
 12 what the real count is. What are the (Inaudible) there.
 13 What are the (Inaudible). And, you know, because,
 14 obviously, not like ours. So I would recommend you do
 15 that before you yank this and (Inaudible) facts
 16 (Inaudible) discussion (Inaudible). And they are
 17 (Inaudible).

18 You've -- you've already committed money to the
 19 study. What does that do to that money? Are -- are --
 20 are we (Inaudible) federal money (Inaudible)? Are we
 21 (Inaudible) with using federal money? Is it (Inaudible)?
 22 Will we get ourselves in trouble there?

23 And another thing is, obviously, (Inaudible), so
 24 we wasted money. The way we've (Inaudible) it now,
 25 we've -- we've basically wasted all the money. So

1 (Inaudible) this money isn't (Inaudible).

2 MR. OMER: Mr. Christy, Mr. Rogers. So when we
3 look at these projects, and, you know, you go back to how
4 a project gets into the program or not gets into the
5 program. So when we evaluate these projects individually,
6 we look at overall how -- how an individual project
7 affects or impacts the transportation system performance
8 for the entire state. It's not about an individual
9 project at a point location always. We look at if it's in
10 the overall transportation system.

11 I will say that, yes, you're right, Mr. Rogers,
12 that we have invested -- I think the number is about
13 \$400,000 in the overall federal aid on this project
14 itself. If this project is not advanced within the next
15 ten years to construction or a (Inaudible) isn't purchased
16 on this project in that time frame, yes, we're at risk of
17 paying back the \$400,000 that we invested on the future.

18 But again, I recommend -- our recommendation is
19 that investing \$10 million in this project today or in the
20 near future isn't something that is in -- is not something
21 that's needed at this time. That's -- that's the staff
22 recommendation, Mr. Chair.

23 BOARD MEMBER ROGERS: Mr. Chair.

24 CHAIRMAN CHRISTY: Mr. Rogers.

25 BOARD MEMBER ROGERS: Yeah. Mr. Chair,

1 Mr. Roehrich. Again, I'll go back to our conversation
2 yesterday. I made a phone call yesterday and told the --
3 the City of Show Low what you told me. Now, I'm
4 (Inaudible) here. So I'm a little disappointed in what
5 has happened here, gentlemen, and I'm not very happy.
6 I'll just -- I'll just tell you that right now.

7 MR. ROEHRICH: Mr. Chair, Mr. Rogers. I -- I'll
8 admit that that is not what we talked about. I had the
9 understanding that we needed a little bit more money for
10 design. We already had money in design because it's on
11 hold, but we need a little bit more money.

12 We're going to put that money in 2015 to continue
13 to move forward with the design and, hopefully, get a
14 better handle on the construction costs. And then in 2018
15 we would add it into the -- to the program, which would
16 mean that it would basically just come out of the
17 preservation program at some small amount, whether it's a
18 few hundred thousand for the design and the rest would
19 come out of the preservation.

20 That was my understanding then. Mr. Rogers, I
21 admit that that's what I told you, because that's how I
22 left the meeting. So, obviously, I took very poor notes.
23 Did not understand that.

24 I think that's still a viable option, and I would
25 not want to take that off the table. I think it's

1 something that, you know, again, the board has the right
2 to say that -- that we do that, or if you want staff to
3 look at it and respond back directly to you, Mr. Rogers,
4 we can do that.

5 I -- I just think I -- I felt that we had an
6 understanding that this project would move forward with
7 design in '15. We'd add a little bit of money in it
8 because it needed more money for design. And then in '18
9 we would construct it. That was my understanding, and
10 that is what I did tell you. I'm agreeing --

11 CHAIRMAN CHRISTY: Let --

12 MR. ROEHRICH: -- to that. I'm not backing off
13 from that.

14 CHAIRMAN CHRISTY: Let me ask a question,
15 Mr. Rogers. On that -- based on that conversation that
16 was just articulated by Mr. Roehrich, was that whole
17 scenario acceptable to you?

18 BOARD MEMBER ROGERS: Yes, it would. And
19 (Inaudible) I act for the City of Show Low, and, you know,
20 I would -- I would like to see that City right there -- in
21 fact, I will say this.

22 I was under the assumption that this study would
23 continue, but then I concede that I could have -- I could
24 have misunderstood there. So -- and I'll agree to that.
25 But, yeah, if you -- we can -- if we can make the study

1 (Inaudible) funded by '15 and have it on '18.

2 And -- and the other thing I would like to see,
3 too, (Inaudible) perform the -- we've got -- we've got --
4 we've got businesses that have invested money. We've got
5 a city that has invested money and time and effort into
6 this. And -- and we need to -- we need to be a little bit
7 more sympathy to that. These small communities don't have
8 a lot of money.

9 And so I would say if there is extra money and it
10 becomes available for it, I would like to see it moved up.
11 I think we need to move it up to '15 -- I mean from the
12 '18 to '16, possibly.

13 So anyway, yeah, I'm -- I'm okay with that
14 Chair -- Mr. Chair. And I'd like -- I'd like to see that
15 happen.

16 CHAIRMAN CHRISTY: Very good. We'll throw that
17 into the mix on -- on the other items too.

18 Any -- any questions, Mr. La Rue?

19 BOARD MEMBER BEAVER: Mr. --

20 BOARD MEMBER LA RUE: Yeah.

21 BOARD MEMBER BEAVER: Mr. Chair, I --

22 CHAIRMAN CHRISTY: Or Ms. Beaver.

23 BOARD MEMBER BEAVER: I guess what I would like
24 to see is where we've seen with other communities, like
25 we've seen with Maricopa, we've seen with Camp Verde,

1 we've seen it with Prescott and Chino and Prescott Valley,
 2 we're seeing and hearing kind of that activeness. And I
 3 haven't seen or heard that with Show Low. I'm -- I'm
 4 coming into this late, because I'm not even sure what year
 5 it was in the five-year plan to come out of the five-year
 6 plan.

7 I do know that we've had a reduction in monies
 8 available to us, though. And so there was a lot of belt
 9 tightening going down. But I -- I think I would like to
 10 see a little bit more activity with Show Low.

11 I know Mr. Rogers is saying that Show Low has
 12 been very active and all that, but could -- could we see
 13 that?

14 BOARD MEMBER ROGERS: Mr. Chair.

15 CHAIRMAN CHRISTY: Mr. Rogers.

16 BOARD MEMBER ROGERS: Mr. Chair, board member
 17 Beaver. Two people were there for Show Low at the meeting
 18 in -- at -- in Flagstaff. And I also had some of the
 19 Navajo County that stood up. And then Mr. (Inaudible)
 20 stood up and represented us at the meeting in Show Low.
 21 So they -- they are active, and -- and they will continue
 22 to be active.

23 And -- and they -- this -- this project was
 24 supposed to have fund in '15. And, you know, and they
 25 understand, you know, that -- that it's -- that it's

1 predefined. They understand that there's funding issues,
 2 and -- and they're -- they're okay with that.

3 I mean but to be -- to (Inaudible) up a year from
 4 funding and then take it clear out of the program, you
 5 know what I mean, (Inaudible).

6 MR. ROEHRICH: Mr. Chair and Ms. Beaver. I think
 7 the other point is I think when Mr. Rogers says involved,
 8 this had been already started design, so we held some
 9 coordination meetings with stakeholders. Show Low --
 10 Show Low had representatives there as we were scoping and
 11 starting the preliminary design.

12 As -- as Scott had said, we were at about
 13 30 percent design when it -- it determined with such a
 14 large increase in -- in -- in this project, was it scoped
 15 right. Were we going down the right direction in order to
 16 really address the problem. Did it need further review.
 17 And that's why the design was on held, because we were
 18 having those discussions.

19 CHAIRMAN CHRISTY: Mr. La Rue.

20 BOARD MEMBER LA RUE: Thank you, Mr. Chair. I --
 21 I really did connect Ms. Beaver's comments and Floyd's. I
 22 think Floyd really is sailing the point.

23 You know, as I sit here as a board member in
 24 Phoenix, Arizona really focused on Maricopa County, I'm
 25 kind of uncomfortable trying to make a thumbs up, thumbs

1 down on what's happening in Show Low and what's best for
2 the residents of Show Low.

3 And I look at this \$10 million project and say,
4 there's got to be other solutions. This is their highest
5 priority. There's got to be other solutions up and around
6 Show Low and Navajo County or whatever -- whoever is
7 affected to say that we push the preservation here a
8 little bit. Can we advance this. Do we do that. Our
9 district folks up there and the residents and the guys are
10 up there, they -- they figure that out. They should be
11 able to. And that's what I want the hear back. It's our
12 work effort to have the local folks there figure this out
13 and come back with a solution that fits into our
14 (Inaudible).

15 You know, as I travel the state, I'm just -- and
16 this is kind of an editorial. I'm -- I'm -- I'm concerned
17 about rural Arizona. You know, you look at Maricopa
18 County. And the job recovery in Maricopa County, while
19 it's benign, it is far greater than anywhere else in the
20 state. And -- and Maricopa has recovered like 45,000 jobs
21 this year. I think the Tucson area is about 4,000. The
22 rest of the state is about 1,500.

23 I think we need to be doing things and investing
24 dollars in helping these little communities figure out how
25 that we can use our budget to drive some of their economic

1 growth or it's not going to get better, obviously. And
2 it's -- it's -- it's -- from a policy perspective
3 (Inaudible).

4 UNIDENTIFIED VOICE: Mr. Chair, I guess --

5 CHAIRMAN CHRISTY: Mr. Earll.

6 MR. EARLL: -- what we would offer would be that
7 it's up to the board's direction as to put this project
8 back in the program. The earliest possible year that the
9 project would be ready would -- I think Mr. Roehrich had
10 said the FY 18 time period.

11 The board wants to have this project in the
12 program. I think (Inaudible). That's why we're here
13 today in this meeting, a work study session, and not in,
14 you know, the final meeting of the years for this
15 conversation.

16 If the board's direction is we want this project
17 back in the program, then that's the direction that we
18 take. And I would just -- I've implied that Mr. --
19 Mr. (Inaudible) and La Rue make the statement.

20 But I would just clarify and say that if the
21 board wants the project back in the program, give staff
22 direction. We'll talk to our district staff, we'll talk
23 to the respective parties and identify the funding for the
24 project inside of the existing program.

25 I don't know if that would be a preservation

1 project that moves out in Navajo County, because I'm not
 2 exactly sure if there (Inaudible) be there. But we would
 3 probably take the funding for this project from the
 4 existing preservation program or from the modernization
 5 program. It would not come from a different capacity
 6 project or expansion project unless the board of directors
 7 to do it that way.

8 CHAIRMAN CHRISTY: At this point I think we've
 9 gone over these statuses or stati, statuses pretty --
 10 pretty much in-depth.

11 At this -- again, at this point, is this where
 12 staff would like to hear from the board as to how their
 13 feelings on this and any other type of projects are, just
 14 so you can put this all together?

15 MR. OMER: Yes, sir, Mr. Chair, is what we're
 16 looking for as staff is now is the time that we would ask
 17 the board to give us your direction. Is what we presented
 18 today with these -- with these changes, does that make
 19 sense to the board? Does it fit our needs? Or is -- you
 20 know, there's other changes that you would like us to
 21 make. If you want us to put the 60 project back in the
 22 program or you want to make other changes, then we'll take
 23 the direction.

24 I don't know the format on how we do that, if
 25 it's just direction from --

1 CHAIRMAN CHRISTY: General. At this point is
 2 there a board member who would like to lead off on -- on
 3 direction to the staff as regards to these projects?
 4 Ms. Beaver.

5 BOARD MEMBER BEAVER: Mr. Chairman, I'd like to
 6 ask a question. With regard -- if we are looking at
 7 putting this back in the program, did I understand from
 8 Mr. Omer that what they would do is look at funds that are
 9 going into Navajo County in that area and basically
 10 reallocating them forward to this project?

11 Is that the way I understood it?

12 MR. OMER: Not necessarily, ma'am. I think what
 13 we would do is we would go through the available funding
 14 from our different program areas and see where we could
 15 find the money.

16 I -- I -- the only reason I say not necessarily
 17 is because I don't know the specific projects that are in
 18 the present -- that are in the program in Navajo County,
 19 and I'd rather not --

20 MR. ROEHRICH: Yeah.

21 MR. OMER: -- say specifically coming from there.

22 MR. ROEHRICH: Yeah, Mr. Chair, Ms. Beaver. At
 23 this point, FY 18 is a little bit more illustrative.
 24 There's some lump sum areas in preservation in some of the
 25 subprograms. We don't identify all the specific projects

1 like we do the first three years of the program. '15,
2 '16, and '17 now have more definitive project listing out
3 of the subprograms; preservation and those type of program
4 that's. Why I thought when we talked about it we looked
5 at '18. We got latitude of adjusting it as we develop the
6 projects in there.

7 It wouldn't come out of the greater Arizona area.
8 I mean it's going to come out of the rural -- we're
9 pulling it out of any of the subprograms. But we don't --
10 haven't identified that it impacts any one specific
11 project, but it is going to affect some program somewhere.

12 CHAIRMAN CHRISTY: Well, the start of the
13 conversation -- go ahead, Mr. Rogers.

14 BOARD MEMBER ROGERS: I've been on the other
15 side. I would -- you know, this is the point that we
16 direct staff in how we feel about it. I would encourage
17 the board members to support me here and -- and -- and
18 look to direct the staff to do the thing, complete it as
19 soon as they can, and -- and then put it in for '18,
20 (Inaudible) for '18, and then we'll adjust it again next
21 year and see where we're at at this point next year.

22 CHAIRMAN CHRISTY: Thank you, Mr. Rogers. As
23 Chair, I think I'll take the liberty to start the
24 conversation with my comments regarding the staff's
25 proposed changes, and specifically regarding to US 60.

1 I would like to see that staff's recommendations
2 regarding SR 189 and SR 347 be implemented as proposed, as
3 presented.

4 And regarding US 60, put back into the plan as
5 was initially discussed between Mr. Rogers and
6 Mr. Roehrich for completion in '18. And put it back to
7 staff on that particular project to come up with the --
8 the ingredients to make all parties in -- in cohesion on
9 that.

10 So that's how I'd like to see it. And I'll
11 entertain anybody else's comments at this point from the
12 board.

13 BOARD MEMBER ANDERSON: Chairman.

14 CHAIRMAN CHRISTY: Mr. Anderson.

15 BOARD MEMBER ANDERSON: I just have a question on
16 Lion Springs. We went -- we pushed that out to '19 on the
17 design. Is that -- am I reading that right?

18 MR. OMER: Yes, sir. We're moving the design of
19 the project from the current tentative program in FY 2018,
20 we're moving it out to FY 2019.

21 And off the top of my head that was so we would
22 have the capacity in '18 for the -- one of the SR 347
23 phases -- one of the 189 phases. So we moved that project
24 back a year to land 189.

25 BOARD MEMBER ANDERSON: There's no specific way

1 or -- to get that advanced? When is it -- I'm trying to
2 remember on the long range plan that Lion Springs is
3 supposed to be.

4 MR. OMER: Mr. Chair. So in the development
5 program, it used to be in FY 23. So we not only moved the
6 design of the project out to FY 18, we removed the -- you
7 know, the construction in the development program out of
8 the development program also. So we brought in 347 and
9 189. Everything else back out. So it would be, you know,
10 after 2024 as we would see -- as we would see it. Again,
11 there's staff recommendation.

12 BOARD MEMBER ANDERSON: So I guess once we get
13 347 all wrapped up, all the parties fine tuned and
14 delivered, there would be a possibility of bringing that
15 back in, advancing the design and getting it back into the
16 long range plan with some type of funding. Like you said,
17 it's (Inaudible) and always moved. It's an opportunity.

18 MR. OMER: Mr. Chair, Mr. Anderson. I wouldn't
19 want to get the long range plan now and the government
20 program mixed up --

21 BOARD MEMBER ANDERSON: Right.

22 MR. OMER: -- because it is in our long range
23 plan. But our long range plan doesn't carry specific
24 projects. It's program based, and it's really about how
25 we want to see us incorporate -- it's a policy based

1 program. And we've always considered that 260 project in
2 the long range need in the state of Arizona. It just
3 didn't fall into the first ten years of the program,
4 because we moved 347 and 189 back.

5 Now, I would say, if the board feels it's
6 important that that specific project is something we start
7 looking into the development program, that's not a board
8 action. That's really about the board saying, hey, we
9 want you to start considering this inside of your
10 development program. Because the board action is really
11 about the five year construction program. And that's --
12 that's -- this is just what we -- we do to bring stuff
13 into the program, so. We can take that as direction also,
14 (Inaudible).

15 CHAIRMAN CHRISTY: Any further comments of
16 direction? Mr. Cuthbertson.

17 BOARD MEMBER CUTHBERTSON: You know, I guess my
18 comments are, you know, I'm -- I'm happy with the -- with
19 the project changes the staff recommends on SR 189 and
20 347. I think they did a good job in fitting those into
21 the program.

22 60, you know, I -- I would certainly support
23 trying to move it in -- 2018 and 2019 look like they
24 have -- they don't have a lot of the expansion funding
25 identified. Like you said, a lot of it -- I -- I am

1 beginning to get sensitive, I guess, a little bit to
 2 the -- the need for our preservation and modernization
 3 money and trying to keep a balance in that. But still,
 4 you know, \$10 million isn't -- isn't a huge amount.

5 And although if you try to pull all that out of
 6 preservation from -- actually, for Navajo County might --
 7 it might hurt them.

8 So I don't know that I would say I -- I would
 9 think that you would earmark dollars out of that county
 10 just for that project necessarily. But it seems like
 11 statewide you should be able to find the funding in -- in
 12 those outer years, maybe. So that's -- that's all of
 13 my -- my comments.

14 CHAIRMAN CHRISTY: Mr. Sellers, Ms. Beaver,
 15 Mr. La Rue, your comments?

16 BOARD MEMBER ANDERSON: Mr. Chairman.

17 CHAIRMAN CHRISTY: Mr. Anderson.

18 BOARD MEMBER ANDERSON: So I take it the meeting
 19 is in Willcox next month will be -- will (Inaudible) of
 20 the draft plan for -- for -- for final adoption with these
 21 changes --

22 MR. OMER: Yes, sir.

23 BOARD MEMBER ANDERSON: -- (Inaudible)?

24 MR. OMER: It's not in the minutes, but I was not
 25 (Inaudible) that what we would bring to you in the

1 Wilford/Willcox meeting is after our discussion today, we
 2 would bring forward the changes that we've highlighted
 3 here, the -- you know, the minor changes that we show in
 4 the program and stuff that's moving around in yellow, all
 5 the changes that are shown in this 11 by 17 sheet.

6 But the specific, you know, projects that we're
 7 talking about is we would bring the 189 and the 347
 8 projects into the final program for the board to adopt
 9 based on our conversations today with the construction of
 10 both of those projects being in the development program,
 11 not in the -- not in the five-year program.

12 And the conversation that we just had on the US
 13 60 project, if there's -- if there's consensus with the
 14 board that they want the project back in FY 18, we would
 15 bring that project in at the same time as well.

16 The last but three changes that -- that I would
 17 recommend -- well, we'd bring all the changes, but that's
 18 the three specific items that we make sure we highlight.
 19 We'll give you a brief conversation about everything that
 20 we changed in the program. And it's not the entire --

21 UNIDENTIFIED VOICE: Mr. Chairman, board members.
 22 Do you mean all the changes?

23 MR. OMER: Yes.

24 UNIDENTIFIED VOICE: The spreadsheet? I want to
 25 make it clear.

1 MR. OMER: Yes, the spreadsheet, yeah.

2 UNIDENTIFIED VOICE: These are already changes as
3 well. We didn't discuss every one of these in detail, but
4 these adjustments are -- are, as well, will be
5 incorporated in the final draft as presented to the board
6 for adoption?

7 MR. OMER: Yes.

8 CHAIRMAN CHRISTY: Well, if the will of the board
9 is that those changes be made as presented by Mr. Omer.

10 UNIDENTIFIED VOICE: Mr. Chair, I do want to be
11 careful here.

12 CHAIRMAN CHRISTY: I'm not making a motion.

13 UNIDENTIFIED VOICE: You're not making a motion.

14 CHAIRMAN CHRISTY: No.

15 UNIDENTIFIED VOICE: We're not making an action.

16 CHAIRMAN CHRISTY: No.

17 UNIDENTIFIED VOICE: Okay. Great. Great. Okay.

18 CHAIRMAN CHRISTY: I've learned my lesson well
19 after going on six years.

20 UNIDENTIFIED VOICE: So this is the guidance from
21 the board.

22 CHAIRMAN CHRISTY: The guidance from the board.
23 And correct me if I'm wrong, counselor, guidance from the
24 board or the -- or the sense of the board I believe to be,
25 unless any board member would like to interject at any

1 point, is that we -- we instruct staff to proceed with the
2 five-year plan by incorporating the changes of State Route
3 347, State Route 189. And with regard to US 60, putting
4 it back into the status of completion by 2018.

5 And I don't think, unless anybody wants to add
6 anything to that, that unless there's something more from
7 staff, we can move along.

8 Ms. Beaver.

9 BOARD MEMBER BEAVER: I just want a
10 clarification. When you're talking about completion,
11 you're not talking about just the design, you're talking
12 about completion?

13 UNIDENTIFIED VOICE: No, ma'am. We are --

14 MR. OMER: We're --

15 UNIDENTIFIED VOICE: Staff wouldn't say that.
16 The final construction of the property would begin in FY
17 2018. The construction completion would not occur at that
18 time unless it fit in that --

19 BOARD MEMBER BEAVER: I just wanted a
20 clarification on that.

21 UNIDENTIFIED VOICE: -- construction duration.

22 CHAIRMAN CHRISTY: But bear in mind regarding
23 that, staff has its work cut out for it to find where that
24 funding can be identified, as well as bringing all the
25 stakeholders of that district into play in this matter.

1 But the board's desire is that that work by the
2 staff be done regarding US 60.

3 Mr. Rogers, am I leaving anything out that you
4 want to put in at this point? Apparently not.

5 BOARD MEMBER ROGERS: Mr. Chairman.

6 CHAIRMAN CHRISTY: Is there anything more you'd
7 like to say to this, Mr. Rogers?

8 BOARD MEMBER ROGERS: Yeah, I think -- yes, I
9 would. Now, I want to make sure we're clear here. We
10 also have the funding for the study to complete the study
11 on highway safety for -- for '16, I believe, or it was
12 '15?

13 MR. ROEHRICH: Mr. Chairman, Mr. Rogers. Yes, we
14 would go back. In order to put this in, in -- in -- in
15 2018, we would ensure that we have sufficient funds and
16 timeline for it to be ready to advertise in that fiscal
17 year. So if there is funding needed, we will address that
18 as well.

19 BOARD MEMBER ROGERS: Okay. So the study won't
20 continue then?

21 MR. OMER: That -- that's the direction that the
22 board is giving staff.

23 BOARD MEMBER ROGERS: Okay. All right. I just
24 wanted to make sure we're clear on that. Thank you.

25 CHAIRMAN CHRISTY: I'm pretty tired out milking

1 the board for any further comments. So not hearing any
2 further comments, unless staff has anything more that they
3 wish to put forth at this time.

4 BOARD MEMBER CUTHBERTSON: I -- I have one
5 comment. Originally, we -- we kind of talked about having
6 a discussion about the (Inaudible) in this study session.
7 But I think it probably wise that that we push it out. It
8 would just kind of muddy this -- this discussion. But I
9 think it's still an item that at some point in the future
10 that maybe you could be -- it would be helpful for me.

11 CHAIRMAN CHRISTY: That was the intent of
12 Mr. Roehrich's --

13 BOARD MEMBER CUTHBERTSON: Yep.

14 MR. ROEHRICH: Mr. Chair, Mr. Cuthbertson.
15 That's exactly right. And we might talk to -- to the --
16 to the chair about that. That was the whole point of
17 taking that funding issue, since it really is separate
18 from this, to deal with that in the future, because that's
19 a longer political implications as well, and I did not
20 want to bog down our process of getting the five-year
21 program out by bringing in those discussions at this
22 point.

23 Let's get this program done. That's our primary
24 function. That's one of the significant events the board
25 does for the year. And then we'll talk the longer term

1 issue of funding and -- and -- and -- and the -- these
 2 discussions either at their office -- the next study
 3 session we have is in August or another point in time that
 4 we set.

5 BOARD MEMBER CUTHBERTSON: Yeah. All right. I
 6 appreciate that. I think that was -- that was a good
 7 move.

8 MR. OMER: Mr. Chair, (Inaudible) you (Inaudible)
 9 a staff meeting. And so I would like to say thank you.
 10 Because this was -- our permanent process is difficult,
 11 obviously, to get, you know, the entire program done on an
 12 annual basis.

13 And last year was a prime example of the
 14 difficulty, you know, when we bring the final program in
 15 June, and then we come back to make sure we can make it
 16 work.

17 So our intention about having this as a study
 18 session was specifically so staff and the board could have
 19 an open conversation about, you know, the importance of
 20 our program and the process to get the projects in there.

21 So I know it's difficult for the board, because
 22 you all have lives, you have jobs, and this is a day in
 23 the middle of the week that you probably had plans. So
 24 putting these -- you know, putting this together as a
 25 study session, but very, very valuable to us as a staff,

1 and so we do appreciate it. And thank you for
 2 (Inaudible) --

3 CHAIRMAN CHRISTY: I appreciate those comments,
 4 Mr. Omer. Thank you.

5 BOARD MEMBER LA RUE: Mr. Chair.

6 CHAIRMAN CHRISTY: Mr. La Rue.

7 BOARD MEMBER LA RUE: Sorry. You know, you were
 8 milking it so long, I think my brain (Inaudible) --

9 CHAIRMAN CHRISTY: Something soured.

10 BOARD MEMBER LA RUE: -- (Inaudible). Yeah. At
 11 the last series of -- at the last public hearing we heard
 12 a lot about the Grand Canyon Airport.

13 Where is that in this plan? Is it still in? And
 14 maybe you guys already talked about it (Inaudible).

15 CHAIRMAN CHRISTY: No. I'm -- I'm glad you
 16 brought that up.

17 MR. OMER: So having expecting this conversation
 18 to come up today, I actually brought my client with me,
 19 who is our airport manager. And so I would want to hand
 20 over the microphone.

21 And he will explain a little bit about the
 22 project at Grand Canyon and Sierra Vista. Those were the
 23 two that were brought up. The department's role in it and
 24 where they're at. He'll give us a status.

25 MR. KLEIN: So does that put me on the spot then?

1 MR. OMER: Yep.

2 MR. KLEIN: Thank you. Mr. Chairman, Mr. La Rue.

3 UNIDENTIFIED VOICE: You have to get closer to
4 them.

5 MR. KLEIN: I'll get close to both of you. Okay.
6 I get to sit down.

7 The context that we're talking about at Grand
8 Canyon Airport, to start with. In the fall the
9 establishment of the water well on the airport to replace
10 the source of water that we removed by the FAA because of
11 runway safety conditions.

12 There was a catch in the area in between the
13 runway and taxiway in which they recovered and processed
14 the water. That was taken out under new federal
15 regulations.

16 So to replace that water, we began studying a
17 well. That has become, to say the least, controversial.
18 So we are scheduling a NEPA process to withstand that we
19 have done a water well study. And that study is the
20 precursor to an environmental assessment. It is the NEPA
21 process that we're talking about.

22 A lot of the complaints that come to us, that we
23 are not following the NEPA process, and we are. That's
24 the next step.

25 In addition to that, there's been complaints

1 about terminal building development or remodeling or the
2 evil word of expansion. Those have been postponed for an
3 indefinite period until the airport can conduct a formal
4 FAA funded master plan on the entire airport.

5 So those are the two steps that we are now taking
6 in support of aeronautics (Inaudible) with the airport
7 development funds. And the airport has a sponsor to
8 receive funding to do those projects as the Grand Canyon
9 position right now.

10 The Sierra Vista position is slightly similar in
11 that it involves water. The difference there is that the
12 complaints that we've been receiving regarding Sierra
13 Vista's project has been the development that they are
14 asking for, the extension of a certain parallel run -- not
15 runway. Water. I blew that one -- taxiway to the end of
16 their longest runway would provide for more development
17 along that taxiway when, in fact, it would eventually.

18 That's the cause of concern by these
19 environmental groups, that that water will be drawn from
20 the same aquifer; hence, that's wrong.

21 There's been a couple of groups that stood up and
22 said that ADOT and the City are doing illegal things. I'm
23 at a loss to figure that out, because we are following
24 federal criteria. We are not funding alone these
25 projects. The FAA is a primary driver of these projects.

1 They are the ones that call the shot as to what will be
2 funded and what NEPA process will be followed.

3 So at this point in time we are matching federal
4 grants from the FAA for the City. Those grants go
5 directly to the City. They don't come through us, unlike
6 in transit. That would be our share.

7 You know, there is -- the taxiway and the jet
8 extension of the state would be putting in about \$100,000
9 against a \$2.5 million piece of work. But it is federally
10 (Inaudible). They choose the debt that they choose. If
11 they -- if the FAA chooses to fund the project, then we
12 would match about 4.5 percent of that total project. So
13 we're following NEPA. We're following the FAA. And it is
14 their call.

15 What you see in your file -- in your program for
16 all airports is a request from the sponsors for federal
17 funding. We don't prioritize them. We don't rank them.
18 We produce their request, and the FAA takes the state up
19 and passes it on to the FAA -- to themselves (Inaudible).
20 they take the NEPA and start their own prioritization
21 process.

22 We only prioritize and fund what we consider
23 State obligible projects. And that's what's in the
24 five-year program is State only funding.

25 CHAIRMAN CHRISTY: How -- in the five-year plan,

1 what impact is there in the five-year plan in regards to
2 those two airports at this point? If you say everything
3 is on hold and studies, what is our -- our -- the
4 five-year plan's impact on that?

5 MR. KLEIN: The impact on the five-year plan by
6 putting both projects, the Grand Canyon is a lower
7 expenditure of State monies. That's the primary impact.

8 What we do is ask the board to set aside a
9 certain amount of money that we anticipate the Feds will
10 be funding. This is our beginning formula so that we know
11 what the FAA is thinking about funding and fund your plan.
12 We will be asking the board to approve an amount of money,
13 generally, \$4.5 million a year that will be used
14 exclusively to fund a federal share, 4.5 percent of a
15 project.

16 And we put those projects off. Some of them go
17 out of the five-year plan because of the duration of each
18 preliminary steps. Some of them will be put in out years
19 '17 or '18. We adjust that funding package to meet the
20 possible money for our five programs statewide.

21 CHAIRMAN CHRISTY: Well, I'm glad Mr. La Rue
22 brought this up, because I was looking for an
23 opportunity -- there was some pretty strong made
24 statements by groups at the last meeting regarding the
25 Grand Canyon Airport and the Sierra Vista Airport.

1 And I was hoping there'd be an opportunity, and I
2 don't know if this is it, for the department to have its
3 day in court to respond directly to those -- to those
4 statements. And I'm talking, as you highlighted a little
5 bit, on the water issues, the expansion issues.

6 And the other thing that's troubling that they've
7 brought up, and again, we weren't in the position where we
8 could hear the other side, was that they say that -- these
9 groups have been saying that the Grand Canyon Airport is
10 running in the red.

11 And those I think -- I'd -- I'd like to have an
12 opportunity to hear from the department in response to
13 those statements. And I'm not sure what the proper
14 setting for that would be.

15 MR. ROEHRICH: Mr. Chair, I think the setting for
16 that would be we could agenda it as a separate item and
17 discuss it.

18 I think the think to remember here is whether
19 it's South Mountain corridor, whether it's any other
20 corridor that we do, whether it's the Grand Canyon
21 Airport, you have people that support the project and
22 people who don't support the project. And if you don't
23 support the project, you come out and you explain why you
24 don't support it.

25 I -- I -- I think as Mike -- Mr. Klein here was

1 just commenting about, our day in court comes when we
2 follow the state and federal regulations and -- and laws
3 requiring us to follow these, but to follow whatever the
4 development process is. And if you follow that process
5 and everything is -- is -- is in line with us to move
6 forward with the project, we move forward with the
7 project.

8 If during the course of that study we find out
9 that there are fatal flaws. We find out there's
10 something, you know, wrong with it, we either mitigate it
11 or we say that's not a viable option and we -- we go to
12 something different. So we did it by following the
13 process to make sure that we are meeting all the
14 requirements in order to move it forward.

15 The issue with the Grand Canyon Airport, there is
16 a lot of emotional issue here. People who want -- don't
17 want any further impact on -- on the -- the Grand Canyon
18 itself would like that airport to go away. There are
19 people passionate about that.

20 Unfortunately, it doesn't go away. It's a state
21 asset and we have a responsibility to operate it, maintain
22 it, and to do what we can to make it functional, which is
23 issues, you know, like Mike was saying. Water became an
24 issue. We got to deal with the water stuff.

25 Now, if you want to agenda an item, and I always

1 come in to talk about the -- the future plans for our
2 Grand Canyon Airport and kind of look at any master plan
3 or development of issues moving forward, we can deal with
4 that.

5 CHAIRMAN CHRISTY: Okay.

6 MR. ROEHRICH: I don't think that's a problem. I
7 think we can put something together for that at some point
8 in time.

9 CHAIRMAN CHRISTY: Okay. Is that -- would that
10 be a good idea?

11 UNIDENTIFIED VOICE: I think that would help, but
12 also to help refresh what our role is, you know, is ADOT
13 (Inaudible). I know I read it, you know, two years ago,
14 three years ago when I was on the board. But I think
15 maybe when you frame it, you frame it in your head to help
16 us refresh (Inaudible) --

17 CHAIRMAN CHRISTY: Let's -- let's --

18 UNIDENTIFIED VOICE: -- because they were strong
19 statements. But as I'm listening to you, we're really
20 kind of an ancillary agency involved here to spend State
21 dollars when the FAA deems it's appropriate. And that's a
22 whole different position.

23 CHAIRMAN CHRISTY: And I -- I think we -- I think
24 that -- that the staff as well as this board should have
25 the opportunity to explore that and hear that in addition

1 to addressing some of these issues that have been raised.
2 And I would be for one in favor of agendizing that at a
3 future meeting.

4 MR. ROEHRICH: Mrs. Chairman, Mr. La Rue. We can
5 do that. But we're basically -- I'm going to tell you,
6 the relationship is very similar to the Federal Aid
7 Highway System. Federal Aviation controls and issues
8 funds. Federal Highway Administration controls those.

9 This board has a responsibility to prioritize the
10 projects sitting in the improvement (Inaudible) go on.
11 The operations and everything else related to the highways
12 and the airports, through the agency. So, again,
13 there's -- there's some separation there as part of what
14 the responsibilities are.

15 We can could delve further into that, as well as
16 the (Inaudible) master planning for -- for the airport as
17 an item.

18 CHAIRMAN CHRISTY: Well, let's --

19 MR. OMER: Mr. Chair, Mr. La Rue. Agendizing it
20 is the right thing. We had a whole conversation
21 (Inaudible) years ago on how the aviation program works.
22 It's a good chance to bring it back.

23 But, in general, when I bring you aviation
24 projects every month to the board, next month when we come
25 to the board (Inaudible), we have some look at that item,

1 it will specifically tell you FAA funding, State Funding,
2 and local match.

3 If there's FAA funding on that project, it's an
4 FAA prioritized project, and the State and the local
5 entity are required to pay the match in order to get the
6 federal money.

7 So the FAA is a little different than federal how
8 it actually sets the priorities for those funds. They're
9 submitted to FAA as a grant -- through a grant process.
10 They approve it. They set the priorities. And then the
11 state and the locals are required to pay the match.

12 The State can choose to not pay a portion of that
13 match. And if the local entity didn't pay -- pay the
14 entire portion of it, then the federal funding for that
15 project would be at risk.

16 CHAIRMAN CHRISTY: Does -- does the board have
17 the authority to tell the state, we don't want to approve
18 that funding that's required by the FAA?

19 MR. OMER: The board has the approval -- has the
20 authority as part of the state transportation board's
21 statutory requirements is to approve State funding.

22 CHAIRMAN CHRISTY: Okay.

23 MR. OMER: State aviation funding, it goes to,
24 hey, that's what we use it for is our State -- our -- our
25 match. There's other things we use it for, but that's the

1 example on this project.

2 And the well is a great example of an FAA
3 prioritized project up for construction.

4 CHAIRMAN CHRISTY: Well, let's -- let's save
5 that --

6 MR. OMER: -- (Inaudible) project.

7 CHAIRMAN CHRISTY: -- that -- all that for an
8 agendized board meeting. But --

9 MR. OMER: And Mr. Chairman.

10 CHAIRMAN CHRISTY: -- I think -- I think the
11 point that I was trying to make is that this board does
12 have, potentially, an impact on airport projects --

13 MR. OMER: That's --

14 CHAIRMAN CHRISTY: -- as far as funding.

15 MR. OMER: I think that's a (Inaudible).

16 CHAIRMAN CHRISTY: Okay.

17 UNIDENTIFIED VOICE: Mr. Chair, I do think it's
18 important to point out Scott is not providing legal advice
19 to you. He's providing administrative advice.

20 If you want legal advice, we have the
21 availability here to get an interpretation of what
22 statutory and federal regulations are required of the
23 authority that the board does have.

24 And when we have that discussion, I guess I'd ask
25 Michelle, we should bring you into that so you can look at

1 it from the legal side as we talk about from the
2 administrative side.

3 MICHELLE: I agree. And I think we are getting a
4 little bit off topic, and I think we should --

5 CHAIRMAN CHRISTY: Yeah.

6 MICHELLE: -- wrap this up.

7 CHAIRMAN CHRISTY: Yep. Well, all right.

8 UNIDENTIFIED VOICE: Chairman, I have one more
9 question.

10 CHAIRMAN CHRISTY: As long as it's on topic and
11 not --

12 UNIDENTIFIED VOICE: It is.

13 UNIDENTIFIED VOICE: The wrong timing.

14 UNIDENTIFIED VOICE: It's going to be on
15 (Inaudible) topic. (Inaudible).

16 BOARD MEMBER LA RUE: I was looking at all my
17 (Inaudible) questions that I made. We heard from a
18 (Inaudible) people talking about some roadway near
19 (Inaudible) camping, and I didn't write down which
20 roadway.

21 But I'm struggling with what is ADOT's
22 involvement in that? Because it doesn't look like a
23 highway. It looks like they just want a road improved
24 next -- within Mohave County (Inaudible).

25 UNIDENTIFIED VOICE: (Inaudible).

1 MR. ROEHRICH: Mr. Chairman, Mr. La Rue, that's
2 correct. She came in and asked for funding for
3 (Inaudible), for which is a local road. We -- we -- we
4 don't have any jurisdiction there, nor could we spend our
5 money on that. It's not in the State system.

6 BOARD MEMBER LA RUE: We communicated that back
7 to them and (Inaudible)?

8 MR. ROEHRICH: Correct. And that's one
9 (Inaudible) talked to her about. But, you know, they did
10 come here and it was open to the public and she made her
11 pitch for funding and the answer is no, no.

12 You know, unless the board would take an action
13 and say, I'm taking that route into the system.

14 UNIDENTIFIED VOICE: No.

15 BOARD MEMBER BEAVER: No.

16 UNIDENTIFIED VOICE: Then you're responsible for
17 it, the liability of the fund. The -- the -- the funding
18 of it after that.

19 CHAIRMAN CHRISTY: You personally.

20 UNIDENTIFIED VOICE: Well, it's in Ms. Beaver's
21 (Inaudible).

22 CHAIRMAN CHRISTY: That doesn't matter. You,
23 you, Mr. La Rue.

24 BOARD MEMBER BEAVER: Mr. Chairman.

25 UNIDENTIFIED VOICE: Go ahead, (Inaudible).

1 BOARD MEMBER BEAVER: Mr. Chairman, I -- I don't
 2 know where we're moving on this. But with regard to the
 3 five-year plan, which I think this is within the scope of
 4 what we've discussed, the tri-city area up in Yavapai
 5 County has provided a State Route 89 fact sheet with
 6 regard to the SR 89 is in 2017.

7 And I was just wondering if that could be
 8 incorporated into the minutes. I believe we all are --

9 MR. ROEHRICH: Mr. Chairman, Mrs. Beaver. That's
 10 incorporated into receiving public comments as part of the
 11 five-year program as part of the opening public hearing
 12 part. So it's in the record as a -- as a comment.

13 We have not as staff presented you an option to
 14 put it in the program because it's not -- we're not
 15 prepared to do that at this point.

16 BOARD MEMBER BEAVER: Okay.

17 MR. ROEHRICH: Unless you're saying you want --

18 BOARD MEMBER BEAVER: No. I wanted --

19 MR. ROEHRICH: -- to do something with the
 20 record.

21 BOARD MEMBER BEAVER: -- to just have this
 22 incorporated --

23 MR. ROEHRICH: Okay.

24 BOARD MEMBER BEAVER: -- in. They didn't speak
 25 under (Inaudible).

1 CHAIRMAN CHRISTY: You want to make it noted?

2 BOARD MEMBER BEAVER: Yes.

3 CHAIRMAN CHRISTY: Okay. With that -- Mr. La
 4 Rue.

5 BOARD MEMBER LA RUE: Mr. Chair, I think I would
 6 like not to put it in the plan, but hear how we're going
 7 to deal with this at some point over the next ten years.
 8 Because I've heard a lot of speakers on this (Inaudible).

9 MR. OMER: Mr. -- Mr. Chair, Mr. La Rue. It's in
 10 the program on (Inaudible).

11 BOARD MEMBER BEAVER: Yeah, 2017.

12 MR. OMER: It's physically in the program, isn't
 13 it (Inaudible)? So I believe that as far as the staff
 14 goes, we have -- this is a fact sheet. It's good
 15 information. But the projects are in the program.

16 CHAIRMAN CHRISTY: Any further questions?
 17 Hearing no further questions, the Chair would accept a
 18 motion to adjourn.

19 BOARD MEMBER SELLERS: So moved.

20 CHAIRMAN CHRISTY: There is a motion by
 21 Mr. Sellers.

22 BOARD MEMBER CUTHBERTSON: Second.

23 CHAIRMAN CHRISTY: And a second by
 24 Mr. Cuthbertson to adjourn.

25 Discussion?

1 Hearing none, all those in favor of adjournment

2 say aye.

3 ALL BOARD MEMBERS: Aye.

4 CHAIRMAN CHRISTY: We are adjourned.

5 (The recording stopped.)

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Adjournment

A motion to adjourn the Board Study Session was made by Jack Sellers and seconded by Bill Cuthbertson. In a voice vote, the motion carries.

Meeting adjourned 1:26 p.m. MST

Stephen W. Christy, Chairman
State Transportation Board

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

July 11, 2014

RES. NO. 2014-07-A-023
PROJECT: 086 PM 151 H6806 01R / 086-A(210)T
HIGHWAY: WHY - TUCSON HIGHWAY
SECTION: Robles Jct. - Bilbray Rd.
ROUTE NO.: State Route 86
ENG. DIST.: Tucson
COUNTY: Pima

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the amended establishment and improvement of State Route 86 within the above referenced project.

This portion was previously established as a state route by resolution of the Arizona State Highway Commission, dated May 15, 1943, entered on Page 64 of its Official Minutes; and was established as a state highway by the resolution dated June 21, 1943, shown on Page 75 of the Official Minutes. Thereafter, Arizona State Transportation Board Resolution 2012-05-A-021, dated May 18, 2012, established as a state route additional right of way for improvements. It was subsequently amended due to design change by Resolution 2013-07-A-029, dated July 12, 2013.

Due to further design change, once again the area to be acquired has been modified. It is now necessary to amend the previous resolution to show this modification and design change.

The amended right of way is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "Right of Way Plans of the WHY - TUCSON HIGHWAY, Robles Jct. - Bilbray Rd., Project 086 PM 151 H6806 01R / 086-A(210)T".

July 11, 2014

RES. NO. 2014-07-A-023
PROJECT: 086 PM 151 H6806 01R / 086-A(210)T
HIGHWAY: WHY - TUCSON HIGHWAY
SECTION: Robles Jct. - Bilbray Rd.
ROUTE NO.: State Route 86
ENG. DIST.: Tucson
COUNTY: Pima

In the interest of public safety, necessity, and convenience, I recommend the amendment of Resolution No. 2013-07-A-029, dated July 12, 2013, recorded July 16, 2013, in Document No. 2013-1970513, records of Pima County, Arizona, and that the modified area of right of way depicted in Appendix "A" be established and improved as a state route, and that prior to construction the new right of way shall be established as a state highway.

I further recommend the acquisition of the modified right of way, pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094, an estate in fee, or such other interest as required, to include advance, future and early acquisition, exchanges, donations or such other interest as is required, including material for construction, haul roads and various easements necessary for or incidental to the improvements as delineated on said maps and plans.

Pursuant to Arizona Revised Statutes Section 28-7046, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, AZ 85007-3213

July 11, 2014

RES. NO. 2014-07-A-023
PROJECT: 086 PM 151 H6806 01R / 086-A(210)T
HIGHWAY: WHY - TUCSON HIGHWAY
SECTION: Robles Jct. - Bilbray Rd.
ROUTE NO.: State Route 86
ENG. DIST.: Tucson
COUNTY: Pima

AMENDED RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on July 11, 2014, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the amendment of Resolution No. 2013-07-A-029, to show modification and design change.

The amended right of way is depicted in Appendix "A", and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "Right of Way Plans of the WHY - TUCSON HIGHWAY, Robles Jct. - Bilbray Rd., Project 086 PM 151 H6806 01R / 086-A(210)T".

WHEREAS the design change requires a modification of the area to be acquired; and

WHEREAS establishment as a state route, and acquisition of the new right of way as an estate in fee, or such other interest as required, is necessary for this improvement, with authorization pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094, to include advance, future and early acquisition, exchanges and donations, including material for construction, haul roads and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans; and

July 11, 2014

RES. NO. 2014-07-A-023
PROJECT: 086 PM 151 H6806 01R / 086-A(210)T
HIGHWAY: WHY - TUCSON HIGHWAY
SECTION: Robles Jct. - Bilbray Rd.
ROUTE NO.: State Route 86
ENG. DIST.: Tucson
COUNTY: Pima

WHEREAS public safety, necessity and convenience require the recommended amendment of Resolution No. 2013-07-A-029, dated July 12, 2013, recorded July 16, 2013, in Document No. 2013-1970513, to show said modification and design change; therefore, be it

RESOLVED that the recommendation of the Director is adopted and made a part of this resolution; be it further

RESOLVED that Resolution No. 2013-07-A-029 is hereby amended, and that the modified area of right of way is designated a state route, and that prior to construction the new right of way shall be established as a state highway; be it further

RESOLVED that the Director is hereby authorized to acquire by lawful means, pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094, an estate in fee, or such other interest as required, to include advance, future and early acquisition, exchanges and donations, including material for construction, haul roads and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans; be it further

RESOLVED that the Director secure an appraisal of the property to be acquired and that necessary parties be compensated. Upon failure to acquire the lands by other lawful means, the Director is authorized to initiate condemnation proceedings.

July 11, 2014

RES. NO. 2014-07-A-023
PROJECT: 086 PM 151 H6806 01R / 086-A(210)T
HIGHWAY: WHY - TUCSON HIGHWAY
SECTION: Robles Jct. - Bilbray Rd.
ROUTE NO.: State Route 86
ENG. DIST.: Tucson
COUNTY: Pima

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on July 11, 2014.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on July 11, 2014.

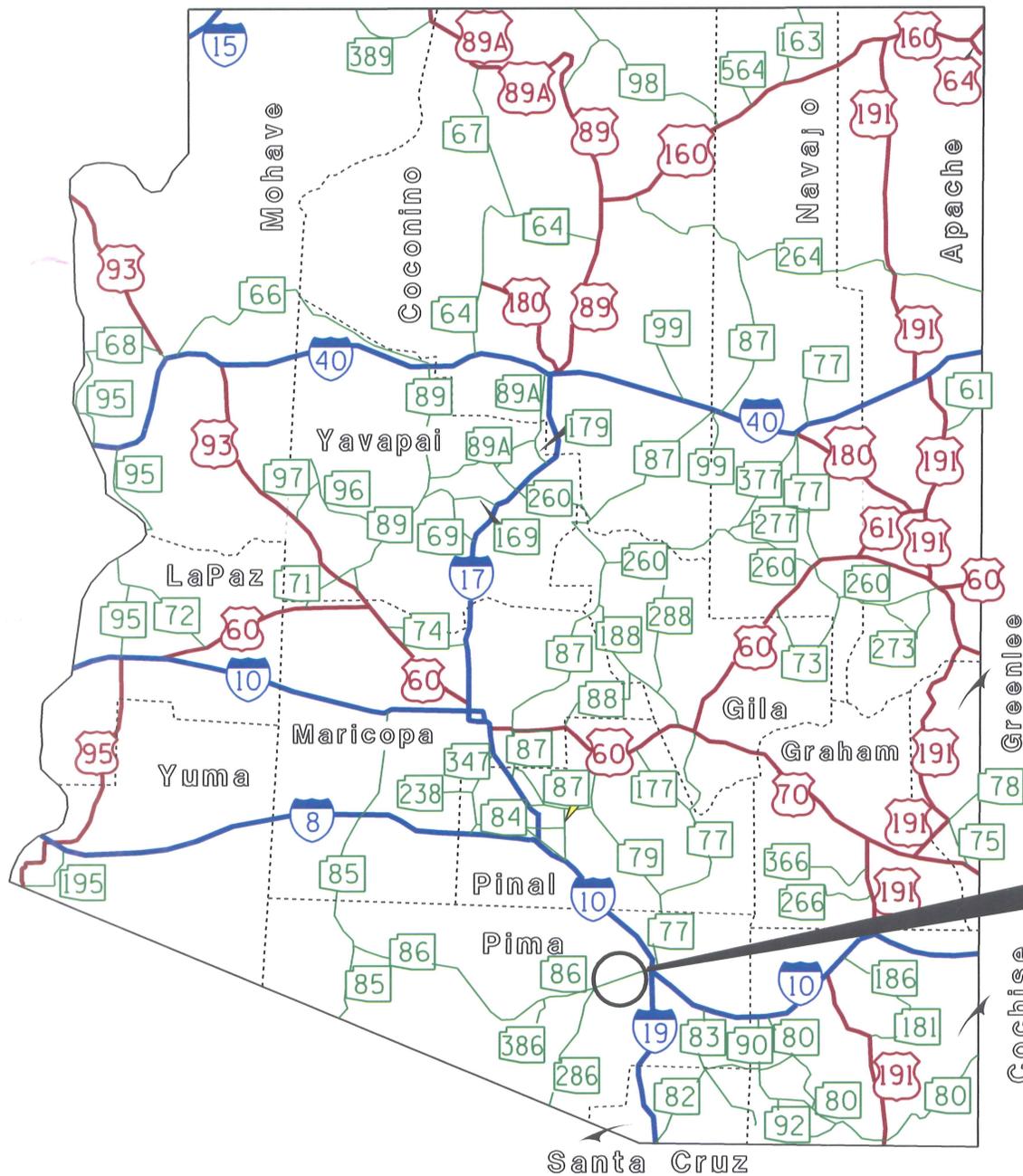
JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED

Ron J. Aschenbach

Assistant Attorney General
Attorney for Department
of Transportation

Date 6/25/14



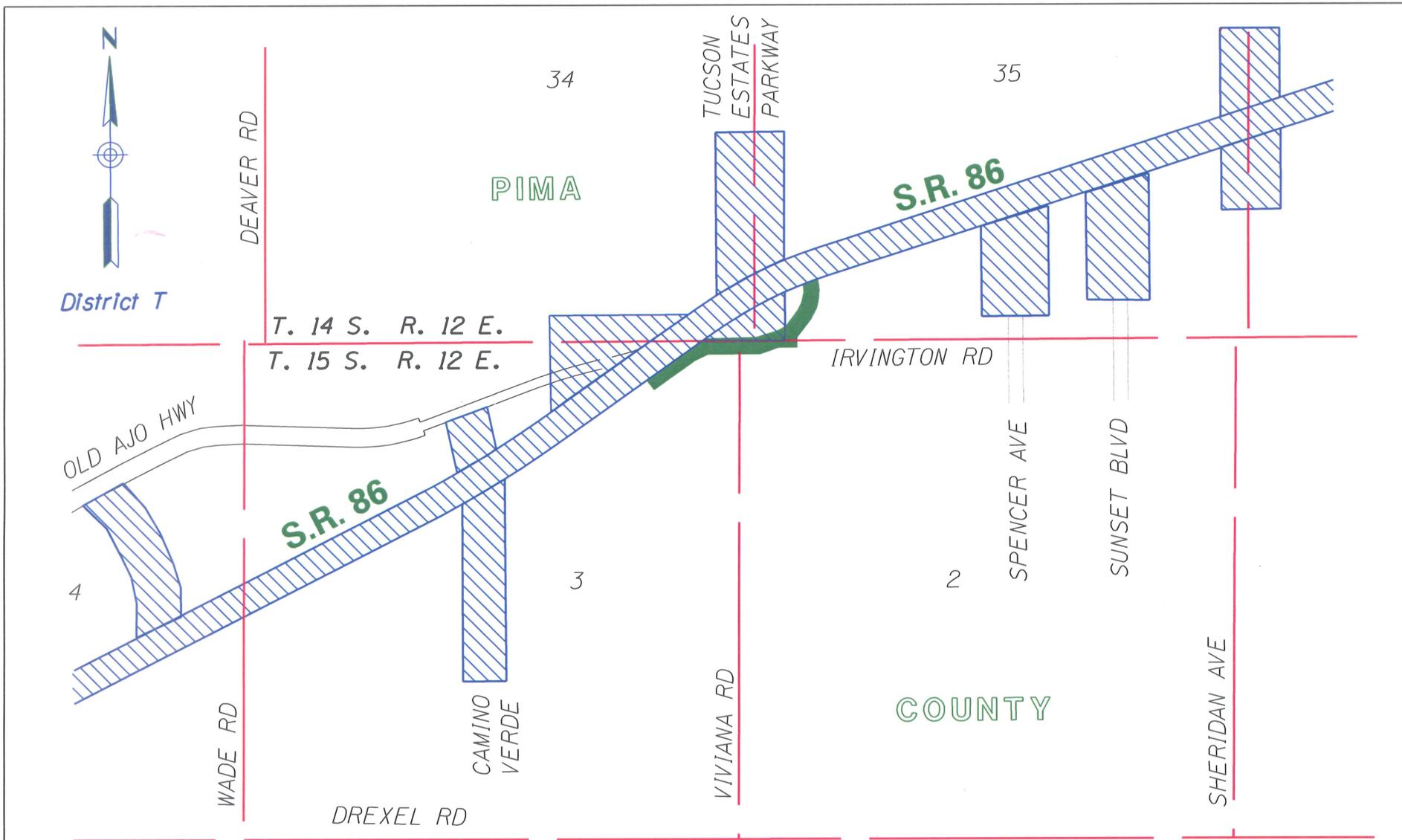
AREA OF ESTABLISHMENT
SEE SHEETS 2 - 3
FOR DETAILS

086 PM 151 H6806 OIR / 086-A(210)T
WHY - TUCSON HIGHWAY
Robles Jct. - Bilbray Rd.
Pima County

2014-07-A-023

APPENDIX "A"

DATE: JULY 11, 2014 SHEET 1 OF 3



AREA OF PREVIOUS ESTABLISHMENT 

AMENDED AREA OF ESTABLISHMENT 

086 PM 151 H6806 01R / 086-A(210)T
 WHY - TUCSON HIGHWAY
 Robles Jct. - Bilbray Rd.
 Pima County

2014-07-A-023

APPENDIX "A"

DATE: JULY 11, 2014 SHEET 3 OF 3

July 11, 2014

RES. NO. 2014-07-A-024
PROJECT: 089A YV 349 H4129 01R / S 366-722
HIGHWAY: PRESCOTT - FLAGSTAFF HIGHWAY
SECTION: Clarkdale - Cottonwood
ROUTE NO.: State Route 89A
ENG. DIST.: Prescott
COUNTY: Yavapai
DISPOSAL: D-P-045

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the abandonment of right of way acquired for improvements along State Route 89A within the above referenced project.

The right of way to be abandoned, previously a Yavapai County road known as the Bridgeport - Clarkdale Highway, was taken into the State Highway System by Arizona State Highway Commission Resolution 71-90, dated September 17, 1971. Serving as an alternate route between Clarkdale and Cottonwood known as the Cottonwood Bypass, it was established as a state highway, and designated as State Route 279. Thereafter, Arizona State Transportation Board Resolutions 77-01-A-02 and 77-01-A-03, dated January 07, 1977, abandoned the Clarkdale - Cottonwood Section of the "Old" U. S. Route 89A alignment, and renumbered and redesignated the newer State Route 279 highway as U. S. Route 89A. The segment of "Old" U. S. Route 89A was subsequently designated as an Arizona Historic Road by Resolution 93-01-A-02, dated January 15, 1993. Shortly thereafter, Resolution 93-02-A-08, dated March 19, 1993, eliminated the U. S. Route designation, and renumbered and redesignated both roads as State Route 89A. Additional right of way for improvements was established as a state route and state highway by Resolution 2001-07-A-051, dated July 13, 2001. More recently, further right of way acquisition allowed for the construction of roundabouts along this section, which was established as a state route and state highway through the effect of Resolution 2007-06-A-045, dated June 15, 2007.

July 11, 2014

RES. NO. 2014-07-A-024
PROJECT: 089A YV 349 H4129 01R / S 366-722
HIGHWAY: PRESCOTT - FLAGSTAFF HIGHWAY
SECTION: Clarkdale - Cottonwood
ROUTE NO.: State Route 89A
ENG. DIST.: Prescott
COUNTY: Yavapai
DISPOSAL: D-P-045

The right of way shown in Appendix "A" is no longer needed for state transportation purposes. The Town of Clarkdale has agreed to accept jurisdiction, ownership and maintenance of the portions of right of way lying within its town limits, in accordance with Intergovernmental Agreement No. 07-039, dated October 19, 2007, and Amendment thereto dated December 07, 2012, and in accordance with that certain 120-Day Advance Notice of Abandonment, dated February 06, 2014; and the City of Cottonwood has agreed to accept jurisdiction, ownership and maintenance of the portions of right of way lying within its city limits, in accordance with Intergovernmental Agreement No. 07-040, dated September 13, 2007, and Amendment thereto dated June 10, 2013, and in accordance with that certain 120-Day Advance Notice of Abandonment, dated February 06, 2014, pursuant to the provisions of Arizona Revised Statutes Sections 28-7207 and 28-7209. Accordingly, I recommend that the State's interest in the right of way be abandoned.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "Right of Way Plans of the PRESCOTT - FLAGSTAFF HIGHWAY, Clarkdale - Cottonwood, Project 089A YV 349 H4129 01R / S 366-722" between the engineering stations shown in Appendix "A" attached hereto.

I further recommend that the right of way depicted in Appendix "A" be removed from the State Highway System and abandoned to the Town of Clarkdale and the City of Cottonwood, as their interests may appear of record, as provided in Arizona Revised Statutes Sections 28-7207 and 28-7209;

July 11, 2014

RES. NO. 2014-07-A-024
PROJECT: 089A YV 349 H4129 01R / S 366-722
HIGHWAY: PRESCOTT - FLAGSTAFF HIGHWAY
SECTION: Clarkdale - Cottonwood
ROUTE NO.: State Route 89A
ENG. DIST.: Prescott
COUNTY: Yavapai
DISPOSAL: D-P-045

Pursuant to Arizona Revised Statutes Section 28-7046, I recommend that the Transportation Board adopt a resolution making this recommendation effective.

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, AZ 85007-3213

July 11, 2014

RES. NO. 2014-07-A-024
PROJECT: 089A YV 349 H4129 01R / S 366-722
HIGHWAY: PRESCOTT - FLAGSTAFF HIGHWAY
SECTION: Clarkdale - Cottonwood
ROUTE NO.: State Route 89A
ENG. DIST.: Prescott
COUNTY: Yavapai
DISPOSAL: D-P-045

RESOLUTION OF ABANDONMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on July 11, 2014, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the abandonment of portions of State Route 89A to the Town of Clarkdale and the City of Cottonwood, as their interests may appear of record within the above referenced project.

The right of way to be abandoned is delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "Right of Way Plans of the PRESCOTT - FLAGSTAFF HIGHWAY, Clarkdale - Cottonwood, Project 089A YV 349 H4129 01R / S 366-722" between the engineering stations shown in Appendix "A" attached hereto.

WHEREAS said right of way is no longer needed for state transportation purposes; and

WHEREAS the Town of Clarkdale has agreed to accept jurisdiction, ownership and maintenance of portions of the right of way in accordance with Intergovernmental Agreement No. 07-039, dated October 19, 2007, and Amendment thereto dated December 07, 2012, and in accordance with that certain 120-Day Advance Notice of Abandonment, dated February 06, 2014, issued pursuant to the provisions of Arizona Revised Statutes Section 28-7209; and

July 11, 2014

RES. NO. 2014-07-A-024
PROJECT: 089A YV 349 H4129 01R / S 366-722
HIGHWAY: PRESCOTT - FLAGSTAFF HIGHWAY
SECTION: Clarkdale - Cottonwood
ROUTE NO.: State Route 89A
ENG. DIST.: Prescott
COUNTY: Yavapai
DISPOSAL: D-P-045

WHEREAS the City of Cottonwood has agreed to accept jurisdiction, ownership and maintenance of portions of the right of way in accordance with Intergovernmental Agreement No. 07-040, dated September 13, 2007, and Amendment thereto dated June 10, 2013, and in accordance with that certain 120-Day Advance Notice of Abandonment, dated February 06, 2014, issued pursuant to the provisions of Arizona Revised Statutes Section 28-7209; and

WHEREAS this Board finds that public safety, necessity and convenience will be served by accepting the Director's report; therefore, be it

RESOLVED that the recommendation of the Director is adopted and made part of this resolution; be it further

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the Town of Clarkdale and the City of Cottonwood, as their interests may appear of record, in accordance with Intergovernmental Agreements No. 07-039 and No. 07-040, and Amendments thereto, and in accordance with those certain 120-Day Advance Notices of Abandonment, dated February 06, 2014, as provided in Arizona Revised Statutes Sections 28-7207 and 28-7209; be it further

RESOLVED that the Director furnish written notice to the Town of Clarkdale, and to the City of Cottonwood, evidencing the abandonment of the State's interest.

July 11, 2014

RES. NO. 2014-07-A-024
PROJECT: 089A YV 349 H4129 01R / S 366-722
HIGHWAY: PRESCOTT - FLAGSTAFF HIGHWAY
SECTION: Clarkdale - Cottonwood
ROUTE NO.: State Route 89A
ENG. DIST.: Prescott
COUNTY: Yavapai
DISPOSAL: D-P-045

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on July 11, 2014.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on July 11, 2014.

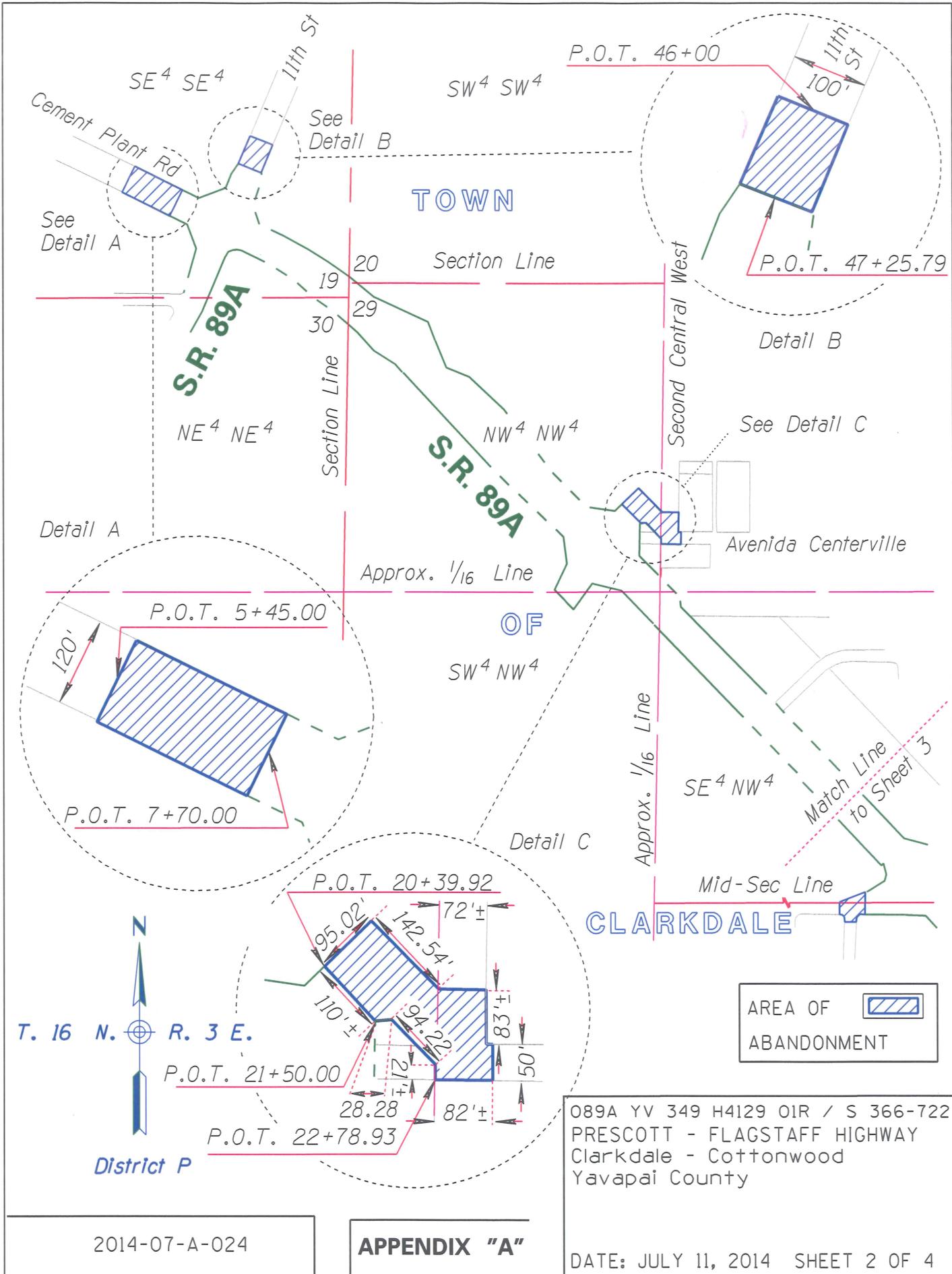
JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED

Ron. Nechenboch

Assistant Attorney General
Attorney for Department
of Transportation

Date 6/25/14



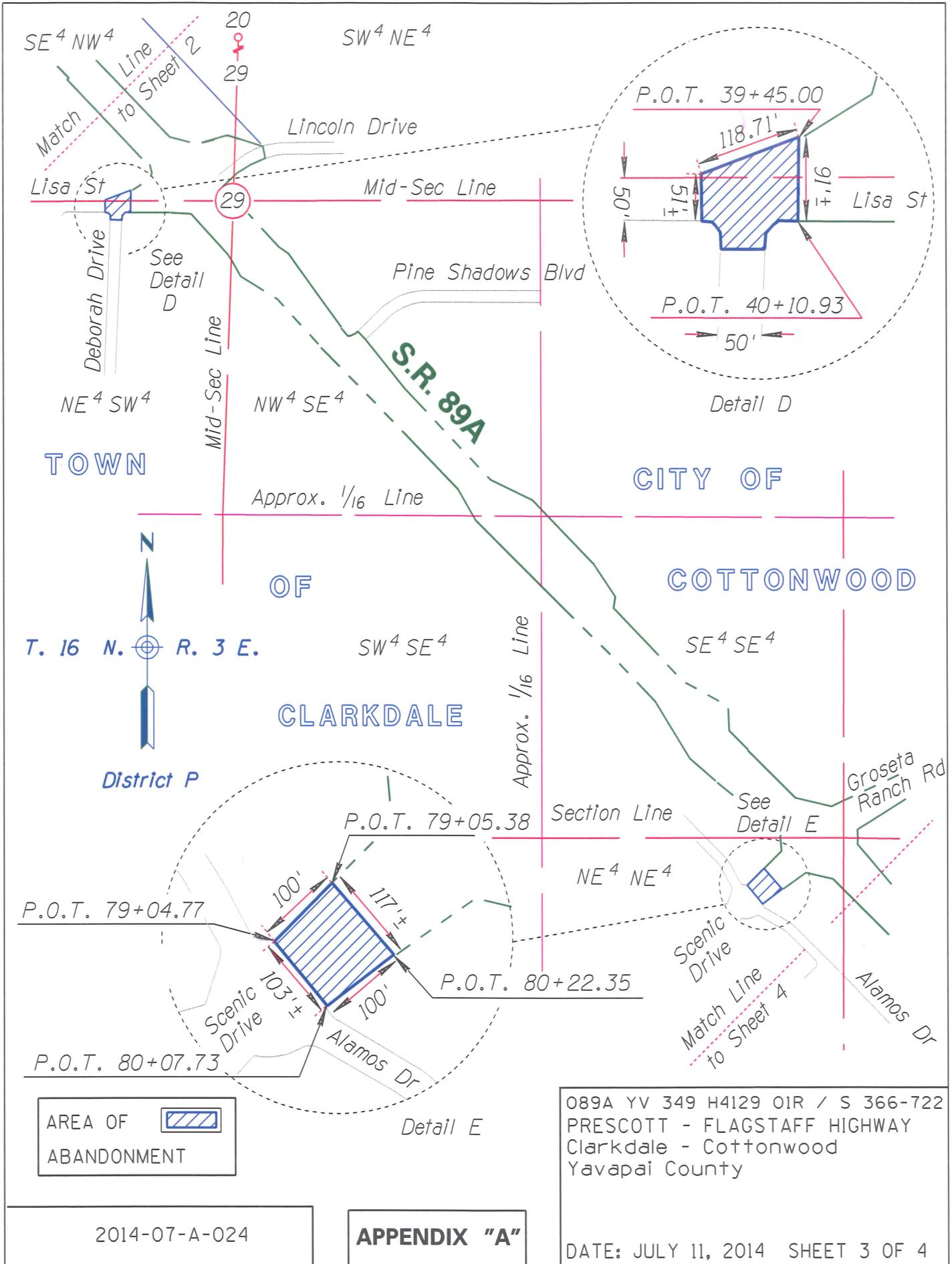
AREA OF  ABANDONMENT

089A YV 349 H4129 01R / S 366-722
 PRESCOTT - FLAGSTAFF HIGHWAY
 Clarkdale - Cottonwood
 Yavapai County

2014-07-A-024

APPENDIX "A"

DATE: JULY 11, 2014 SHEET 2 OF 4



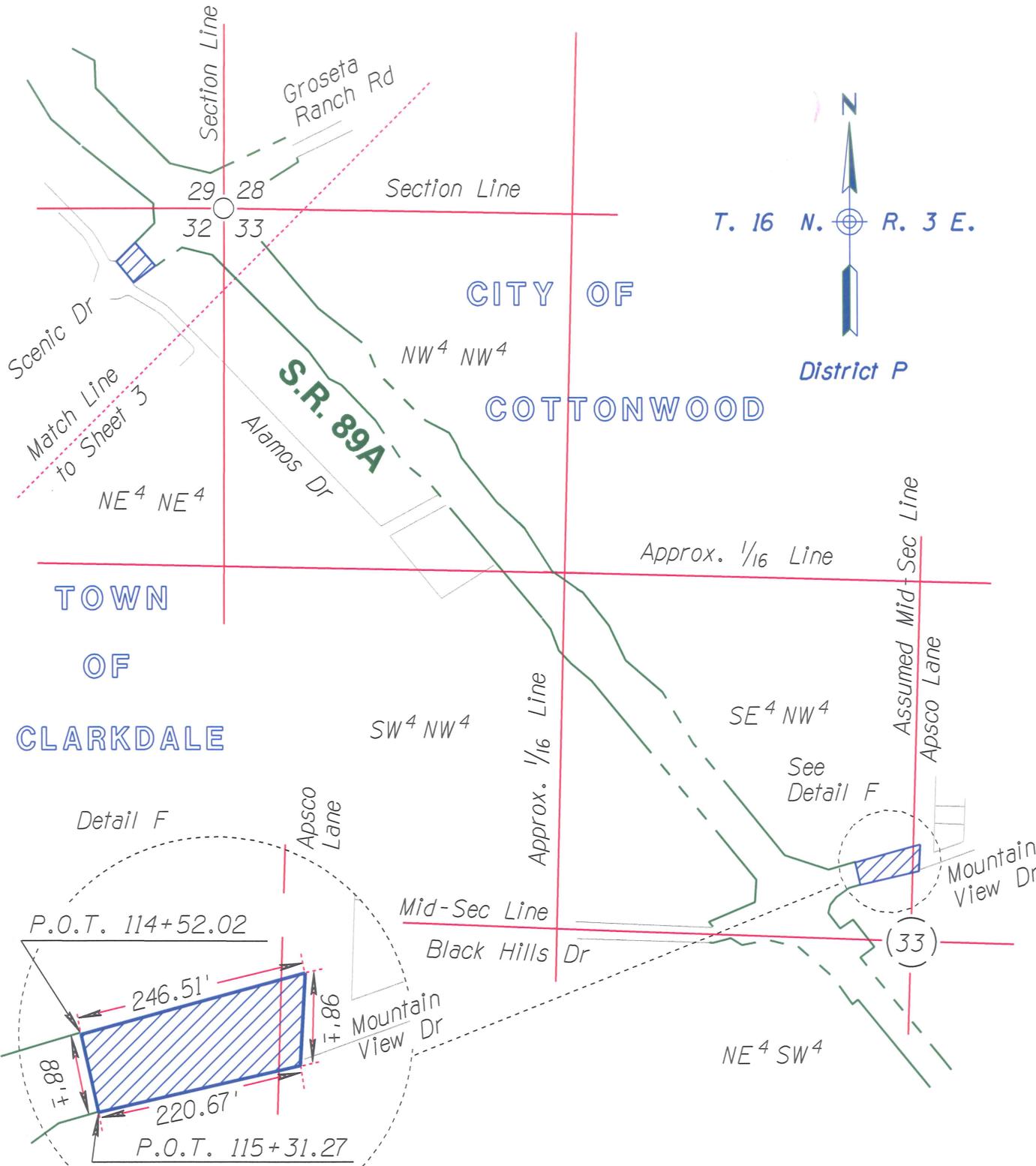
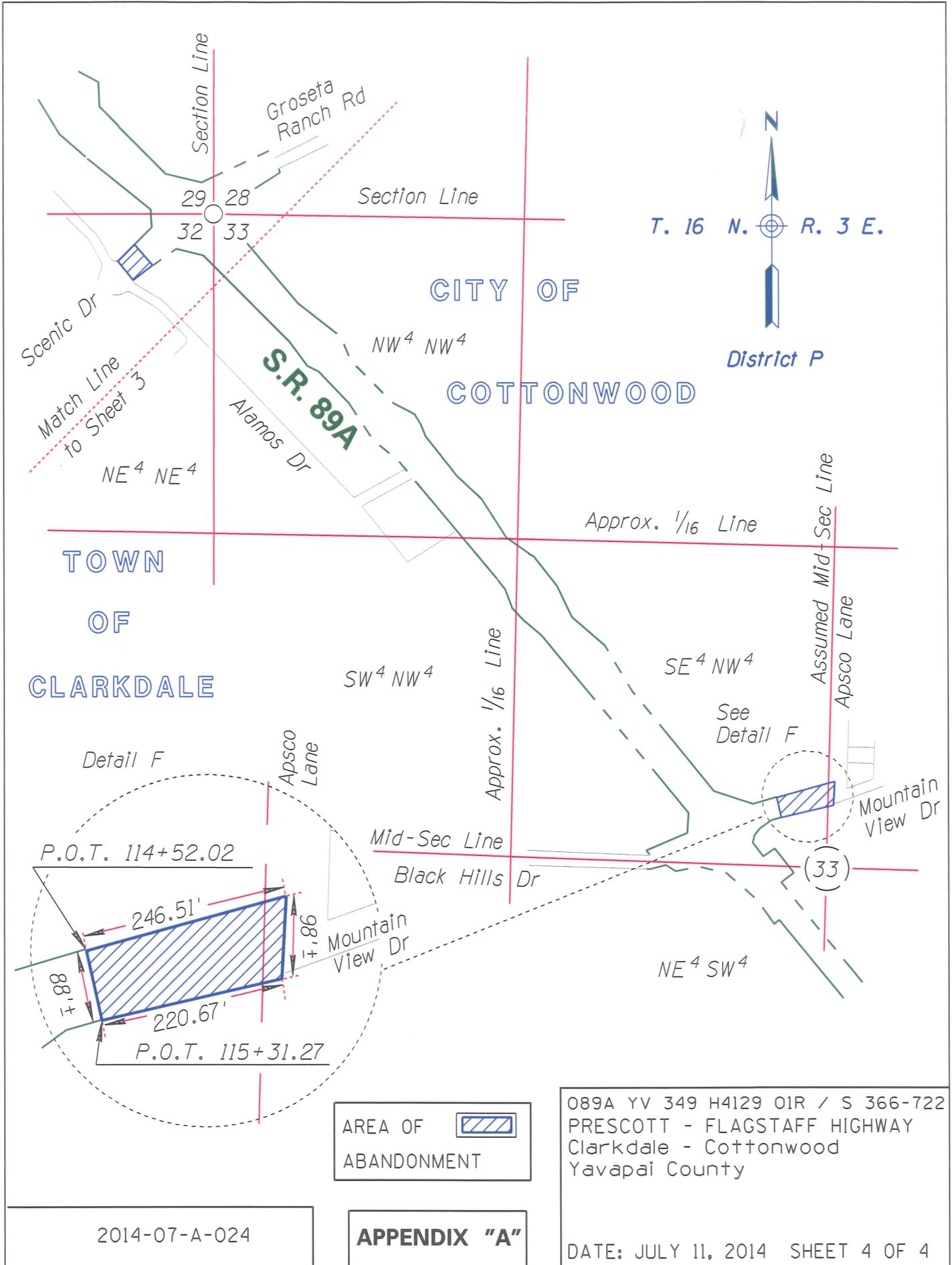
AREA OF  ABANDONMENT

089A YV 349 H4129 01R / S 366-722
 PRESCOTT - FLAGSTAFF HIGHWAY
 Clarkdale - Cottonwood
 Yavapai County

2014-07-A-024

APPENDIX "A"

DATE: JULY 11, 2014 SHEET 3 OF 4



AREA OF  ABANDONMENT

089A YV 349 H4129 01R / S 366-722
 PRESCOTT - FLAGSTAFF HIGHWAY
 Clarkdale - Cottonwood
 Yavapai County

2014-07-A-024

APPENDIX "A"

DATE: JULY 11, 2014 SHEET 4 OF 4

July 11, 2014

RES. NO. 2014-07-A-025
PROJECT: 260 YV 218 H8625 / 260-A(207)T
HIGHWAY: COTTONWOOD - CAMP VERDE - MOGOLLON RIM HIGHWAY
SECTION: Industrial Drive Roundabout
ROUTE NO.: State Route 260
ENG. DIST.: Prescott
COUNTY: Yavapai

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment and improvement of State Route 260 within the above referenced project.

The existing alignment, previously a regional highway known as the General Crook Trail, was established a state route and state highway, and designated as State Route 260, by Arizona State Transportation Board Resolution 89-08-A-68, dated August 18, 1989; and was thereafter included in the expanded State Route Plan for State Route 260, adopted, approved and established as a state route by Resolution 99-01-A-005, dated January 15, 1999; and by Resolution 2000-12-A-096, dated December 15, 2000, authorizing advance acquisition. It was subsequently established as an access controlled state highway by Resolution 2002-03-A-009, dated March 15, 2002. Additional right of way for further improvement was established as an access controlled state route and state highway by Resolution 2002-09-A-048, dated September 20, 2002.

New right of way is now needed for the construction of a roundabout along State Route 260 at Industrial Drive, necessary to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way for this improvement project.

July 11, 2014

RES. NO. 2014-07-A-025
PROJECT: 260 YV 218 H8625 / 260-A(207)T
HIGHWAY: COTTONWOOD - CAMP VERDE - MOGOLLON RIM HIGHWAY
SECTION: Industrial Drive Roundabout
ROUTE NO.: State Route 260
ENG. DIST.: Prescott
COUNTY: Yavapai

The new right of way to be established and acquired for the improvements is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "30% Design Plans, dated February 28, 2014, COTTONWOOD - CAMP VERDE - MOGOLLON RIM HIGHWAY".

In the interest of public safety, necessity and convenience, I recommend that the new right of way depicted in Appendix "A" be established and improved as a state route, and that prior to construction the new right of way shall be established as a state highway.

I further recommend the acquisition of the new right of way, pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094, an estate in fee, or such other interest as required, to include advance, future and early acquisition, exchanges, donations or such other interest as is required, including material for construction, haul roads and various easements necessary for or incidental to the improvements as delineated on said maps and plans.

July 11, 2014

RES. NO. 2014-07-A-025
PROJECT: 260 YV 218 H8625 / 260-A(207)T
HIGHWAY: COTTONWOOD - CAMP VERDE - MOGOLLON RIM HIGHWAY
SECTION: Industrial Drive Roundabout
ROUTE NO.: State Route 260
ENG. DIST.: Prescott
COUNTY: Yavapai

Pursuant to Arizona Revised Statutes Section 28-7046, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, AZ 85007-3213

July 11, 2014

RES. NO. 2014-07-A-025
PROJECT: 260 YV 218 H8625 / 260-A(207)T
HIGHWAY: COTTONWOOD - CAMP VERDE - MOGOLLON RIM HIGHWAY
SECTION: Industrial Drive Roundabout
ROUTE NO.: State Route 260
ENG. DIST.: Prescott
COUNTY: Yavapai

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on July 11, 2014, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment and acquisition of new right of way for the improvement of State Route 260, as set forth in the above referenced project.

The new right of way to be established and acquired for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "30% Design Plans, dated February 28, 2014, COTTONWOOD - CAMP VERDE - MOGOLLON RIM HIGHWAY".

WHEREAS establishment as a state route, and acquisition of the new right of way as an estate in fee, or such other interest as required, is necessary for this improvement, with authorization pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094, to include advance, future and early acquisition, exchanges and donations, including material for construction, haul roads and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended establishment and acquisition of the new right of way needed for this improvement; therefore, be it

RESOLVED that the recommendation of the Director is adopted and made part of this resolution; be it further

July 11, 2014

RES. NO. 2014-07-A-025
PROJECT: 260 YV 218 H8625 / 260-A(207)T
HIGHWAY: COTTONWOOD - CAMP VERDE - MOGOLLON RIM HIGHWAY
SECTION: Industrial Drive Roundabout
ROUTE NO.: State Route 260
ENG. DIST.: Prescott
COUNTY: Yavapai

RESOLVED that the right of way as depicted in Appendix "A" is hereby designated a state route, and that prior to construction the new right of way shall be established as a state highway; be it further

RESOLVED that the Director is hereby authorized to acquire by lawful means, pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094, an estate in fee, or such other interest as required, to include advance, future and early acquisition, exchanges and donations, including material for construction, haul roads and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans; be it further

RESOLVED that the Director secure an appraisal of the property to be acquired and that necessary parties be compensated. Upon failure to acquire said lands by other lawful means, the Director is authorized to initiate condemnation proceedings.

July 11, 2014

RES. NO. 2014-07-A-025
PROJECT: 260 YV 218 H8625 / 260-A(207)T
HIGHWAY: COTTONWOOD - CAMP VERDE - MOGOLLON RIM HIGHWAY
SECTION: Industrial Drive Roundabout
ROUTE NO.: State Route 260
ENG. DIST.: Prescott
COUNTY: Yavapai

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on July 11, 2014.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on July 11, 2014.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

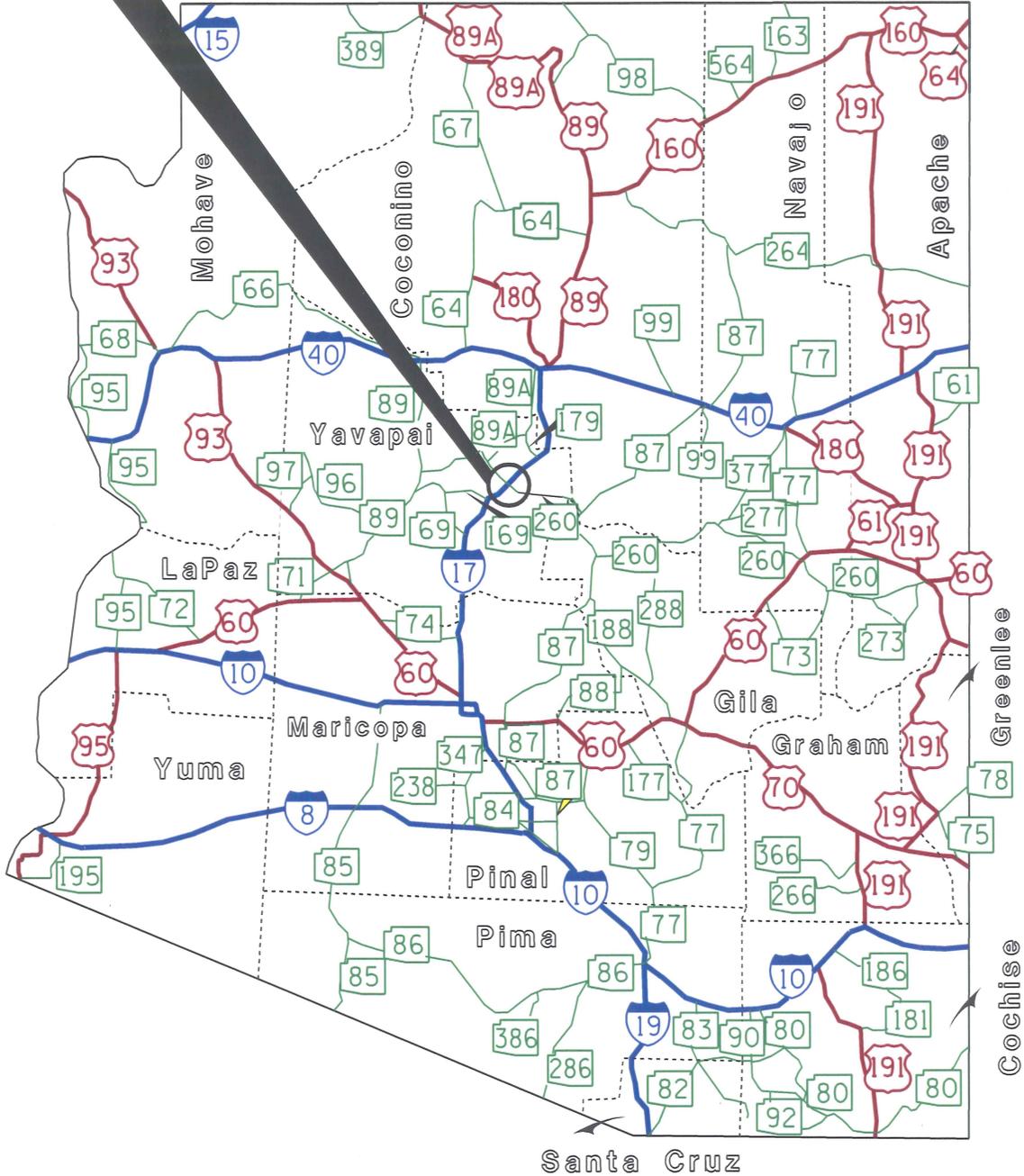
APPROVED

Ron Aschenbach

Assistant Attorney General
Attorney for Department
of Transportation

Date 6/25/14

AREA OF ESTABLISHMENT
SEE SHEET 2 OF 2
FOR DETAILS

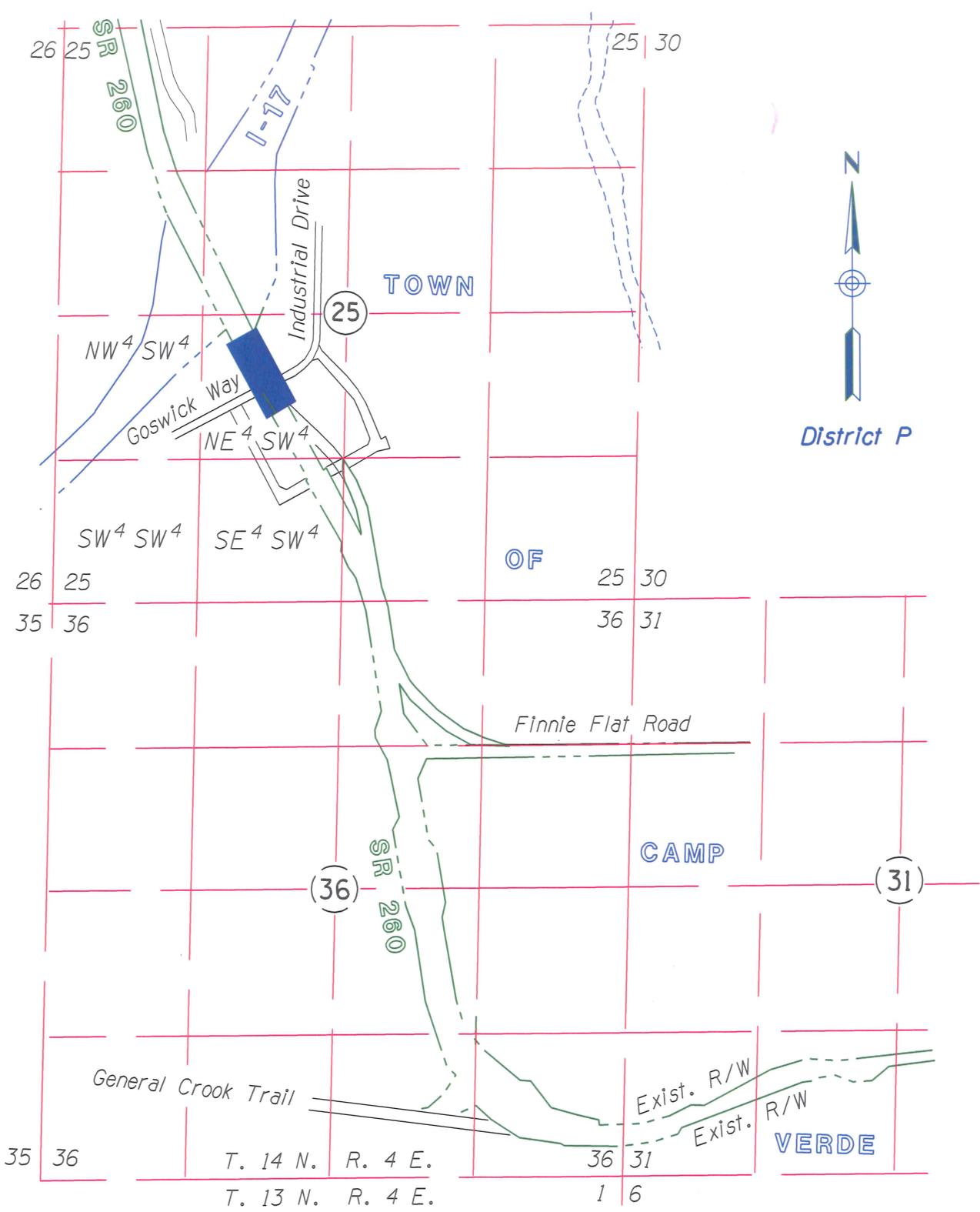


260 YV 218 H8625 / 260-A(207)T
COTTONWOOD - CAMP VERDE -
MOGOLLON RIM HIGHWAY
Industrial Drive Roundabout
Yavapai County

2014-07-A-025

APPENDIX "A"

DATE: JULY 11, 2014 SHEET 1 OF 2



AREA OF ESTABLISHMENT

260 YV 218 H8625 / 260-A(207)T
 COTTONWOOD - CAMP VERDE -
 MOGOLLON RIM HIGHWAY
 Industrial Drive Roundabout
 Yavapai County

2014-07-A-025

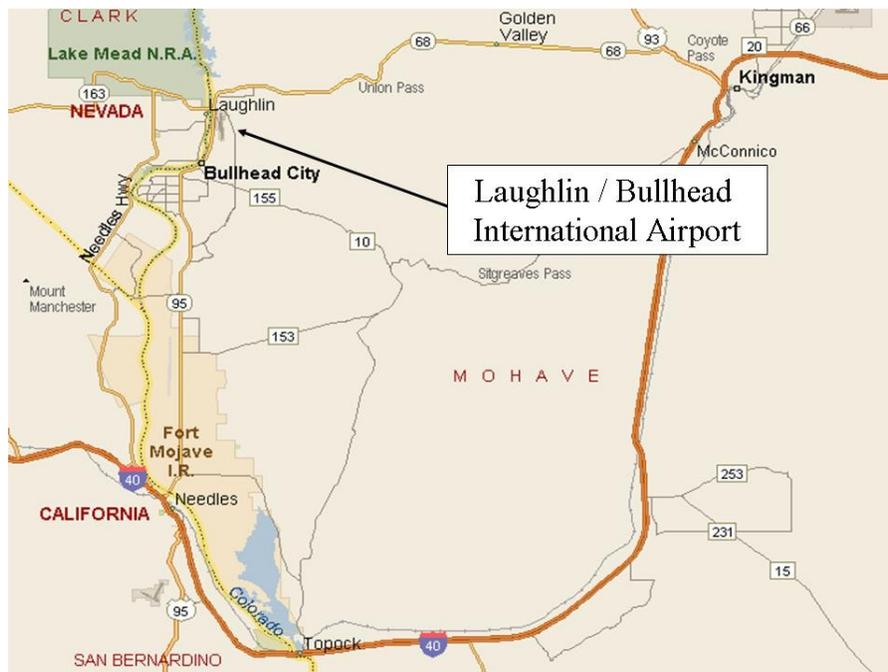
APPENDIX "A"

DATE: JULY 11, 2014 SHEET 2 OF 2

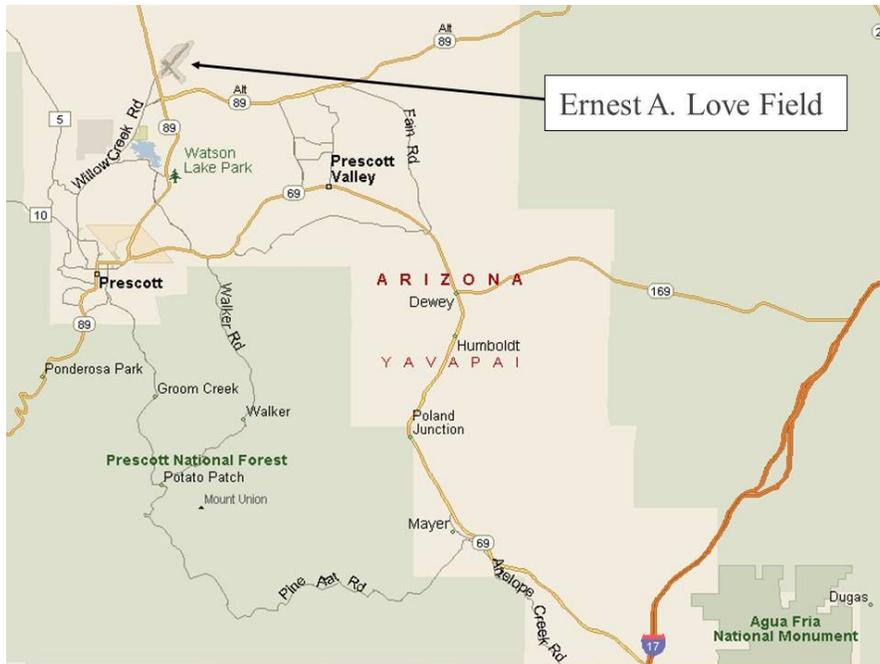
PRIORITY PLANNING ADVISORY COMMITTEE (PPAC)

Airport Projects – *Items 7a through 7b

*ITEM 7a.	AIRPORT NAME:	Laughlin / Bullhead International	Page 171
	SPONSOR:	Mohave County Airport Authority	
	AIRPORT CATEGORY:	Commercial Service	
	SCHEDULE:	FY 2015 – 2019	
	PROJECT #:	E5F1J	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Kenneth Potts	
	PROJECT DESCRIPTION:	Rehabilitate Taxiway, Install Taxiway Lighting.	
	REQUESTED ACTION:	Recommend STB approval.	
	FUNDING SOURCES:	FAA	\$3,205,032
		Sponsor	\$157,330
		State	\$157,331
		Total Program	\$3,519,693



*ITEM 7b.	<p>AIRPORT NAME: Ernest A. Love Field</p> <p>SPONSOR: City of Prescott</p> <p>AIRPORT CATEGORY: Commercial Service</p> <p>SCHEDULE: FY 2015 – 2019</p> <p>PROJECT #: E5S1I</p> <p>PROGRAM AMOUNT: Changed Project</p> <p>PROJECT MANAGER: Jennifer Grunest</p> <p>PROJECT DESCRIPTION: Design relocation of the existing airfield electrical vault including upgrading emergency generator, Taxiway E MITL, parallel to Runway 12/30 and replace segmented circle (Airfield Electrical Vault).</p> <p>REQUESTED ACTION: Recommend STB approval.</p>	<p>Page 172</p>								
	<p>FUNDING SOURCES:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">FAA</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>Sponsor</td> <td style="text-align: right;">\$30,000</td> </tr> <tr> <td>State</td> <td style="text-align: right;">\$270,000</td> </tr> <tr> <td style="text-align: right;">Total Program</td> <td style="text-align: right;">\$300,000</td> </tr> </table>	FAA	\$0	Sponsor	\$30,000	State	\$270,000	Total Program	\$300,000	
FAA	\$0									
Sponsor	\$30,000									
State	\$270,000									
Total Program	\$300,000									



**ARIZONA DEPARTMENT OF TRANSPORTATION
MPD - Aeronautics Group**

Project Committee Recommendations

AIRPORT: LAUGHLIN/BULLHEAD INTL
SPONSOR: MOHAVE COUNTY AIRPORT AUTHORITY
CATEGORY: Commercial Service
PROJECT NUMBER: 5F1J
AIP NUMBER: 3-04-0006-045-2014
DATE: June 12, 2014

New Project
 Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Rehabilitate Taxiway, Install Taxiway Lighting.	2015	\$157,331.00	\$157,330.00	\$3,205,032.00	\$3,519,693.00	160
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Justification For Recommendation:						
Sponsor requests state match to AIP 3-04-0006-0045-2014.						

Source of Funds:	2015 - Federal Programs (State Match)		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$4,500,000	\$5,674	\$4,494,326	\$4,336,995

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval

Date: June 12, 2014

Aeronautics Representative: _____

Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval

Date: June 25, 2014

State Transportation Board Action:

Approval Disapproval

Date: July 11, 2014

ARIZONA DEPARTMENT OF TRANSPORTATION MPD - Aeronautics Group

Project Committee Recommendations

AIRPORT: ERNEST A. LOVE FIELD
SPONSOR: CITY OF PRESCOTT
CATEGORY: Commercial Service
PROJECT NUMBER: 5S11
AIP NUMBER:
DATE: June 11, 2014

New Project
 Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Design MIRL, signage upgrades and distance remaining signs for Rwy 3R/21L and 3L/21R.	2015	\$112,500.00	\$12,500.00	\$0.00	\$125,000.00	230
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
<i>airfield</i> Design relocation of the existing airfield electrical vault including upgrading emergency generator, Twy E MITL, parallel to RWY 12/30 and replace segmented circle (Airfield Electrical Vault).	2015	\$270,000.00	\$30,000.00	\$0.00	\$300,000.00	230
Justification For Recommendation:						
Sponsor request due to recommendation by Federal Aviation Administration (FAA). Airport expects construction grant from FAA next year.						

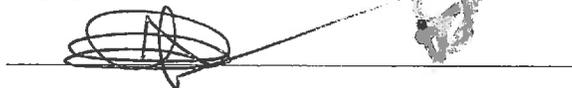
Source of Funds:	2015 - State/Local Program (State Match)		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$16,143,025	\$112,500	\$16,030,525	\$15,873,025

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval

Date: June 11, 2014

Aeronautics Representative: _____



Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval

Date: June 25, 2014

State Transportation Board Action:

Approval Disapproval

Date: July 11, 2014

STATE ENGINEER'S REPORT
June 2014

The Status of Projects Under Construction report for June 2014 shows 115 projects under construction valued at \$696,362,266.52. The transportation board awarded 17 projects during June valued at approximately \$116.3 million.

During June the Department finalized 17 projects valued at \$11,181,512.51. Projects where the final cost exceeded the contractors bid amount by more than 5% are detailed in your board package.

Year to date we have finalized 160 projects. The total cost of these 160 projects has exceeded the contractors bid amount by 9.2%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to 8.6%.

MONTHLY CONSTRUCTION REPORT

Jun-14

PROJECTS UNDER CONSTRUCTION	115
MONETARY VALUE OF CONTRACTS	\$696,362,266.52
PAYMENTS MADE TO DATE	\$481,748,939.28
INTERSTATE	23
PRIMARY	49
LOCAL GOVERNMENT	35
NON-FEDERAL AID	8
OTHER	0
CONTRACTS EXECUTED IN JUNE 2014	15
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$116,613,877.29

FIELD REPORTS SECTION

EXT. 7301

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2014
 June, 2014

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
010-C-(201)A H758501C	VAL VISTA ROAD TO EARLEY ROAD Tucson District						
	Working Days: 483 = 470 + 13 Days Used: 476						
		37,634,818.00	THE ASHTON COMPANY, INC. CONTRACTORS & ENGINEERS	Low Bid = (\$6,355,510.16) or 16.89% under State Estimate \$31,279,307.84	\$36,142,626.39	\$4,863,318.55	15.5 %
060-C-(205)T H786501C	SIPHON DRAW - FLORENCE JCT Globe District						
	Working Days: 156 = 85 + 10 + 10 + 1 + 5 + 45 Days Used: 148						
		7,575,965.00	MARKHAM CONTRACTING CO., INC.	Low Bid = (\$550,365.00) or 7.26% under State Estimate \$7,025,600.00	\$8,016,149.53	\$990,549.53	14.1 %
010-A-(204)A H751101C	BOUSE WASH REST AREA-GAS LINE Yuma District						
	Working Days: 219 = 120 + 42 + 17 + 5 + 21 + 14 Days Used: 219						
		7,949,953.25	MEADOW VALLEY CONTRACTORS, INC.	Low Bid = (\$1,215,727.25) or 15.29% under State Estimate \$6,734,226.00	\$8,676,332.39	\$1,942,106.39	28.8 %
IM-040-E(203)A H757301C	PETRIFIED FOREST NATIONAL PARK Holbrook District						
	Working Days: 105 = 100 + 4 + 1 Days Used: 105						
		8,171,205.00	FANN CONTRACTING, INC	Low Bid = \$45,977.05 or 0.56% over State Estimate \$8,217,182.05	\$8,721,956.70	\$504,774.65	6.1 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2014
 June, 2014

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
IM-040-D-(214)A H757501C	PERKINS VALLEY - HOLBROOK (EB Holbrook District						
	Working Days: 188 = 145 + 8 + 5 + 30 Days Used: 175						
			HATCH CONSTRUCTION & PAVING, INC.	Low Bid = \$360,637.00 or 4.79% over State Estimate \$7,892,102.00	\$8,505,300.56	\$613,198.56	7.8 %
STP-180-B(205)T H831801C	SR77 - CARR LAKE WASH Holbrook District						
	Working Days: 45 Days Used: 41						
			VSS INTERNATIONAL, INC.	Low Bid = (\$112,540.65) or 13.05% under State Estimate \$749,561.40	\$741,856.08	(\$7,705.32)	-1.0 %
010-F-(215)A H788001C	EAST BENSON TO JOHNSON ROAD (W Safford District						
	Working Days: 207 = 125 + 60 + 2 + 20 Days Used: 193						
			MEADOW VALLEY CONTRACTORS, INC.	Low Bid = (\$485,394.73) or 6.95% under State Estimate \$6,494,663.33	\$7,482,505.16	\$987,841.83	15.2 %
S89-A-(200)X H816001C	SS89A, FAIN ROAD WIDENING Prescott District						
	Working Days: 590 = 540 + 50 Days Used: 540						
			FANN CONTRACTING, INC	Low Bid = (\$2,310,578.85) or 12.44% under State Estimate \$16,267,842.35	\$17,053,593.75	\$785,751.40	4.8 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2014
 June, 2014

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
STP-074-A(202)T H786001C	JCT US-60 TO PICACHO WASH Prescott District						
	Working Days: 147 = 100 + 35 + 12 Days Used: 146						
		6,051,657.00	MEADOW VALLEY CONTRACTORS, INC.	Low Bid = (\$560,632.30) or 9.26% under State Estimate \$5,491,024.70	\$6,200,774.56	\$709,749.86	12.9 %
017-A-(223)A H821001C	SUNSET POINT RA, I-17, MP 251. Prescott District						
	Working Days: 263 = 220 + 18 + 5 + 5 + 15 Days Used: 247						
		1,542,559.50	FANN CONTRACTING, INC	Low Bid = \$987,992.50 or 64.05% over State Estimate \$2,530,552.00	\$2,486,786.23	(\$43,765.77)	-1.7 %
017-B-(209)T H785601C	CORDES JCT - FLAGSTAFF Flagstaff District						
	Working Days: 160 = 130 + 30 Days Used: 139						
		4,227,251.98	FANN CONTRACTING, INC	Low Bid = (\$349,925.65) or 8.28% under State Estimate \$3,877,326.33	\$4,024,890.13	\$147,563.80	3.8 %
069-A-(210)T HX24201C	SR 69, 281.05 TO 292.12 Prescott District						
	Working Days: 70 Days Used: 36						
		203,025.00	ROADWAY ELECTRIC, LLC	Low Bid = (\$34,412.50) or 16.95% under State Estimate \$168,612.50	\$163,191.03	(\$5,421.47)	-3.2 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2014
 June, 2014

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
YUM-0-(214)T SH58501C	CITY OF YUMA - VARIOUS LOCATIO Yuma District						
	Working Days: 153 = 45 + 108 Days Used: 102		ROADWAY ELECTRIC, LLC	Low Bid = (\$5,598.00) or 2.63% under State Estimate			
		212,709.00		\$207,111.00	\$191,905.26	(\$15,205.74)	-7.3 %
010-A-(207)A H808202C	I-10, MP 47 TO MP 48 Yuma District						
	Working Days: 95 = 70 + 25 Days Used: 92		D B A CONSTRUCTION INC.	Low Bid = (\$23,822.75) or 2.76% under State Estimate			
		862,983.00		\$839,160.25	\$847,806.52	\$8,646.27	1.0 %
DEW-0(200)T SH47401P	TOWN OF DEWEY-HUMBOLDT Prescott District						
	Working Days: 365 Days Used: 93		TRAFFICADE SIGNS AND SALES	Low Bid = or under State Estimate			
				\$43,866.93	\$37,726.57	(\$6,140.36)	-14.0 %
STP-SVS-0(211)T SS98901C	WILCOX DR, 7TH ST TO CALLE POR Safford District						
	Working Days: 221 = 120 + 20 + 21 + 60 Days Used: 200						
STP-SVS-0(212)T SZ02501C	SEVENTH STR, SR 90 BYPASS TO B Safford District						
	Working Days: 221 = 120 + 21 + 20 + 60 Days Used: 200		K E & G CONSTRUCTION, INC.	Low Bid = (\$80,532.41) or 4.33% under State Estimate			
		1,860,318.57		\$1,779,786.16	\$1,888,111.66	\$108,325.50	6.1 %

Completed Contracts (Fiscal Year 2014)

June, 2014

<u>Totals</u>	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
# of Projects: 17	16		\$99,597,924.84	\$111,181,512.51
		<u>Monetary</u>		<u>Monetary</u> \$11,583,587.67

Accumulation to Date (Fiscal Year 2014 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
147	\$906,809,374.70	\$838,161,980.71	\$915,659,437.56	\$77,497,456.85	9.2%

Prepared By:

Checked By:

Yvonne Navarro
Field Reports Unit, X6849


Lenyne Hickson, Manager
Field Reports Unit, X7301

FINAL COST VS BID ADJUSTED

FISCAL YEAR 2014

MONTH	CUMULATIVE FINAL COST	LESS ADJUSTMENTS FOR				CUMULATIVE ADJ	CUMULATIVE BID AMOUNT	ADJUSTED FINAL COST	ADJ CUM
		REVISIONS/ OMISSIONS #4 & #5	INCENTIVE/ BONUS #7	ADD'L WORK PD OTHERS #3					
Jul-13	\$ 57,714,612	\$ 497,357	\$ 351,009	\$ 2,145,470	\$ 2,993,836	\$ 46,643,383	\$ 54,720,776	17.3%	
Aug-13	\$ 261,630,406	\$ 1,774,984	\$ 988,440	\$ 105,709	\$ 2,869,133	\$ 241,359,496	\$ 258,761,273	7.2%	
Sep-13	\$ 363,898,805	\$ 1,320,624	\$ 1,645,679	\$ 16,716	\$ 2,983,019	\$ 333,247,768	\$ 360,915,786	8.3%	
Oct-13	\$ 410,361,387	\$ 162,887	\$ 150,324	\$ 4,555	\$ 317,766	\$ 380,655,781	\$ 410,043,621	7.7%	
Nov-13	\$ 436,835,979	\$ 698,091	\$ 566,402	\$ -	\$ 1,264,493	\$ 404,160,392	\$ 435,571,486	7.8%	
Dec-13	\$ 473,742,071	\$ 649,223	\$ 1,401,479	\$ -	\$ 2,050,702	\$ 437,868,230	\$ 471,691,369	7.7%	
Jan-14	\$ 575,639,351	\$ 1,449,981	\$ 293,069	\$ -	\$ 1,743,050	\$ 534,240,631	\$ 573,896,301	7.4%	
Feb-14	\$ 674,143,063	\$ 1,531,028	\$ 464,410	\$ 551,897	\$ 2,547,335	\$ 626,374,714	\$ 671,595,728	7.2%	
Mar-14	\$ 713,308,592	\$ 1,270,918	\$ 163,167	\$ 625,511	\$ 2,059,596	\$ 656,024,654	\$ 711,248,996	8.4%	
Apr-14	\$ 764,308,774	\$ 615,545	\$ 581,388	\$ -	\$ 1,196,933	\$ 702,308,774	\$ 763,111,841	8.7%	
May-14	\$ 804,477,925	\$ 584,644	\$ 592,654	\$ -	\$ 1,177,298	\$ 738,564,056	\$ 803,300,627	8.8%	
Jun-14	\$ 915,659,438	\$ 2,250,714	\$ 2,795,596	\$ -	\$ 5,046,310	\$ 838,161,981	\$ 910,613,128	8.6%	
		\$ 12,805,996	\$ 9,993,617	\$ 3,449,858	\$ 26,249,471				
G:\F_rpts\Board Report FY14									
e-mail to Jason Hafner									

CONTRACTS: (action as noted)

Federal-Aid (“A” “B” “T” “D”) projects do not need FHWA concurrence, but must comply with DBE regulations; other projects are subject to FHWA and/or local government concurrence and compliance with DBE regulations.

*ITEM 9a: BOARD DISTRICT NO.: 1 Page 209
 BIDS OPENED: May 23, 2014
 HIGHWAY: WICKENBURG-PHOENIX HWY US 60
 SECTION: MONARCH WASH BRIDGES STR #204 AND #759
 COUNTY: MARICOPA
 ROUTE NO.: US 60
 PROJECT : TRACS: NH-BR-060-B(209)T : 060 MA 115 H841801C
 FUNDING: 94% FEDS 6% STATE
 LOW BIDDER: CARSON CONSTRUCTION CO., INC. TECHNOLOGY CONSTRUCTION, INC.
 LOW BID AMOUNT: \$ 275,702.71 \$ 307,785.00
 STATE ESTIMATE: \$ 271,126.10 \$ 271,126.10
 \$ OVER ESTIMATE: \$ 4,576.61 \$ 36,658.90
 % OVER ESTMATE: 1.7% 13.5%
 PROJECT DBE GOAL: 8.97% 8.97%
 BIDDER DBE PLEDGE: GOOD FAITH EFFORT 9.83%
 NO. BIDDERS: 7 7
 RECOMMENDATION: REJECT AWARD

COMMENTS:

At bid opening, Carson Construction Company, Inc. (Carson) was read as apparent low bidder with a bid of \$276,742.71. Carson submitted its bid in the paper format but made a mathematical error calculating the total amount of its bid. In accordance with Section 103.02 of the Standard Specifications, unit prices govern for interpretation of proposals, with the extended amount for each item and the total bid computed accordingly. The corrected bid amount for Carson is \$275,702.71. Technology Construction, Inc. was apparent second low bidder with a bid of \$307,785.00.

During review of the Carson bid subsequent to bid opening, the Department noted the following irregularities:

In its bid proposal, Carson indicated it had not been able to meet the DBE goal established for the project but had made a Good Faith Effort to do so. All six other bidders claim to have met the DBE goal. Section 14.01 and 14.02 (pages 17-20 of 145) of the Special Provisions for this project state in part:

If the apparent low bidder has stated in its bid proposal that it has been unable to meet the DBE goal, that bidder must demonstrate, through detailed and comprehensive documentation, that good faith efforts have been made ... to meet the DBE goal prior to the bid. The bidder cannot change its bid proposal after submission.

The bidder will not be considered to have made good faith efforts if the bidder failed to contact the ADOT Civil Rights Office prior to the letting, ... to request assistance.

If the apparent low bidder fails to submit the required information by the stated time and in the manner herein specified, or if the submitted information reveals a failure to meet the requirements of the specifications, the apparent low bidder shall be ineligible to receive award of the contract and the bid will be rejected.

Carson did not contact ADOT for assistance in meeting the DBE goal before bid opening and so did not comply with this key requirement needed to show good faith effort. Further, Carson had five working days after bid opening in which to submit documentation of the good faith efforts it made prior to bid opening. Carson did not submit any documentation of good faith efforts. Carson instead submitted affidavits to show it had met the DBE goal, thus changing its position on this key requirement after bid opening. For failure to contact ADOT for assistance, for failure to submit any documentation of good faith efforts and for changing its position after bid opening, the Carson bid must be rejected.

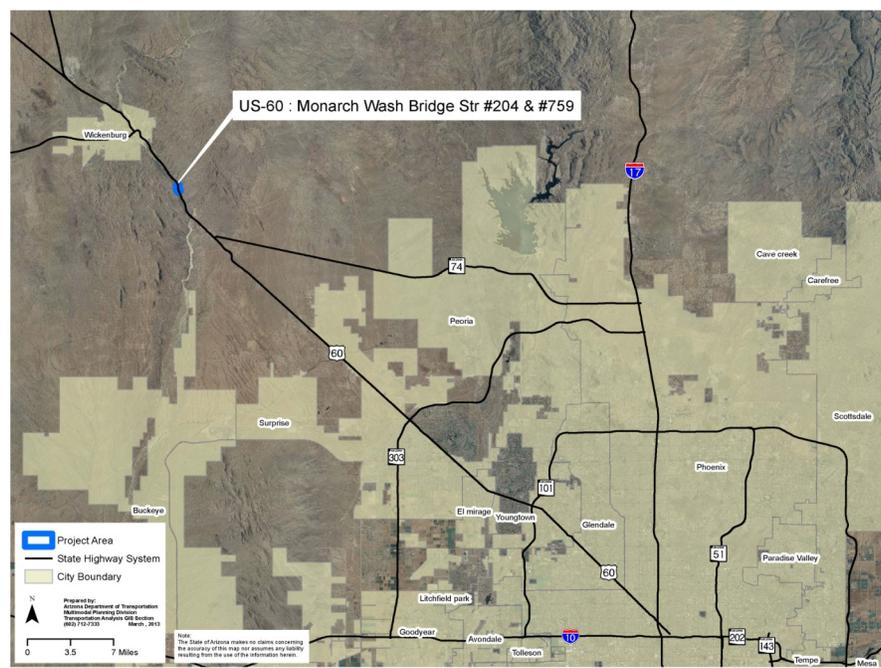
The bid documents provided to all bidders included a surety bid bond form for the project. With its bid, Carson submitted a bid bond in a differing format. Section 102.10(B)(1) of the Standard Specifications clearly states:

“Proposals will be considered irregular and will be rejected...if the bid bond...is on a form other than that furnished by the Department.”

The bid bond provided by Carson differs in a number of ways from the language on the ADOT bond form. For example, the form submitted by Carson omits a phrase which states that ADOT is “acting by and through its Transportation Board” , inserts text referencing ARS §34-201 that is inappropriate because ARS §34-201 is not applicable to bid bonds, and uses the word “specifications” rather than the word “contract” as used on the ADOT form. For failure to use the proper bid bond form, the Carson bid must be rejected.

The bid submitted by Carson includes a proposal page signed by Rupert Lemons. All other related proposal documents, including the bond form, certification with regard to previous contracts, certification with respect to addenda and the DBE assurances form were signed by Charles Sherwood. In its February 2014 Application for Prequalification, Carson included a “Corporation Evidence of Authority” form identifying persons “...authorized to execute, sign and submit proposals, contracts and contract bonds on behalf of the corporation.” Rupert Lemons is among the authorized signatures but Charles Sherwood is not. Because Charles Sherwood signed the bid bond and other proposal documents but is not among the persons identified by Carson as authorized to sign for the corporation, the Carson bid must be rejected.

For the reasons noted above, the bid of Carson Construction, Inc. must be rejected. The Department recommends award to Technology Construction, Inc.



*ITEM 9b : BOARD DISTRICT NO.: 6

Page 213

BIDS OPENED: June 06, 2014
 HIGHWAY: SAN LUIS-YUMA-QUARTZSITE HWY US 95
 SECTION: MAIN ST: SOMERTON AVE. TO BINGHAM AVE.
 COUNTY: YUMA
 ROUTE NO.: MAIN STREET (US 95)
 PROJECT : TRACS: TEA-SOM-0(200)T : 0000 YU SOM SL64401C
 FUNDING: 94% FEDS 6% LOCAL
 LOW BIDDER: K A Z CONSTRUCTION, INC.
 LOW BID AMOUNT: \$ 321,920.00
 STATE ESTIMATE: \$ 245,761.55
 \$ OVER ESTIMATE: \$ 76,158.45
 % OVER ESTMATE: 31.0%
 PROJECT DBE GOAL: 2.58%
 BIDDER DBE PLEDGE: 57.76%
 NO. BIDDERS: 1
 RECOMMENDATION: REJECT

COMMENTS:

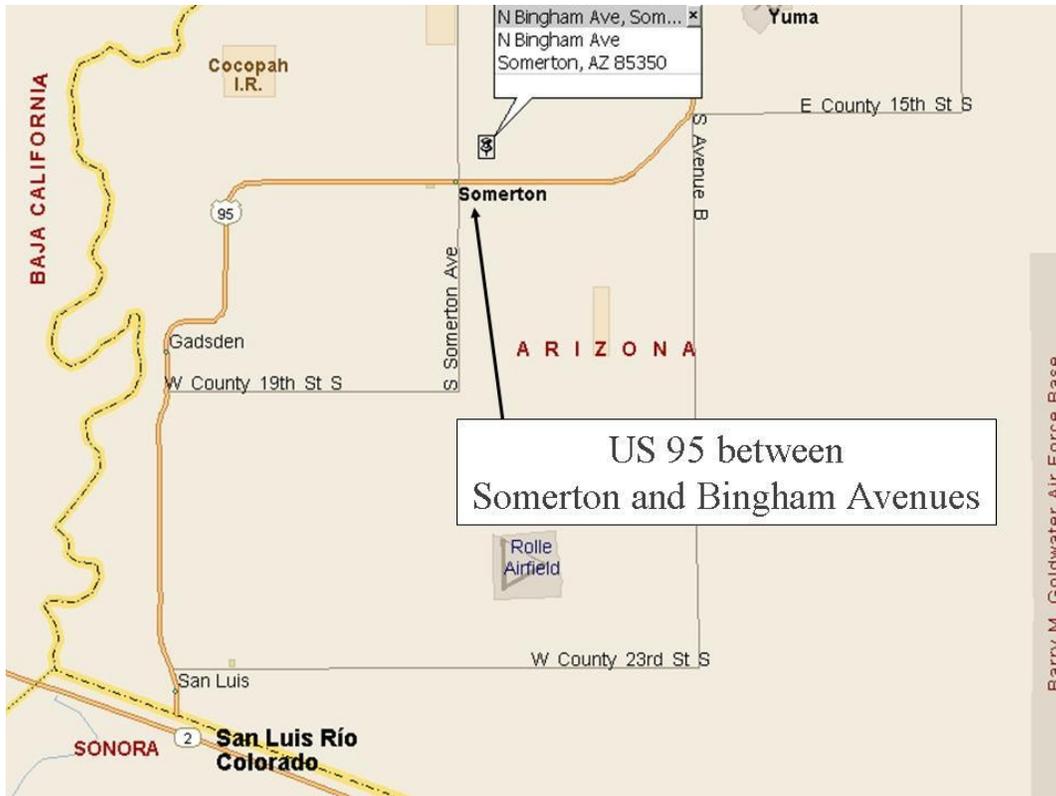
K.A.Z. Construction, Inc. (KAZ) submitted the only bid on this project. That bid is \$76,238.45 more (31% higher) than the Department estimate.

The amount of the KAZ bid, plus estimated construction administration and contingency costs, exceeds the amount of federal funds and City of Somerton funds that are programmed and available for this project. Because the amount of federal funds for this project is capped, the amount of the KAZ bid would make the City of Somerton responsible for about \$50,000 in additional costs above and beyond the 6% local match (about \$20,000) they had previously agreed to contribute to the project. Because the bid amount exceeds the project budget, the City has asked the Department to re-evaluate the scope of work and re-bid this project at a future date. Further, a bid opening with only one bidder raises concerns as to whether it represents the best interests of the public or whether a lower price might result from a more competitive bidding environment.

Arizona Statutes give the Board discretion concerning award of a project. ARS §28-6932(I) states in part *“If a bid that is satisfactory to the board is received, it shall let a contract to the lowest responsible bidder...”* The Department recommends that the Board find the bid from Pavement Marking, Inc. not satisfactory because it exceeds the amount of funds available for the project. Further, subsection 103.01 of the Standard Specifications states in part *“The right is reserved to reject any or all proposals, to waive technicalities or to advertise for new proposals if, in the judgment of the Department, the best interests of the Department will be promoted thereby.”*

It does not serve the best interests of the Department, the City or the contractor to award a contract in which there are insufficient funds to complete the work and in which the only bid received substantially exceeds the Department estimate.

The Department recommends that the Board reject the KAZ bid so that the Department and City of Somerton can reconsider the scope and budget for this project and determine an appropriate course of action.



ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

220 Calendar Days

The proposed pavement rehabilitation project is located in Maricopa County within the City of Buckeye on Interstate 10 approximately half mile west of SR 85 Interchange. The project begins at MP 112.33 and extends east to MP 120 for an approximate length of 7.67 miles on I-10 EB. The work consists of variable depth milling from ½ Inch to 4 ½ inches and replacing existing pavement with AC and AR-ACFC, and placement of shoulder buildup with milled AC on both sides of the pavement. The work also includes replacement of existing bridge railing with concrete barrier on I-10 EB and I-10 WB bridges at the Miller Road, Watson Road, and SR 85 Traffic Interchanges. In addition, the work includes replacement of existing guardrail, pavement markings and other related work.

The proposed sign rehabilitation project is located in Maricopa County within the City of Buckeye on Interstate 10 approximately half mile west of SR 85 Interchange. The project begins at MP 112.00 and extends east to MP 120 for an approximate length of 8 miles. The work consists of removing existing signing materials, furnishing and installing new sign posts, foundations, and sign panels, and related work, on mainline and cross roads.

Bid Opening Date : 06/20/2014, Prequalification Required, Engineer Specialist : Shah Rimpal

Project No.	Highway Termini	Location	Item
010 MA 112 H775001C 010-A-(201)T	EHRENBERG -PHOENIX HIGHWAY	SR 85 - VERRADO WAY Phoenix District	12214
010 MA 112 H832701C 010-A-(216)T	EHRENBERG - PHOENIX HIGHWAY	SR 85-VERRADO WAY Phoenix District	12113

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$4,501,231.00	DEPARTMENT	
1	\$4,550,000.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. DRIVERS WAY TEMPE, AZ 85284
2	\$4,573,781.08	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281

Rank	Bid Amount	Contractor Name	Address of Contractor
3	\$5,292,048.43	COMBS CONSTRUCTION COMPANY, INC.	2801 S. 49TH AVENUE PHOENIX, AZ 85043

Apparent Low Bidder is 1.1% Over Department Estimate (Difference = \$48,769.00)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 20, 2014 AT 11:00 A.M. (M.S.T.)

TRACS NO 010 MA 112 H832701C
 PROJ NO IM-010-A(216)T
 TERMINI EHRENBURG – PHOENIX HIGHWAY (I-10)
 LOCATION SR 85 – VERRADO WAY (EB)

TRACS NO 010 MA 112 H775001C
 PROJ NO IM-010-A(201)T
 TERMINI EHRENBURG-PHOENIX HIGHWAY (I-10)
 LOCATION SR 85 – VERRADO WAY

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-10	112.3	PHOENIX	12113
I-10	112.0	PHOENIX	12214

The amount programmed for this contract is \$6,510,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed pavement rehabilitation project is located in Maricopa County within the City of Buckeye on Interstate 10 approximately half mile west of SR 85 Interchange. The project begins at MP 112.33 and extends east to MP 120 for an approximate length of 7.67 miles on I-10 EB. The work consists of variable depth milling from ½ Inch to 4 ½ inches and replacing existing pavement with AC and AR-ACFC, and placement of shoulder buildup with milled AC on both sides of the pavement. The work also includes replacement of existing bridge railing with concrete barrier on I-10 EB and I-10 WB bridges at the Miller Road, Watson Road, and SR 85 Traffic Interchanges. In addition, the work includes replacement of existing guardrail, pavement markings and other related work.

The proposed sign rehabilitation project is located in Maricopa County within the City of Buckeye on Interstate 10 approximately half mile west of SR 85 Interchange. The project begins at MP 112.00 and extends east to MP 120 for an approximate length of 8 miles. The work consists of removing existing signing materials, furnishing and installing new sign posts, foundations, and sign panels, and related work, on mainline and cross roads.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Removal of Embankment Curb	L.Ft.	580
Remove and Salvage (Bridge Rail)	L.Ft.	2,624
Remove Bituminous Pavement Milling (1/2" to 4 1/2")	Sq.Yd.	157,700
Shoulder Build Up (Milled AC)	L.Ft.	92,575
Asphalt Binder (PG 76-16)	Ton	1,287
Asphaltic Concrete Friction Course (Asphalt Rubber)	Ton	4,521
Asphalt Rubber Material (AR-ACFC)	Ton	430
Asphaltic Concrete (3/4") (End Product)	Ton	25,725
Polymer Modified Asphalt-Rubber Crack Sealant	Lbs	22,275
Temporary Concrete Barrier (Installation and Removal)	L.Ft	12,540
Temporary Impact Attenuator (Installation and Removal)	Each	12
Pavement Marking (Thermoplastic) (90 Mil Extruded)	L.Ft	179,337
Pavement Marking, Preformed, Patterned, White Stripe	L.Ft	34,148
Permanent Pavement Marking (White and Yellow)	L.Ft	119,108
Concrete Barrier	L.Ft	3,116
Thrie Beam Guard Rail Transition System	Each	21
Reconstruct Guard Rail	L.Ft	800
Seeding	Acre	13
Construction Survey and Layout	L.Sum	1

The time allowed for the completion of the work included in this project will be 280 calendar days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

The minimum goals for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.38.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$50, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Intermodal Transportation Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Rimpal Shah	(602) 712-8377
Construction Supervisor:	Sam Patton	(602) 712-3540

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

365 Calendar Days

The proposed project is located in Maricopa County on I-17 and SR 303L within the City of Phoenix. The project limits along I-17 begin at SR 101L (MP 215) and extend north to Anthem Way (MP 229) and the project limits along SR 303L begin at I-17 and extend west 2 miles to 51st Avenue. The proposed work includes installation of conduit and fiber optic cables for closed circuit television cameras, overhead sign structures with dynamic message signs, loop detectors, ramp meter installations, and other related items.

Bid Opening Date : 06/06/2014, Prequalification Required, Engineer Specialist : Mowery-Racz Thomas

Project No.	Highway Termini	Location	Item
017 MA 215 H844501C CM-017A(230)T	PHOENIX-CORDES JCT. HWY. (I-17) AND SR-303L	I-17,SR-101L TO ANTHEM WAY & S Phoenix District	45313

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$4,742,969.07	DEPARTMENT	
1	\$4,794,158.60	GANNETT FLEMING PROJECT DEVELOPMENT CORPORATION	4722 N. 24TH STREET, SUITE #250 PHOENIX,, AZ 85016-4852
2	\$5,583,757.75	ROADWAY ELECTRIC, LLC	2035 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021
3	\$5,629,642.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027
4	\$6,299,680.40	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202

Apparent Low Bidder is 1.1% Over Department Estimate (Difference = \$51,189.53)

ARIZONA DEPARTMENT OF TRANSPORTATION

SECOND BID CALL

ADVERTISEMENT FOR BIDS

BID OPENING: Friday, June 6, 2014 at 11:00 A.M. (M.S.T.)

TRACS No.: 017 MA 215 H844501C
Project No.: CM-017-A(230)T
Termini: Phoenix-Cordes Jct. Hwy. I-17 and SR-303L
Location: I-17, SR-101L to Anthem Way and SR-303L, I-17 to 51st AVE.

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-17 & SR-303L	215 to 229 & 137 to 139.1	Phoenix	45313

This project is being readvertised. Firms that already purchased contract documents are instructed to destroy them as the contract documents have been revised. All bidders and subcontractors, previous or new, must pay for the revised Second Bid Call contract documents.

The amount programmed for this contract is \$ 7,700,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Maricopa County on I-17 and SR 303L within the City of Phoenix. The project limits along I-17 begin at SR 101L (MP 215) and extend north to Anthem Way (MP 229) and the project limits along SR 303L begin at I-17 and extend west 2 miles to 51st Avenue. The proposed work includes installation of conduit and fiber optic cables for closed circuit television cameras, overhead sign structures with dynamic message signs, loop detectors, ramp meter installations, and other related items.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Removal of Loop Lead-In Cables	L.Ft.	21,750
Bridge Sign Structure (SD9.52, Type 4F)	Each	6
Sign Structure Foundation (SD9.20, Shoulder & Median)	Each	12
Variable Message Sign Assembly and Installation	Each	7
Install DMS Catwalk and Supports	Each	1
Flagging Services (DPS)	Hour	960
Thermoplastic Pavement Marking	L.Ft.	48
Pole (55 Foot CCTV)	Each	15
Elec. Conduit (Trench & Dir. Drill) (Var. Size & Config.)	L.Ft.	75,225
1" Cable Innerduct	L.Ft.	3,840
Pull Box (No. 7 and 9)	Each	111
Conductors (Various Gauges)	L.Ft.	11,675
Single Mode Fiber Optic Cable (12 & 144 Fiber)	L.Ft.	175,755
Fiber Optic Transceiver (Terminal Server)	Each	7
Gigabit Ethernet Switch	Each	52
Node 15 Equipment	L.Sum	1
Cabinet (Control Type 341A & 343, Load Cntr Type IV)	Each	46
Ramp Meter Assembly	Each	4
Transformer Cabinet Assembly (3 & 10 KVA)	Each	24
Loop Detector (6' X 6')	Each	60
CCTV Field Equipment	Each	15
Model 2070 Controller	Each	15
Model 204 Flasher Unit	Each	2
Model 200 Load Switch	Each	2
Decomposed Granite	L.SUM	1
Surveying and Layout	L.Sum	1
Provide On-the-Job Training	Hour	1,000

The time allowed for the completion of the work included in this project will be 365 calendar days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 7.73 percent.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$ 148, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. Geotechnical reports are available on CD at an additional fee of \$ 5 each. An additional fee of \$ 5 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Intermodal Transportation Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Tom Mowery-Racz	(602) 712-6741
Construction Supervisor:	Girgis Girgis	(602) 712-6813

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

017 MA 215 H844501C
CM-017-A(230)T
Advertisement Date: April29, 2014

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

150 Working Days

The proposed pavement rehabilitation work is located in Santa Cruz County on I-19 near Nogales. This project begins at milepost 0.3 and extends north to 6.08. The work consists of milling ½" of the asphalt-rubber friction course, paving ½" of asphalt rubber friction course, repairing bridge barrier, pavement markings and other related work.

Bid Opening Date : 06/26/2014, Prequalification Required, Engineer Specialist : Howard Sara

Project No.	Highway Termini	Location	Item
019 SC H839501C 019-A-(216)T	NOGALES - TUSCON HWY, I-19	INTERNATIONAL BORDER TO B-19 J Tucson District	13814

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$2,023,320.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714
	\$2,160,700.40	DEPARTMENT	
2	\$2,167,146.05	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
3	\$2,196,108.05	THE ASHTON COMPANY, INC. CONTRACTORS & ENGINEERS	2727 S. COUNTRY CLUB ROAD TUCSON, AZ 85713
4	\$2,462,201.10	MEADOW VALLEY CONTRACTORS, INC.	4602 E. THOMAS RD. PHOENIX, AZ 85018

Apparent Low Bidder is 6.4% Under Department Estimate (Difference = (\$137,380.40))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: Friday, June 20, 2014 AT 11:00 A.M. (M.S.T.)

TRACS NO 019 SC 000 H8395 01C
PROJ NO IM-019-A(216)T
TERMINI NOGALES – TUCSON HWY, I-19
LOCATION International Border to Jct B-19

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-19	0.3 to 6.08	TUCSON	13814

The amount programmed for this contract is \$3,200,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed pavement rehabilitation work is located in Santa Cruz County on I-19 near Nogales. This project begins at milepost 0.3 and extends north to 6.08. The work consists of milling ½” of the asphalt-rubber friction course, paving ½” of asphalt rubber friction course, repairing bridge barrier, pavement markings and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Remove Bituminous Pavement Milling ½”	SY	225,000
AR-ACFC	TN	6,800
Asphalt Rubber Material	TN	650
Thermoplastic Pavement Markings	LF	200,000
Preformed Pavement Marking Tape	LF	42,000
Contractor Quality Control	LS	1
Construction Survey and Layout	LS	1
Structural Concrete Class S f’c=4,000	CY	130

The time allowed for the completion of the work included in this project will be 150 working days.

This contract includes an abbreviated period for execution of contract and start of work.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 2.54.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$36, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of

Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Intermodal Transportation Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Sara Howard	(602) 712-6834
Construction Supervisor:	Dan Casmer	(520) 838-2985

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

019 SC 000 H8395 01C
IM-019-A(216)T
May 23, 2014

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

80 Working Days

The proposed work is located in Coconino County on Leupp Road from MP 428.8 to MP 443.4, approximately 16 miles east of Flagstaff. The project consists of removing and replacing guardrail and guardrail end treatments. Additional work includes installing rumble strips, placing pavement markings, and other miscellaneous work.

Bid Opening Date : 06/20/2014, Prequalification Required, Engineer Specialist : Elizabeth Weil

Project No.	Highway Termini	Location	Item
0000 CN CCN SH52801C HRRR-CCN(213)T	COCONINO COUNTY	LEUPP ROAD,TOWNSEND-WINONA ROA District	Flagstaff 72314

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$583,689.00	DEPARTMENT	
1	\$608,165.50	FANN CONTRACTING, INC	1403 INDUSTRIAL WAY PRESCOTT, AZ 86301
2	\$667,867.50	MEADOW VALLEY CONTRACTORS, INC.	4602 E. THOMAS RD. PHOENIX, AZ 85018
3	\$680,940.80	SHOW LOW CONSTRUCTION, INC.	1801 WEST DEUCE OF CLUBS, SUITE 300 SHOW LOW, AZ 85901

Apparent Low Bidder is 4.2% Over Department Estimate (Difference = \$24,476.50)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 20, 2014, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 CN CCN SH52801C
PROJ NO HRRR-CCN-0(213)T
TERMINI COCONINO COUNTY
LOCATION Leupp Rd, Townsend/Winona Rd-Navajo Reservation Boundary

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	Flagstaff	72314

The amount programmed for this contract is \$750,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Coconino County on Leupp Road from MP 428.8 to MP 443.4, approximately 16 miles east of Flagstaff. The project consists of removing and replacing guardrail and guardrail end treatments. Additional work includes installing rumble strips, placing pavement markings, and other miscellaneous work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Asphaltic Concrete (Miscellaneous Paving)	Ton	850
Pavement Marking	L. Ft.	325,000
Guard Rail, W-Beam, Single Face	L. Ft.	2,250
Guard Rail Terminal (Tangent Type)	Each	24
Reconstruct Guardrail with New Posts, Blocks, Hardware	L. Ft.	8,725
Construction Surveying and Layout	L. Sum	4
Ground-In Rumble Strip (8 Inch)	L. Ft.	100,000

The time allowed for the completion of the work included in this project will be 80 working days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 5.56%.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$13, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the

Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Intermodal Transportation Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Elizabeth Weil	(602) 712-8879
Construction Supervisor:	Steve Monroe	(928) 714-2290

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

E.W. 0000 CN CCM SH52801C
May 28, 2014

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

50 Working Days

The proposed work is located in Mohave County on SR 68, approximately 10 miles west of Kingman. The project begins at milepost 21.71 and extends easterly to milepost 25.82. The work consists of placing microsurfacing material on the traveled lanes, applying fog coat on the shoulders, and replacing the pavement markings.

Bid Opening Date : 06/20/2014, Prequalification Required, Engineer Specialist : Shah Manish

Project No.	Highway Termini	Location	Item
068 MO 021 H864801C 068-A-(205)T	BULLHEAD CITY - KINGMAN HWY (SR 68)	VERDE RD. TO TOOMAN RD. Kingman District	74814

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$687,810.70	SOUTHWEST SLURRY SEAL, INC.	22855 N. 21ST AVENUE PHOENIX, AZ 85027-2034
	\$705,598.10	DEPARTMENT	
2	\$786,925.00	INTERMOUNTAIN SLURRY SEAL, INC.	520 NORTH 400 WEST NORTH SALT LAKE CITY, UT 84054

Apparent Low Bidder is 2.5% Under Department Estimate (Difference = (\$17,787.40))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 20, 2014, AT 11:00 A.M. (M.S.T.)

TRACS NO 068 MO 021 H864801C
PROJ NO NH 068-A(205)T
TERMINI BULLHEAD CITY – KINGMAN HIGHWAY (SR 68)
LOCATION VERDE ROAD TO TOOMAN ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 68	21.71 to 25.82	KINGMAN	74814

The amount programmed for this contract is \$1,000,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Mohave County on SR 68, approximately 10 miles west of Kingman. The project begins at milepost 21.71 and extends easterly to milepost 25.82. The work consists of placing microsurfacing material on the traveled lanes, applying fog coat on the shoulders, and replacing the pavement markings.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Emulsified Asphalt (Polymer Modified) (CQS-1hp)	TON	380
Aggregate (Dry Mineral, Type III)	TON	2,930
Permanent Pavement Marking (Painted)	L.FT.	110,000
Pavement Marking (Extruded Thermoplastic) (0.090")	L.FT.	167,000
Pavement Marker, Recessed	EACH	2,140
Construction Surveying And Layout	L.SUM	1

The time allowed for the completion of the work included in this project will be 50 working days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 2.24%.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$7.00, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the

Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Intermodal Transportation Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

C&S Technical Leader	Manish Shah	(602) 712-7216
Construction Supervisor:	Chris Olson	(928) 681-6016

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

Project Advertised on May 28, 2014

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

335 Calendar Days

The proposed CMAR project is located in Coconino County within the Navajo Nation. The project will repair the roadway damaged by the landslide on US 89 located at MP 526.5. The proposed work will consist of excavating material from the existing cut on the east side of US 89 transporting the material to the base of the landslide and constructing an approximately 1,400 ft long by 100 ft high rockfill buttress. The current alignment of US 89 at the slide will be relocated approximately 60 ft east into the cut. Work will also include blasting, placement of aggregate base, asphaltic concrete paving, constructing a maintenance access road for the buttress, installation of guardrail, demolition of the existing road alignment, and other related work.

Bid Opening Date : 07/01/2014, Prequalification Required, Engineer Specialist : Howard Sara

Project No.	Highway Termini	Location	Item
089 CN 526 H864102C 089-E-(205)S	BITTER SPRINGS - UTAH ST LN HWY, US89	US 89-MP 526 TO MP 527 Flagstaff District	26815

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$22,015,662.35	DEPARTMENT	
1	\$22,252,237.42	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281

Apparent Low Bidder is 1.1% Over Department Estimate (Difference = \$236,575.07)

ARIZONA DEPARTMENT OF TRANSPORTATION

CONTRACTS AND SPECIFICATIONS SECTION

PUBLIC NOTICE
REQUEST FOR STATEMENTS OF QUALIFICATIONS
FOR PRECONSTRUCTION SERVICES

CONSTRUCTION MANAGER AT RISK
FOR

TRACS NO 089 CN 526 H8641 01D
PROJ NO ER-089-E(205)S
TERMINI BITTER SPRINGS – UTAH STATE LINE HWY, US89
LOCATION US 89 Reconstruction

The Arizona Department of Transportation is soliciting Statements of Qualifications from experienced contractors for a Construction Manager at Risk (CMAR) contract under ARS 28-7366.

The amount programmed for the construction contract is \$20,000,000. The location and description of the proposed work are as follows:

The proposed CMAR project is located in Coconino County within the Navajo Nation. The project will repair the roadway damaged by the landslide on US 89 located at MP 526.5. The proposed work will consist of excavating material from the existing cut on the east side of US 89, transporting the material to the base of the landslide and constructing an approximately 1,400 ft long by 100 ft high rockfill buttress. The current alignment of US 89 at the slide will be relocated approximately 60 ft east into the cut. Work will also include blasting, placement of aggregate base, asphaltic concrete paving, constructing a maintenance access road for the buttress, installation of guardrail, demolition of the existing road alignment, and other related work.

A guided site visit will be held at 9:30 am on October 8, 2013. Meet at the intersection of US 89A / US 89. Please note that this will be the only time the jobsite will be open. Interested CMAR's shall be limited to one vehicle per CMAR within the locked jobsite. Proper PPE shall be worn on site at all times.

The Department is soliciting Statements of Qualifications (SOQs) for a Preconstruction Services contract with the potential for continuing to a second contract for construction of all or part of the work.

The minimum contract-specific goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total GMP, will be established during the Preconstruction Phase of the project. Disadvantaged Business Enterprises will be afforded full opportunity to submit Statements in response to this solicitation. No firm will be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

A CMAR Statement of Qualifications package, including reference material on DVD, may be obtained from Contracts and Specifications Section, 1651 West Jackson, Mail Drop 121F, Phoenix, Arizona, 85007-3212 telephone: (602) 712-7221. The cost is \$10.00 payable at time of order by cash, check or money order. A Proposal Package is available for prequalified firms. An Informational Package is available for anyone not interested in submitting an SOQ. Please indicate whether a proposal or an informational package is desired. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for SOQ packages returned. We cannot guarantee mail delivery.

No contracting firm will be issued a proposal package until it has become prequalified for the performance of the construction work. If the firm is a consortium, all members shall be prequalified with the Department. A member's share of a consortium may not exceed its prequalification amount. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the Statement of Qualifications submittal date. The Application may be obtained from Contracts and Specifications Section.

The Preconstruction Services Contract will not be awarded to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed in the Construction Phase of this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision at the time of acceptance of the GMP by the Department. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

SOQs from firms interested in this project will be received in sealed packages until **4:00 P.M. Mountain Standard Time on Thursday, October 24, 2013** at the office of Contracts and Specifications Section, 1651 West Jackson, Mail Drop 121F, Phoenix, AZ 85007-3212. No Statements will be accepted after the time specified.

One original and seven copies of the Statements of Qualifications plus one CD containing a PDF of the SOQ are required by the Department. Statements shall be submitted in a sealed package. The outer wrapping shall clearly indicate the following information:

Construction Manager at Risk
089 CN 526 H8641 01D
ER-089-E(205)S
BITTER SPRINGS – UTAH STATE LINE HWY, US89
US 89 Reconstruction
Submitted By: (CMAR Firm's Name)

The instructions outlined in the SOQ Format (Section III) shall be followed. Statements of Qualifications not conforming to these instructions will be rejected.

The Department intends to select the responsive and responsible contractor with the highest score for contract award after scoring the SOQs and oral interviews as determined in Section II of the Request for Statements of Qualifications – Selection Process.

Pricing information of any nature shall not be included with the Statement of Qualifications.

Interviews will be conducted with at least three firms and up to five firms. The Department will select three firms to be placed on the final list. Negotiations will start with the highest ranking firm from the final list.

The Department reserves the right to reject any and all Statements of Qualifications.

All questions shall be directed to Sara Howard, Contracts and Specifications, phone 602-712-6834.

STEVE HULL
Engineer-Manager
Contracts & Specifications Section

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

45 Working Days

The proposed Double Application Chip Seal project is located in Graham County on State Route 266 from MP 104.60 to MP 123.78. The work consists of a double application chip seal, pavement markings and other related work.

Bid Opening Date : 06/26/2014, Prequalification Required, Engineer Specialist : Howard Sara

Project No.	Highway Termini	Location	Item
266 GH 113 H875901C 266-A-(201)T	JCT 191 - BONITA - FORT GRANT	SR 266 AND SR 266 SPUR Safford District	51614

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$532,087.95	CACTUS TRANSPORT, INC.	8211 WEST SHERMAN STREET TOLLESON, AZ 85353
2	\$548,287.70	CHOLLA PAVEMENT MAINTENANCE, INC.	5254 S. WARNER DRIVE APACHE JUNCTION, AZ 85120
3	\$558,706.00	SOUTHERN ARIZONA PAVING & CONSTRUCTION, CO.	4102 E ILLINOIS ST TUCSON, AZ 85714
	\$560,840.00	DEPARTMENT	
4	\$664,222.00	GRAHAM CONTRACTORS, INC.	860 LONUS STREET SAN JOSE, CA 95126

Rank	Bid Amount	Contractor Name	Address of Contractor
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NON RESPONSIVE

SUNLAND, INC. ASPHALT & SEAL COATING

775 W. ELWOOD ST. PHOENIX, AZ 85041

**BID OF \$535,431.20 WAS READ AND
DECLARED NON-RESPONSIVE DUE TO
SUBMISSION OF UNSIGNED
PROPOSAL.**

Apparent Low Bidder is 5.1% Under Department Estimate (Difference = (\$28,752.05))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: Friday, June 20, 2014, AT 11:00 A.M. (M.S.T.)

TRACS NO 266 GH 113 H8759 01C
PROJ NO STP-266-A(201)T
TERMINI US 191 - Bonita - Fort Grant HWY
LOCATION SR 266 and SR 266 Spur

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 266	113.76 to 119.39	Safford	51614
SR 266 Spur	123.14 to 126.17	Safford	51614

The amount programmed for this contract is \$740,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed Double Application Chip Seal project is located in Graham County on State Route 266 from MP 104.60 to MP 123.78. The work consists of a double application chip seal, pavement markings and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Emulsified Asphalt CRS-2P	TN	300
Emulsified Asphalt CSS-1	TN	90
Cover Material	CY	1,710
Pavement Marking Thermoplastic	LF	220,600
Construction Survey and Layout	LS	1

The time allowed for the completion of the work included in this project will be 45 working days.

This contract includes an abbreviated period for execution of contract and start of work.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 0.98%.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$7, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the

Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Intermodal Transportation Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Sara Howard	(602) 712-6834
Construction Supervisor:	Brian Jevan	(928) 432-4936

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

266 GH 113 H8759 01C
5/22/2014

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

200 Working Days

The proposed scour retrofit work is located in Maricopa County, on US 60 south of Wickenburg at MP 115. The work consists of constructing concrete floors underneath the existing Monarch Wash Bridges (Structure # 204 and # 759). The work also includes repair pier caps and slab fascia and damaged concrete on bridge and other related work.

Bid Opening Date : 05/23/2014, Prequalification Required, Engineer Specialist : Ghorbani Mahmood

Project No.	Highway Termini	Location	Item
060 MA 115 H841801C 060-B-(209)T	WICKENBURG-PHOENIX HWY, (US 60)	MONARCH WASH BRIDGE Prescott District	14814

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$271,126.10	DEPARTMENT	
1	\$307,785.00	TECHNOLOGY CONSTRUCTION, INC.	5430 SIDE ROAD PRESCOTT, AZ 86301
2	\$312,000.00	K.A.Z. CONSTRUCTION, INC.	1138 S. SANTA RITA AVENUE TUCSON, AZ 85719
3	\$326,524.48	TRI-COM CORPORATION	2129 E. CEDAR ST., STE. #6 TEMPE,, AZ 85281
4	\$330,414.93	BRISTON CONSTRUCTION, LLC	309 E. 10TH DRIVE MESA, AZ 85210-8706
5	\$344,391.76	HUNTER CONTRACTING COMPANY	701 N COOPER ROAD GILBERT, AZ 85233
6	\$528,207.42	J. BANICKI CONSTRUCTION, INC.	6423 S. ASH AVENUE TEMPE, AZ 85283

Rank	Bid Amount	Contractor Name	Address of Contractor
	BID REJECTED	CARSON CONSTRUCTION CO., INC.	245 N. FRONTIER STREET WICKENBURG, AZ 85390

BID OF \$275,702.71 WAS READ AND REJECTED DUE TO SUBMISSION OF AN IRREGULAR BID.

Apparent Low Bidder is 13.5% Over Department Estimate (Difference = \$36,658.90)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MAY 23, 2014, AT 11:00 A.M. (M.S.T.)

TRACS NO 060 MA 115 H841801C
PROJ NO NH-BR- 060-B(209)T
TERMINI WICKENBURG – PHOENIX HIGHWAY (US 60)
LOCATION MONARCH WASH BRIDGES (STR # 204 AND # 759)

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 60	115 to 116	PRESCOTT	14814

The amount programmed for this contract is \$316,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed scour retrofit work is located in Maricopa County, on US 60 south of Wickenburg at MP 115. The work consists of constructing concrete floors underneath the existing Monarch Wash Bridges (Structure # 204 and # 759). The work also includes repair pier caps and slab fascia and damaged concrete on bridge and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Structural Excavation	Cu.Yd.	2,395
Bridge Repair (Pire Caps and Slab Fascia)	Sq.Ft.	24
Structure Concrete(Class S)(f'c= 3000)	Cu.Yd.	310
Reinforcing Steel	Lb.	22,920
Seeding (Class II)	Acre	2
Remove Barbed Wire Game Fence	L.Ft.	1031
Barbed Wire Game Fence	L.Ft.	738
Flood Gate	L.Ft	263
Contractor Quality Control	L.Sum	1
Construction Surveying & Layout	L.Sum	1

A mandatory prebid conference will be held AT the Monarch Wash Bridge, on US 60 south of Wickenburg at MP 115.50 WB, at 10:00 am 04/16/2014. All interested bidders shall be required to attend the conference and site visit. In an effort to make the meeting more effective, it is requested that questions pertaining to this project and/or requiring clarification of specific items of work, be submitted in writing to Contracts and Specifications Section, 1651 W. Jackson Street, Room 121F, Phoenix, Arizona 85007-3217, at least two working days prior to the meeting.

The time allowed for the completion of the work included in this project will be 200 working days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 8.97.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$14.00 payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:
Arizona Department of Transportation
Intermodal Transportation Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Mahmood B. Ghorbani	(602) 712-6093
Construction Supervisor:	Andrew Roth	(928) 759-2426

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

060 MA 115 H841801C
NH-BR-060-B(209)T
03/31/2014

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

60 Working Days

The proposed project is located in Yuma County, on US 95 (Main Street), Somerton Avenue (MP 12.05) to Bingham Avenue (MP 12.30) in the City of Somerton, Arizona. The work includes a landscaped and paved pedestrian path and other related items.

Bid Opening Date : 06/06/2014, Prequalification Required, Engineer Specialist : Vidra Leonard

Project No.	Highway Termini	Location	Item
0000 YU SOM SL64401C SOM-0-(200)T	CITY OF SOMERTON	US95, SOMERTON TO BINGHAM AVS, Yuma District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$245,761.55	DEPARTMENT	
1	\$321,920.00	K.A.Z. CONSTRUCTION, INC.	1138 S. SANTA RITA AVENUE TUCSON, AZ 85719

Apparent Low Bidder is 31.0% Over Department Estimate (Difference = \$76,158.45)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: JUNE 6, 2014, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 YU SOM SL644 O1C
PROJ NO TEA-SOM-0(200)T
TERMINI SAN LUIS-YUMA-QUARTZSITE HWY. (US 95)
LOCATION MAIN ST., SOMERTON TO BINGHAM AVES.

ROUTE NO. MILEPOST DISTRICT ITEM NO.
US 95 12.05 to 12.30 YUMA LOCAL

The amount programmed for this contract is. \$350,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Yuma County, on US 95 (Main Street), Somerton Avenue (MP 12.05) to Bingham Avenue (MP 12.30) in the City of Somerton, Arizona. The work includes a landscaped and paved pedestrian path and other related items.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
REMOVAL OF CONCRETE SIDEWALKS, DRIVEWAYS AND SLAB	SQ.FT.	3,330
EXCAVATION (SIDEWALK 6" BASE)	CU.YD.	124
AGGREGATE BASE CLASS 2	CU.YD.	124
PIPE (SLEEVES)(TRENCH & DIRECTIONAL BORE)	L.FT.	125
FLAGGING SERVICES (LOCAL & DPS)	HOUR	100
POLES & LUMINAIRES (PEDESTRIAN DECORATIVE & FOUNDATIONS)	EACH	8
ELECTRICAL CONDUIT (2")(PVC)	L.FT.	1,560
PULL BOX (NO. 5)	EACH	11
CONDUCTOR (NO. 6 & NO. 8)	L.FT.	4,800
MODIFY LOAD CENTER CABINET	EACH	1
DECOMPOSED GRANITE (1/2" SCREENED)	SQ.YD.	1,718
TREES & SHRUBS (VARIOUS)	EACH	170
LANDSCAPING ESTABLISHMENT	L.SUM	1
LANDSCAPE IRRIGATION SYSTEM MODIFICATION	L.SUM	1
CONTROLLER (AUTOMATIC)(SOLAR)	EACH	1
BALL VALVES (1" & 1 ½")	EACH	6
PIPE (PVC)(VARIOUS SIZES)	L.FT.	3,563
EROSION CONTROL (WATTLES)(9")	L.FT.	1,545
CONCRETE SIDEWALK	SQ.FT.	6,992
CONCRETE SW RAMP W/ WARNING STRIPS)	EACH	12
CONCRETE DRIVEWAY (C-05.20)	SQ.FT.	543
PICNIC TABLE & BENCHES	EACH	11
TRASH RECEPTACLES (ABOVE GROUND)	EACH	4
CONSTRUCTION SURVEY AND LAYOUT	L.SUM	1

The time allowed for the completion of the work included in the Construction Phase of the contract will be 60 working days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract will be 365 calendar days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 2.58.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$20.00, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Intermodal Transportation Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Leonard Vidra	602-712-8158
Construction Supervisor:	Jamie Hernandez	928-317-2158

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

0000 YU SOM SL644 O1C
TEA-SOM-0(200)T
5-2-14
ADVERTISEMENT DATE 5-2-14 SH:LV