



# Arizona Department of Transportation

## State Transportation Board

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

**Janice K. Brewer**  
*Governor*

**John S. Halikowski**  
*Director*

**Barbara A. Lundstrom**  
*Chairwoman*

**Victor Flores**  
*Vice Chairman*

**Stephen W. Christy**  
**Kelly Anderson**  
**Hank Rogers**  
**Joseph E. La Rue**  
**Bill Feldmeier**

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

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 at 9:00 a.m. on Tuesday, October 2, 2012 at the Human Resource Development Center (HRDC) Grand Canyon Room, 1130 N. 22nd Ave, Phoenix, Arizona 85009. Members of the Transportation Board will attend either in person or by telephone conference call.

**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 Tuesday, October 2, 2012, 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 civil-rightsoffice@azdot.gov. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

**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, at least 24 hours in advance of the meeting.

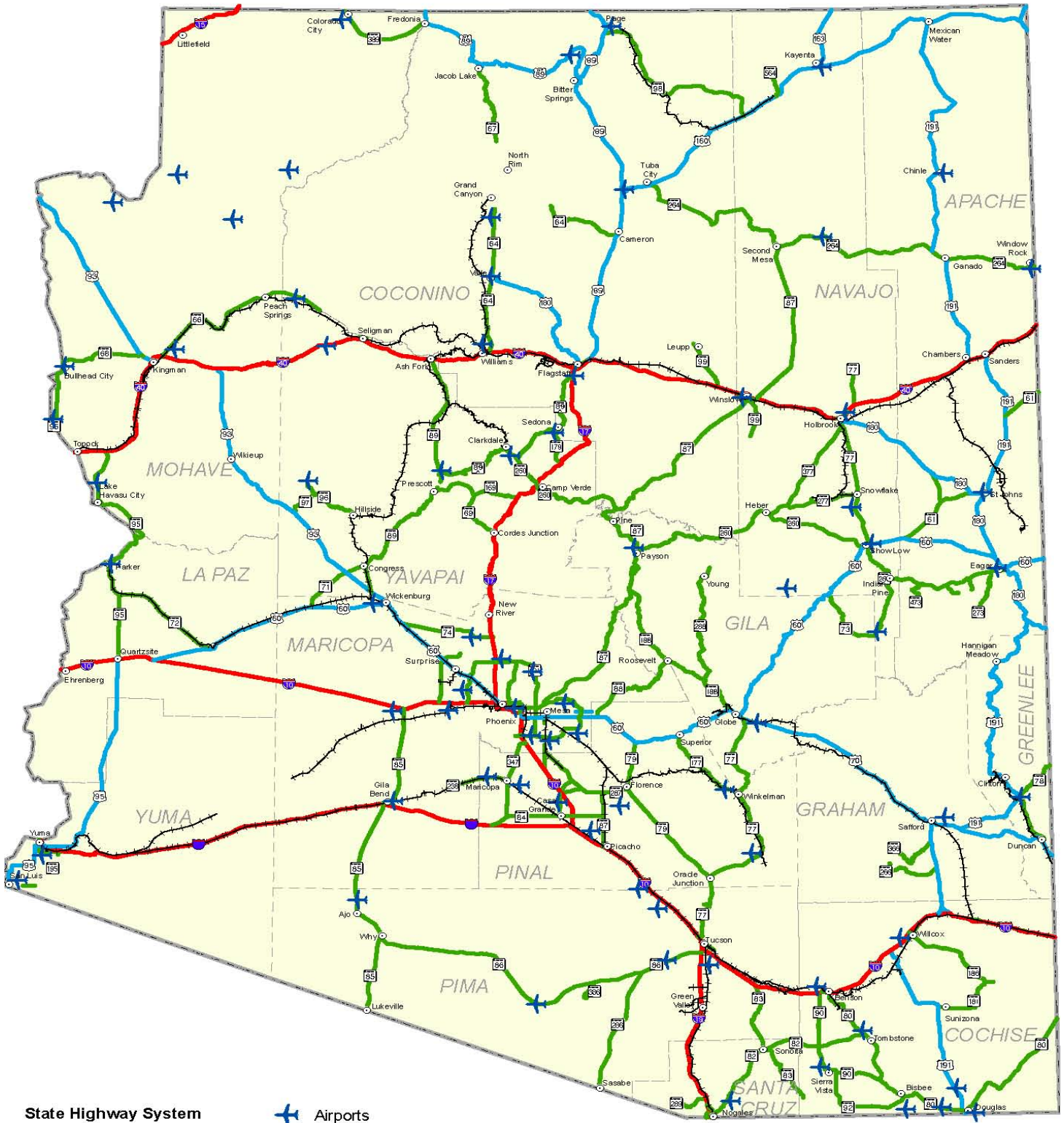
**ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION.**

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 Lila Trimmer, located 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 28th day of September, 2012**  
**STATE TRANSPORTATION BOARD**  
By: Lila Trimmer

# 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



**AGENDA**  
**STATE TRANSPORTATION BOARD STUDY SESSION**  
**9:00 a.m., Tuesday, October 2, 2012**  
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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 Tuesday, October 2, 2012. The Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

**Pledge**

**Roll Call**

Roll call by Board Secretary, Lila Trimmer

**CALL TO AUDIENCE** (Information and discussion)

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

**ITEM 1: I-11 Corridor Study**

Staff will update and present an overview of the I-11 Corridor Study, including the Study's scope and schedule.

(For information and discussion only – Scott Omer)

**ITEM 2: US 93 Implementation Plan**

Staff will present an overview of the US 93 corridor between Wickenburg and Interstate 40. This overview will cover corridor planning, completed projects, current projects (design and construction), current traffic data, and proposed priority for future projects.

(For information and discussion only – Dallas Hammit)

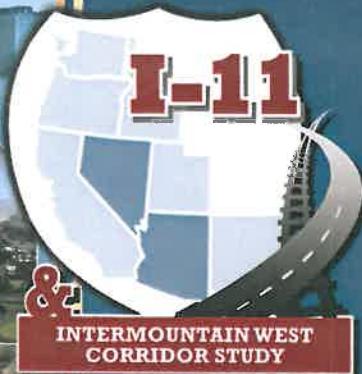
**ITEM 3: SR 189 Study**

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

(For information and discussion only – Todd Emery)

**ADJOURNMENT**

Dated this 28th day of September, 2012  
STATE TRANSPORTATION BOARD  
By: Lila Trimmer



# I-11 & Intermountain West Corridor Study

## State Transportation Board Study Session

October 2<sup>nd</sup>, 2012



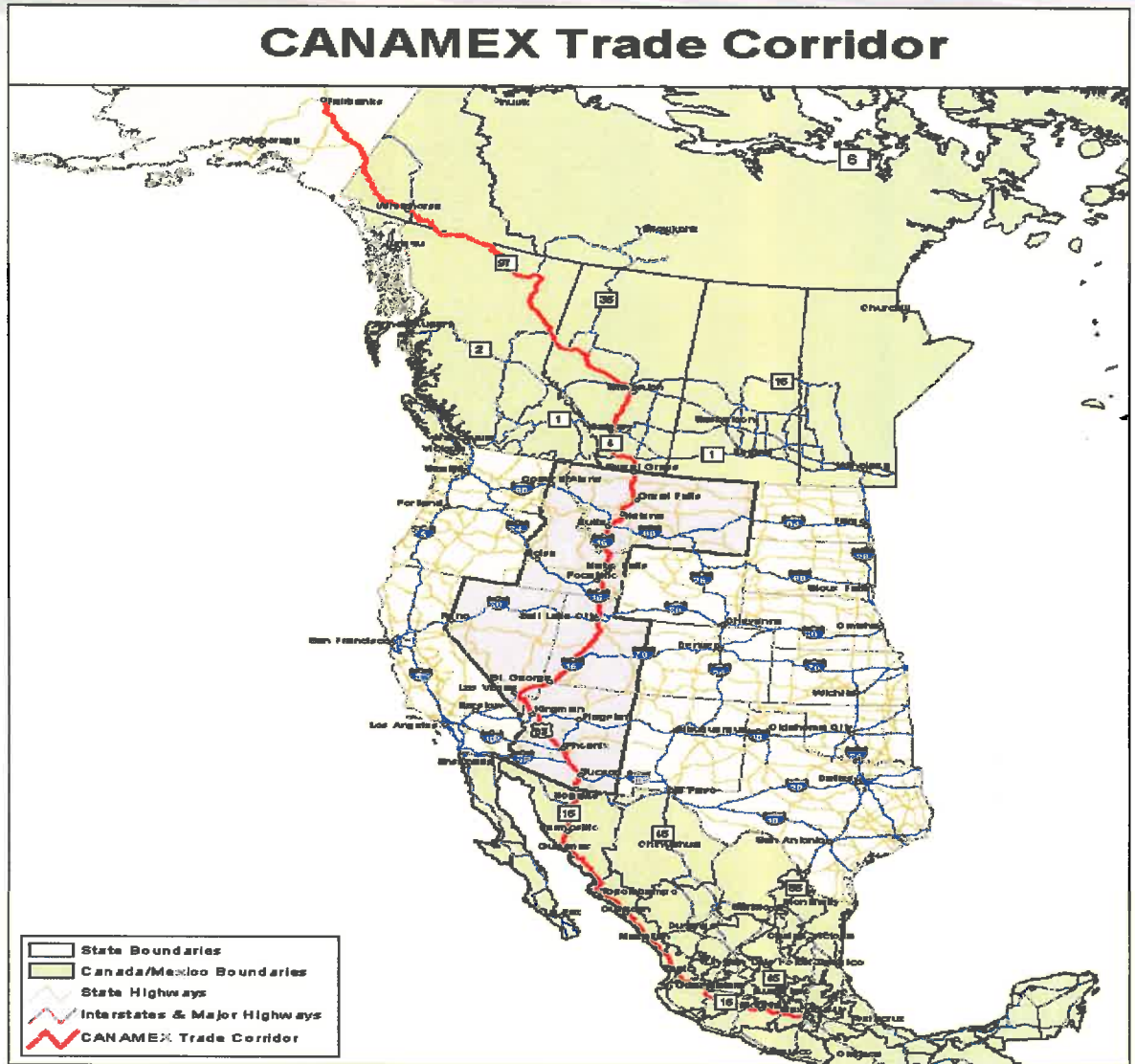
In partnership with





# Background

- Congress has designated high priority corridors in the past, including the CANAMEX Trade Corridor



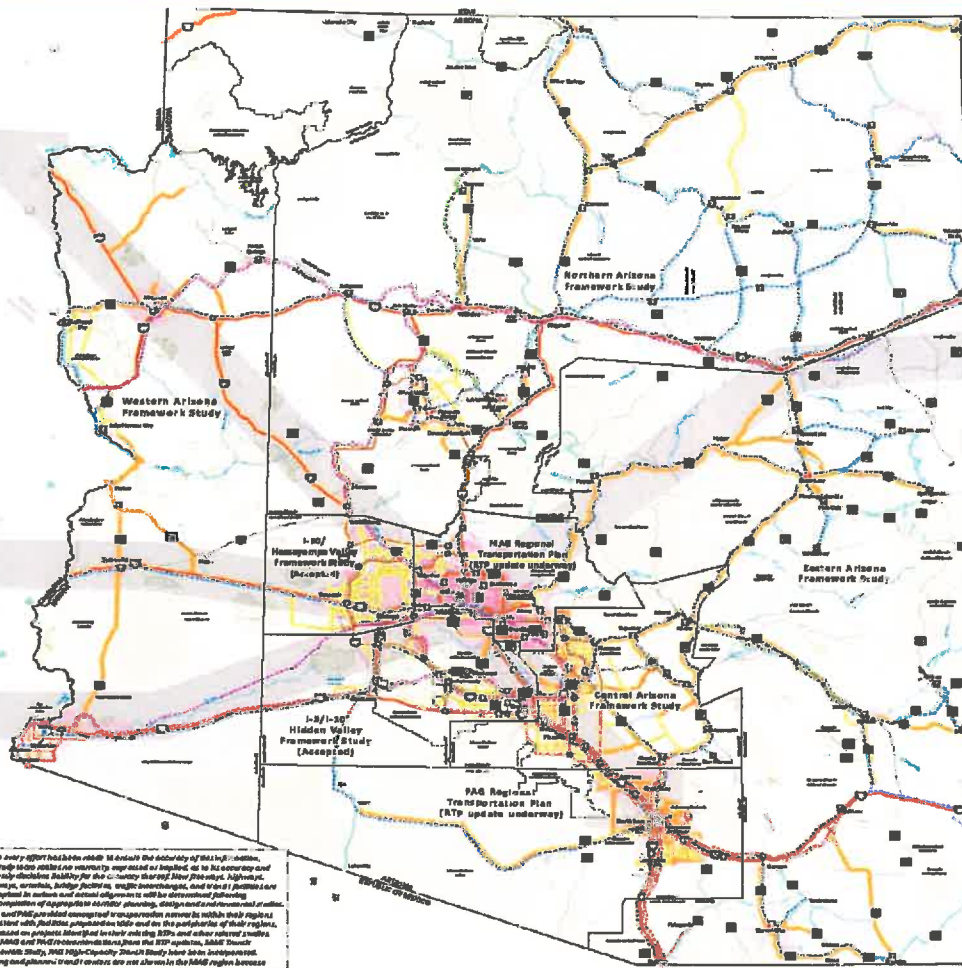


# Background

- bqAZ Recommended Scenario - proposes a new freeway connecting Maricopa County and Las Vegas; Potentially replacing US 93.



## Statewide Transportation Planning Framework 2050 Recommended Scenario



**NOTE:** While every effort has been made to ensure the accuracy of this information, the agency does not warrant or guarantee its accuracy and is not responsible for any errors, omissions, or delays. This information is provided for informational purposes only and should not be used as a basis for any decisions. The agency is not responsible for any errors, omissions, or delays. This information is provided for informational purposes only and should not be used as a basis for any decisions.

Facility Type*	Improvement Type	Transit Network	Land Ownership	Existing Features
Freeway	Conceptual New Roadway	Express Bus	Bureau of Land Management	Freight Railroad
State Highway	Widen/Upgrade Roadway	Intercity Bus	State Trust Land	Tourist Railroad
AZ Parkway	Improved Roadway (Shoulders, Passing Lanes, Drainage, etc.)	Passenger Rail	National/State Park, USFS, USFWS	River
Principal Arterial	New System Traffic Interchange	Local Transit Service (Fixed Route, Community Circulator, Dial-A-Ride Service)	Military	Other Road
Potential New Interstate	Potential Southwest Interstate	Major Transit Center	Tribal Land	Framework Study Boundary
	Potential Southwest Interstate High Speed Rail Corridors	Minor Transit Center	Private	County Boundary
		High Occupancy Vehicle (HOV) Lane		National Monument
				Wilderness Area



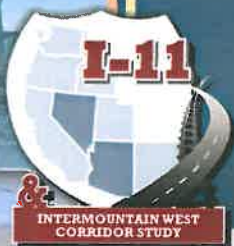
# Background

- Arizona's Congressional delegation calls upon Congressional leaders to create the proposed corridor and designate it as a high priority project of national significance in early 2010.
- State Transportation Board requests an expanded approach; requests corridor study in relation to the entire state transportation system.
- ADOT adopts holistic approach for the entire corridor instead of the original proposal to study only the Phoenix to Las Vegas Segment.
- Federal guidance changes; ADOT receives FHWA support for a "Planning and Environmental Linkages" study.









# Study Overview

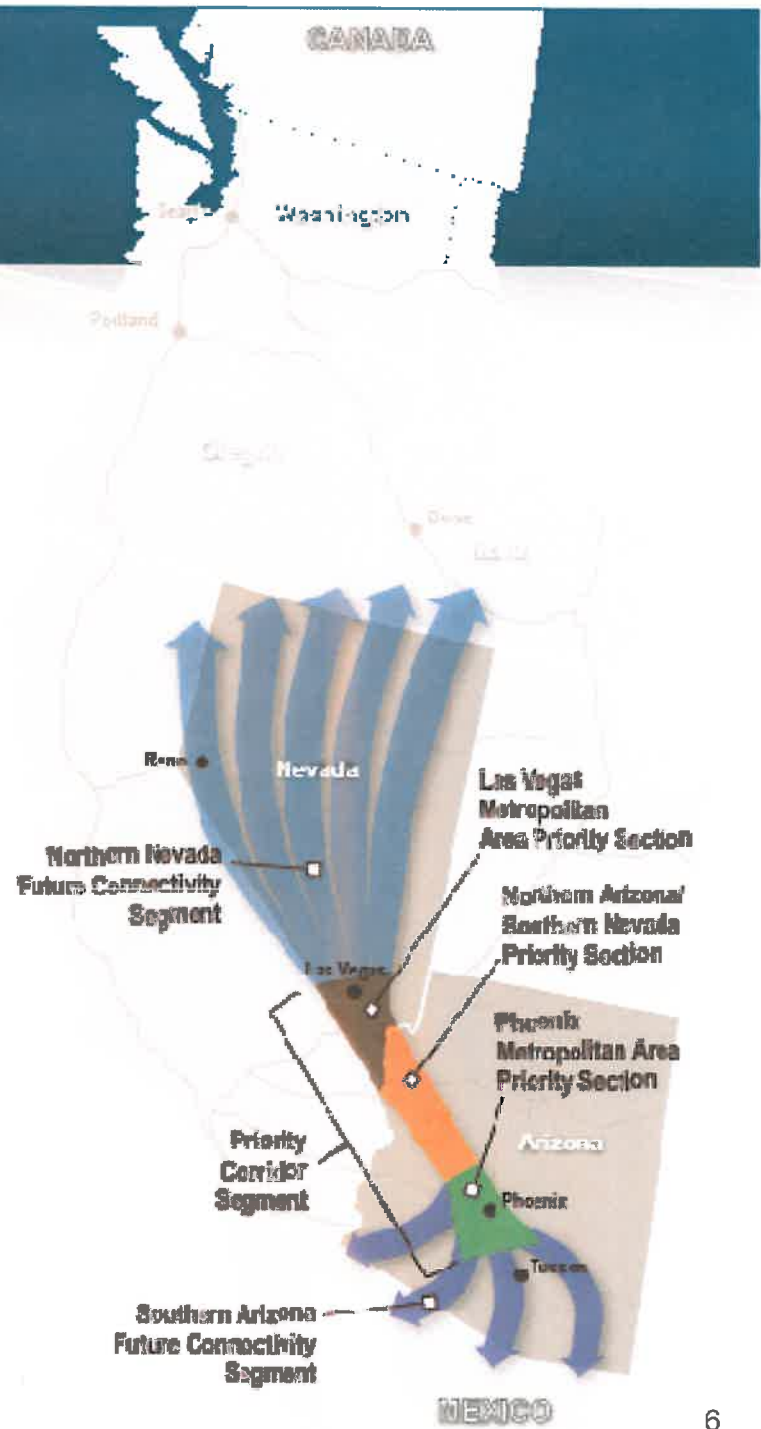
## Two levels of investigations:

- Detailed corridor planning between Las Vegas and Phoenix
- High-level visioning from Las Vegas toward Canada, and from Phoenix to Mexico

## Planning and Environmental Linkages:

Serving as a PEL pilot study for both states, including:

- Identify important issues of concern early
- Build agency, stakeholder, and public understanding of the project
- Inform the future NEPA process

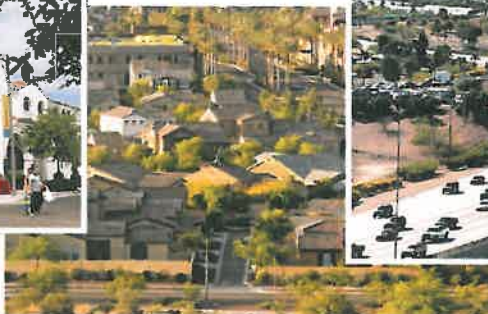


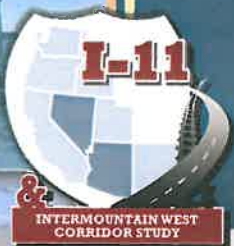


# Define Transportation Need and Purpose

## I-11 and the Intermountain West Corridor may need to;

- Better connect communities,
- Enhance economic vitality
- Improve safety and travel time
- Provide traffic relief/alternative route
- Enhance commercial capabilities
- Serve the region's businesses





# Not Just an Interstate Highway

## Multimodal consideration:

- Improved Highways
- Freight rail
- Passenger rail
- Water, power, and telecommunication





# Business Case

## Benefits of the Corridor:

- Mobility and Travel Time
- Economic Vitality
- Connecting Communities

## Identify Project Partners:

- Federal Partners
- Funding Opportunities
- Private and Public Agencies

## Implementation Recommendations:

- Corridor Costs vs. Benefits
- Justification for Funding





# Involvement & Decision Process

**Project Sponsors**  
(NDOT & ADOT)

- Guidance & approval of all matters
- Sign MOUs and agreements

**Core Agency Partners**  
(NDOT, ADOT, FHWA, FRA, MAG, RTC)

- Recommend all matters to Project Sponsors
- Provide clarification and amplification on Project Sponsors guidance to other committees

**Public**

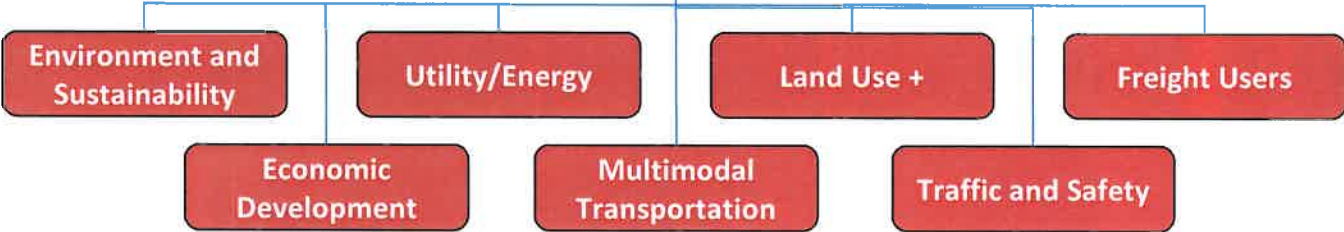
- Identify issues of concern
- Provide input on study elements



- Develop and recommend corridor vision and segment alternatives
- Review technical reports and analyses
- Review and incorporate public input

**Focus Groups**

- Provide technical data, assessments, and evaluations
- Identify issues of importance
- Initial review of work products



**Consultant Team**

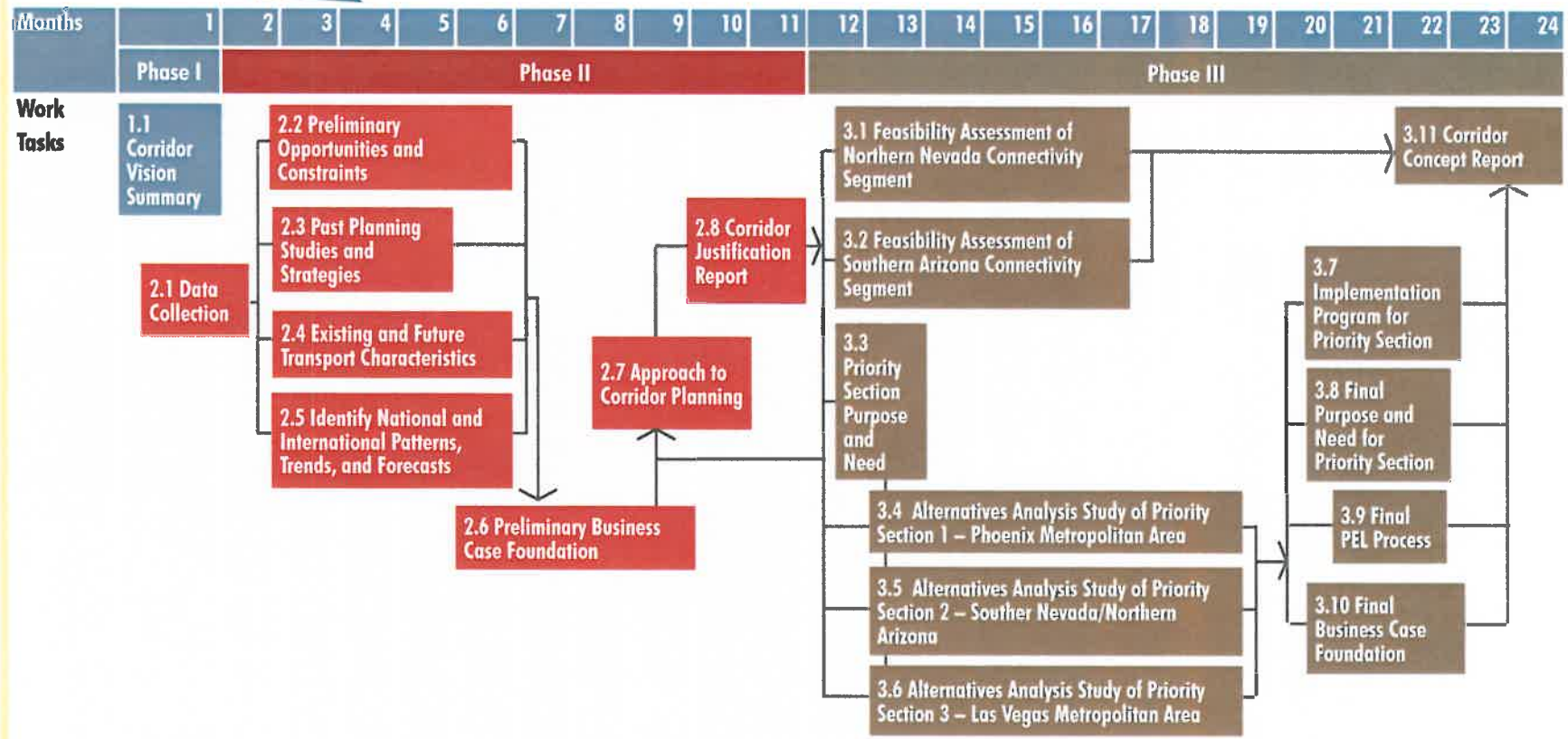
- Technical consultant
- Facilitate all committees
- Document preparation

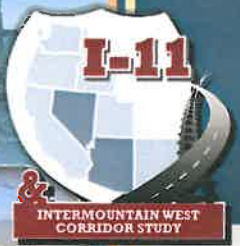




# Work Plan and Schedule

**We are here**





# What's Next?

- Public meetings
  - 10/18, Henderson, NV Convention Center
  - 10/23, Burton Barr Library, Phoenix, AZ
- Focus Group meetings (early 2013)
- Stakeholder Partners meeting (Spring 2013)
- Ongoing Study Team efforts
  - Data collection
  - Draft Report: Project Understanding, Inventory, and Analysis
  - Initiate Preliminary Business Case







## Project Contacts;

**Sondra Rosenberg, PTP**  
Nevada Department of Transportation  
1263 South Stewart Street  
Carson City, NV 89712  
srosenberg@dot.state.nv.us  
(775) 888-7241

**Michael Kios, PE**  
Arizona Department of Transportation  
206 S. 17th Avenue  
Phoenix, AZ 85007  
mkios@azdot.gov  
(602) 712-8140





# US 93 Update

## Wickenburg to I-40

October 2, 2012

Dallas Hammit  
Arizona Department of Transportation  
Deputy State Engineer Development  
[dhammit@azdot.gov](mailto:dhammit@azdot.gov)



## Key Points

- Work Complete to Date
- In-Progress and Program
- Traffic Date
- Possible Implementation





# US 93 Wickenburg to Interstate 40

Approx 109 miles





## US 93 Wickenburg to Interstate 40

Of the 109 miles, 60 miles are 4 lane

Cost of Construction to Date  
Approx \$245 million





**In-Progress or in the Program**

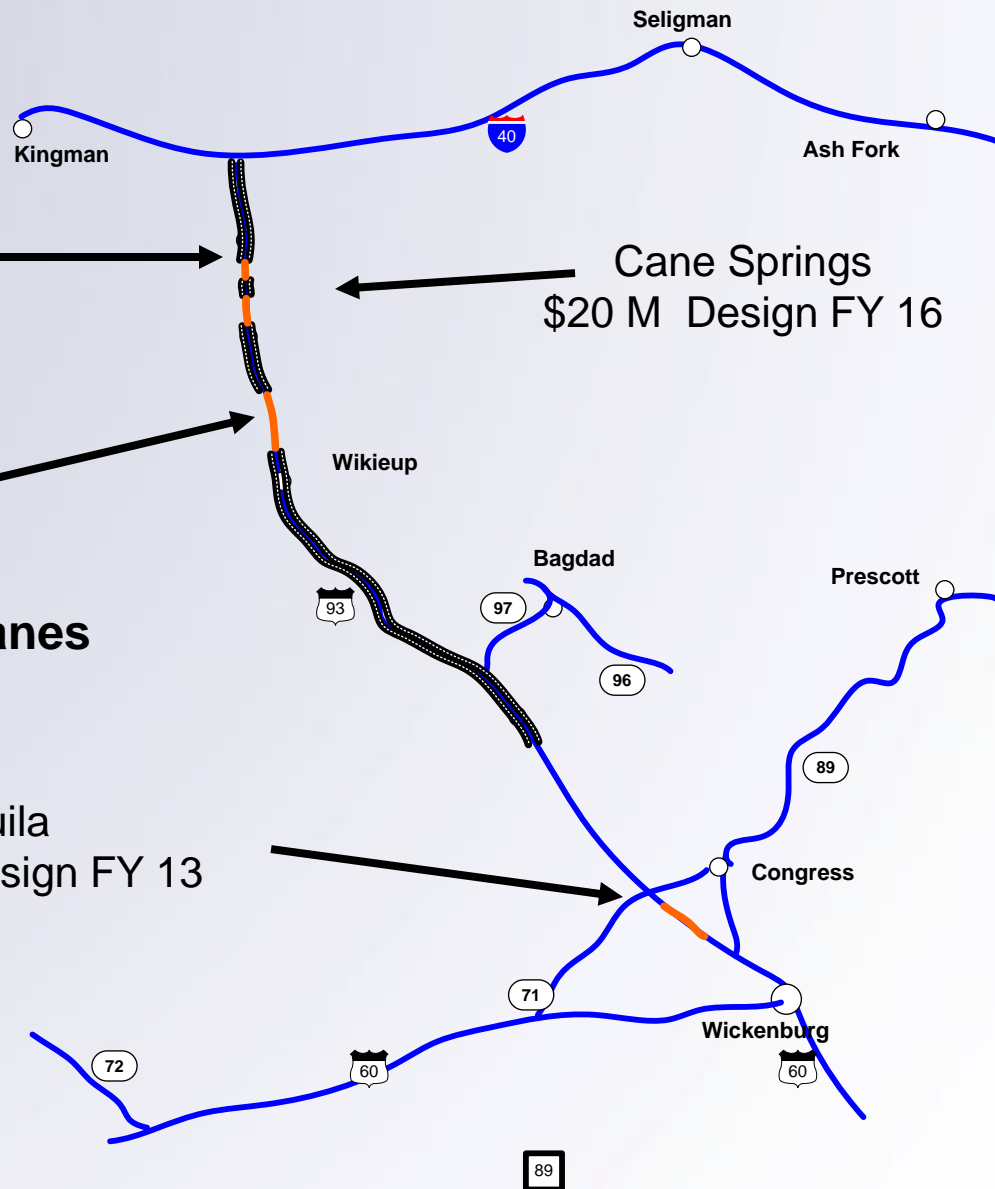
Antelope Wash  
\$26.5 M Const FY 13

Carrow to Stephens  
\$22 M Const FY 16

**To complete corridor to 4 lanes  
Approx \$225 million**

Aguila  
\$17 M Design FY 13

Cane Springs  
\$20 M Design FY 16





## Possible Implementation

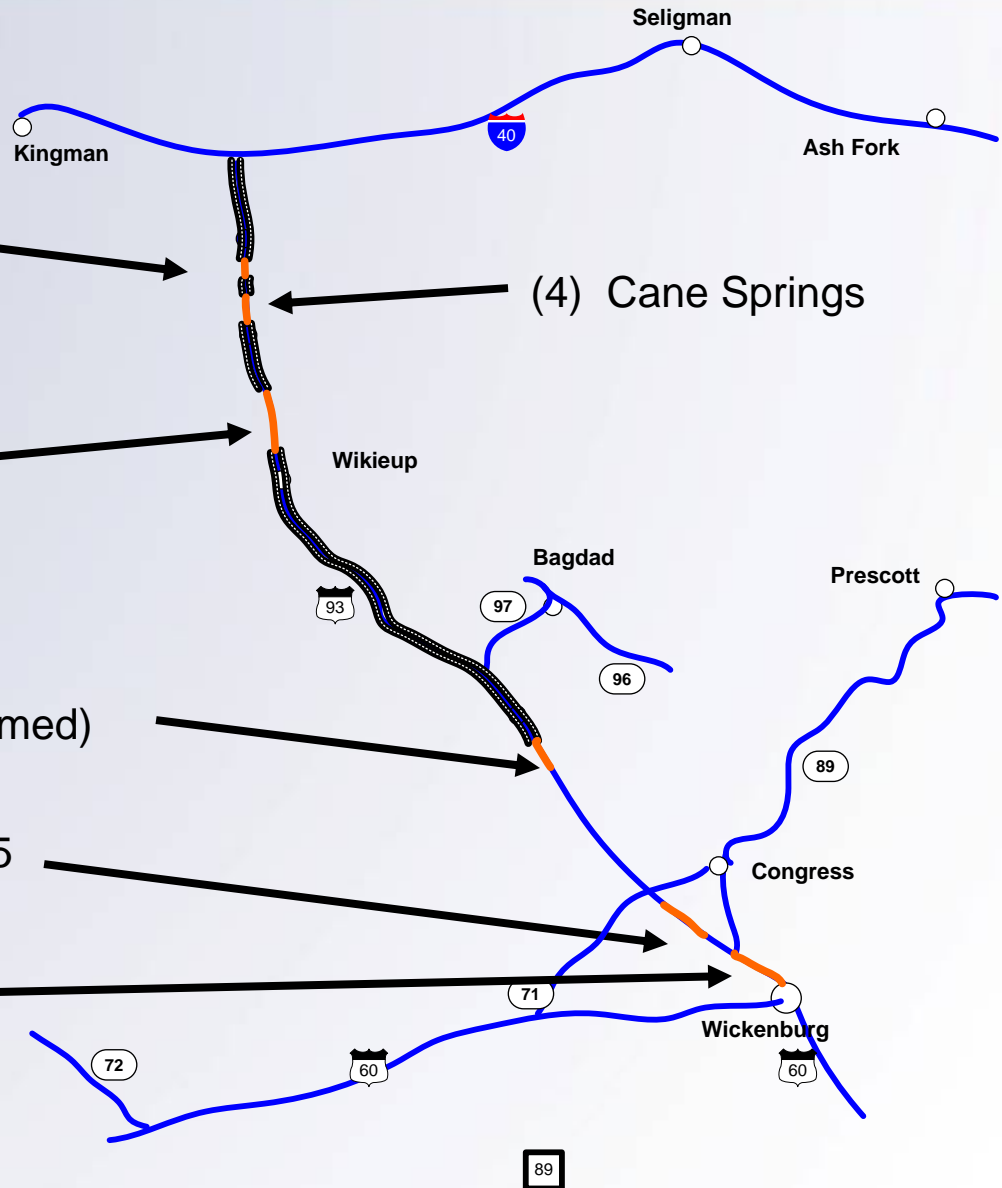
(1) Antelope Wash FY 13

(3) Carrow to Stephens FY 16

(5) Big Jim (not programmed)

(2) Aguila FY15

(Watch) Gap (not programmed)







# Questions

Arizona Department of Transportation and  
Federal Highway Administration

**SR 189 STUDY**  
NEXT EXIT ↗

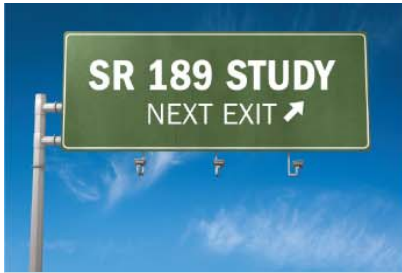
**Arizona State Transportation Board  
Study Session**

**Oct. 2, 2012**

**Todd A Emery, P.E.**  
**Deputy State Engineer – Statewide Operations**

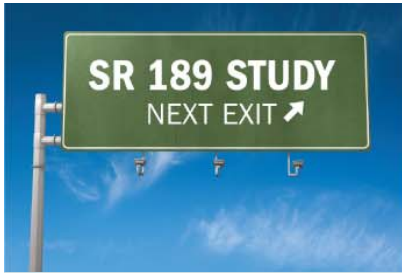
ADOT Project No.: 189 SC 000 H8045 01L  
Federal Aid No.: 189-A(201)A





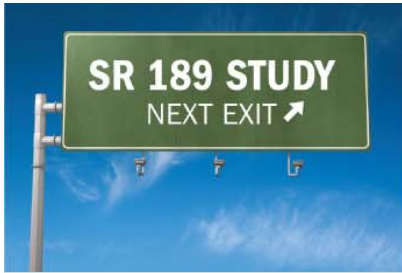
# Presentation Overview

- SR189/I-19 Connector Route Study
- MPOE Expansion
- SR189 DCR/EA
- Funding
- Other considerations
- Questions



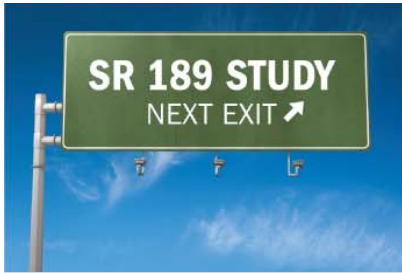
# SR189/I-19 Connector Route Study

- Completed December 2008
- Plan for increased traffic on SR189 between I-19 and the Mariposa POE as a result of the planned future expansion of the Mariposa POE and expected future regional growth



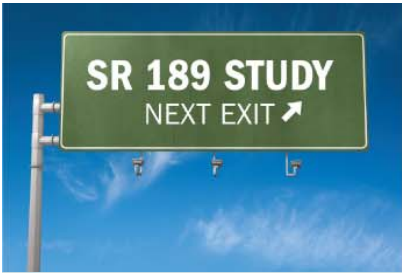
# SR189/I-19 Connector Route Study

- The connector route study looked at the following
  - Improving the capacity and safety of SR189
  - The feasibility of a connector route between SR189 and I-19
  - A combination of doing both



# SR189/I-19 Connector Route Study

- Study found that improvements to SR189 and a connector route Between SR189 and I-19 were feasible and viable
- Study did not look at SR189 between I-19 and Grande Avenue (B-19)
- Study did not consider Public Private Partnership (P3) in its alternatives analysis
- Environmental impacts were not studied in detail for the alternatives looked at. Only an overview was conducted to find fatal flaws.



# MPOE Expansion

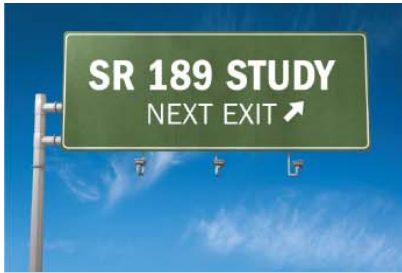
- In March of 2009 it was announced that the Mariposa POE would be expanded using ARRA funds
- The projects construction kicked off in late 2009 and early 2010
- It is scheduled to be complete in the spring of 2014 (8 Commercial Vehicle Booths, 12 POV Booths)
- ADOT kicked off the SR189 DCR/EA in March of 2011

SR 189 STUDY  
NEXT EXIT ↗

# Study Area For SR189 DCR/EA

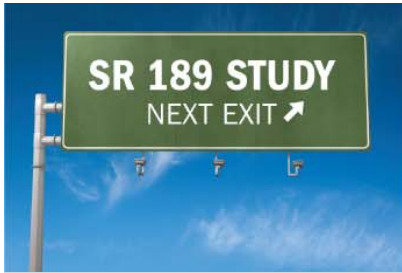






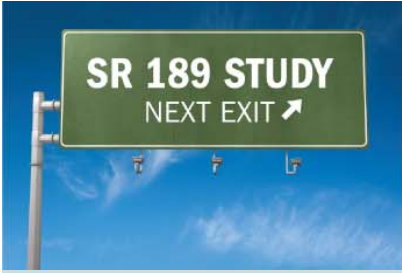
# Purpose and Need

- Advance approved transportation planning objectives
- Facilitate CANAMEX goals through expanded traffic capacity to support Mariposa POE expansion



# Purpose and Need (cont'd)

- Improve traffic capacity and flow on SR 189 and related intersections through the year 2040
- Reduce vehicle collisions through access management and intersection improvements
- Accommodate the potential for alternative funding sources such as tolling or user fees through Public Private Partnerships (P3)



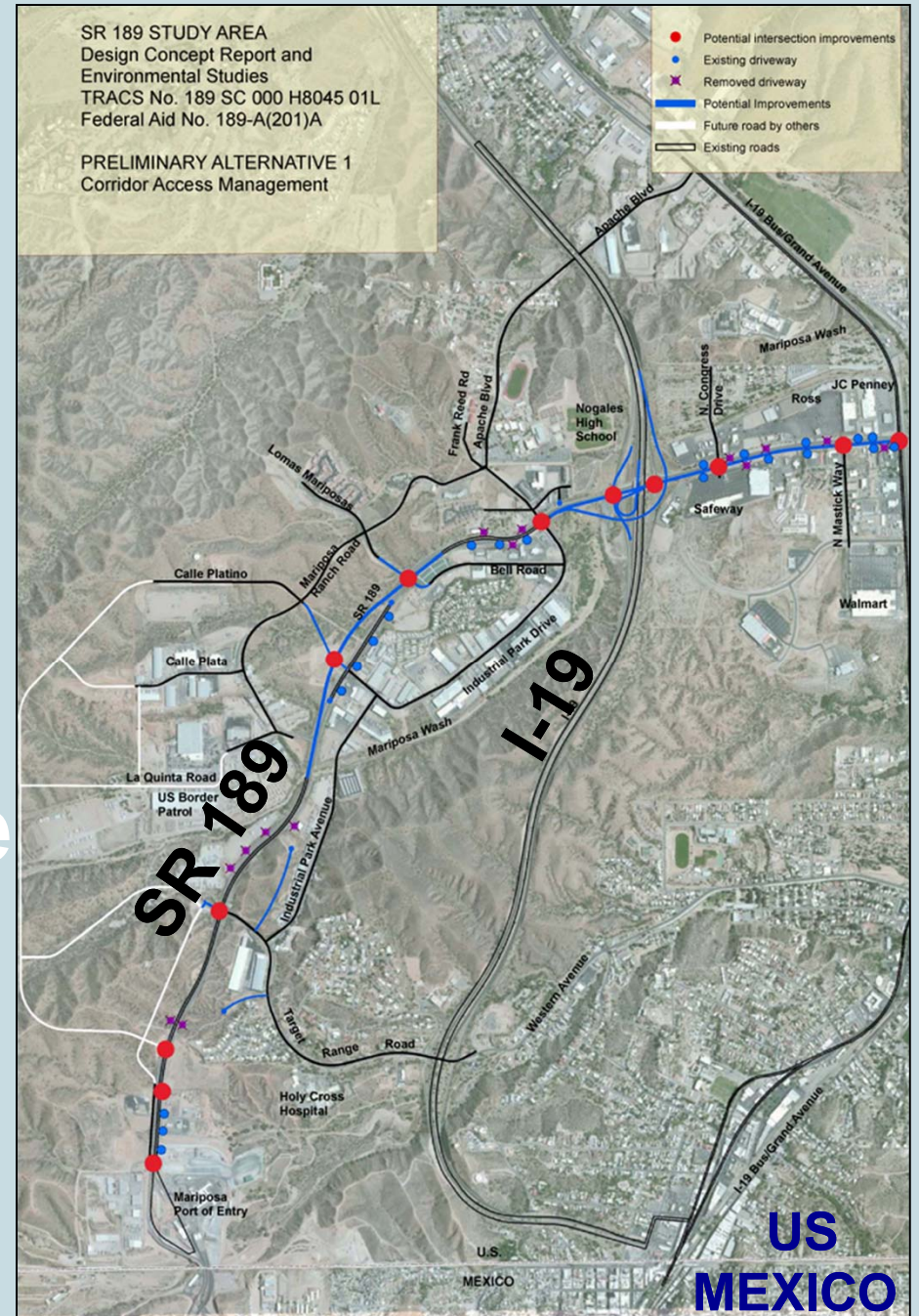
# Development of Alternatives

## Three main categories of alternatives

- SR 189 Corridor Management
- Expressway to I-19 along SR189
- Connector route to I-19

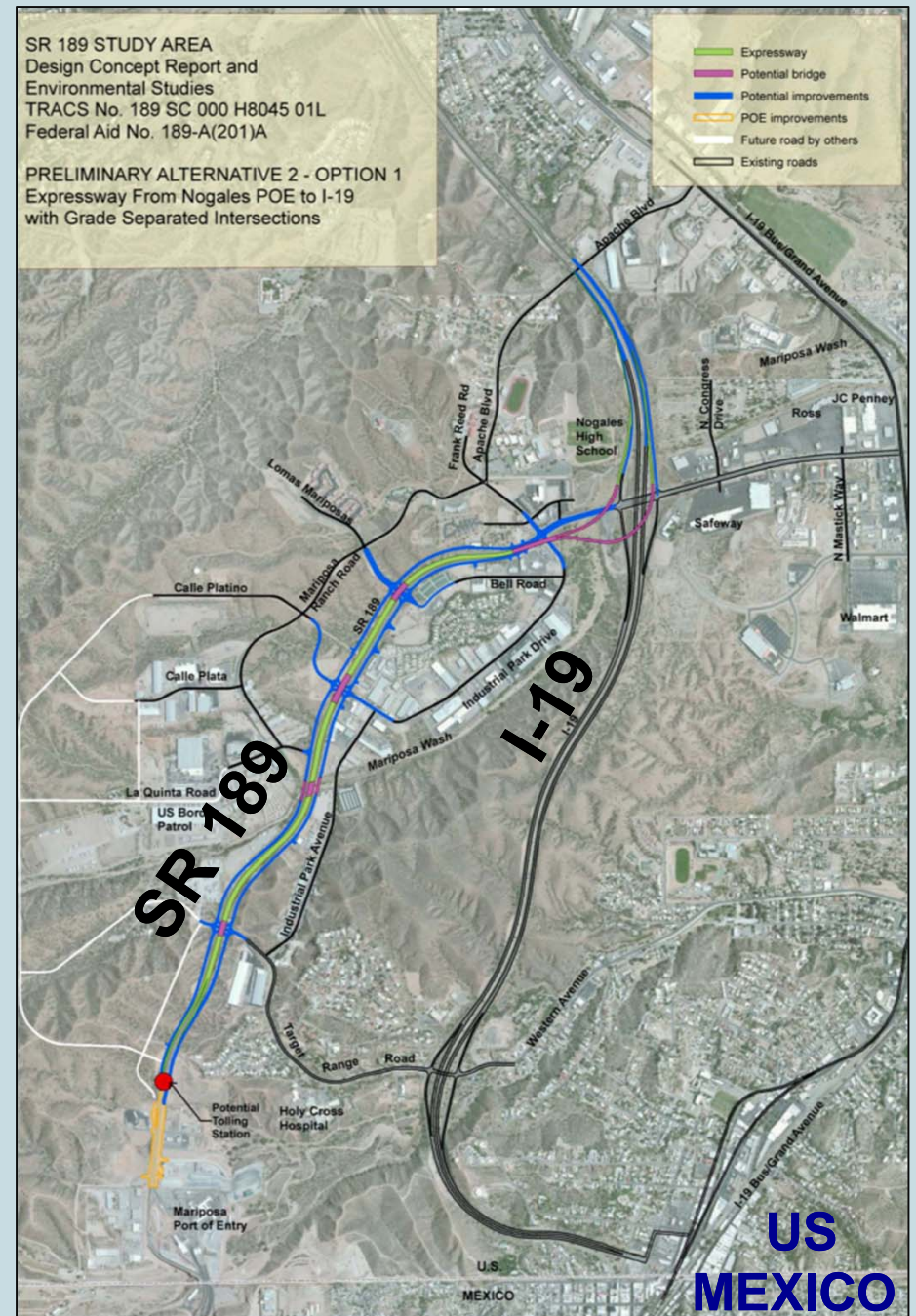
# Corridor Management Alternative 1

This Alternative is in the connector route study with the exception of the section from I-19 to Grande Ave



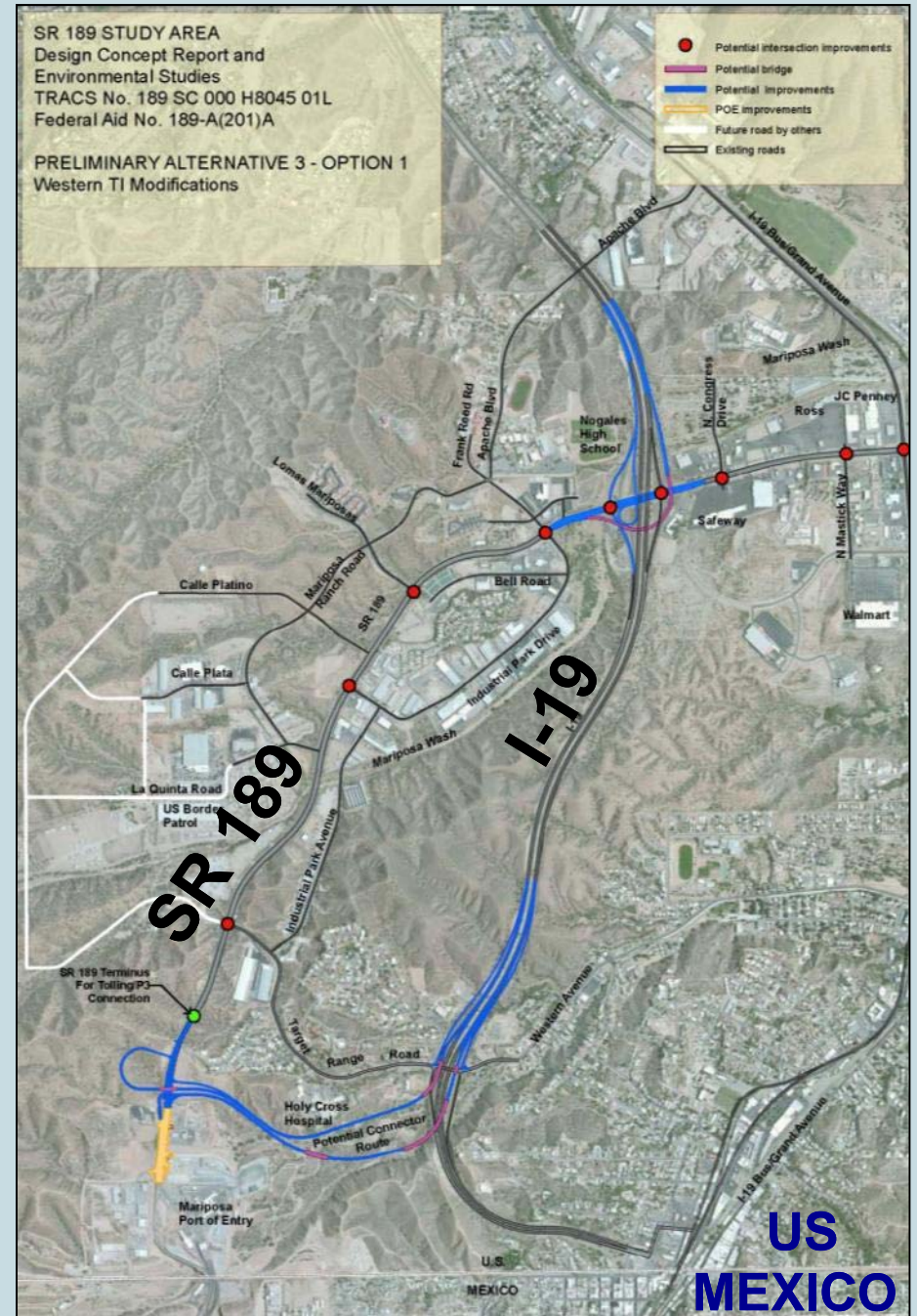
# Expressway to I-19 Alternative 2 (we are looking at 3 variations of this alternative)

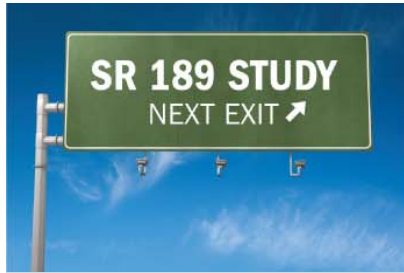
(This Alternative was  
not in the connector  
route study but is a P3  
viable alternative)



# Connector Route Preliminary Alternative 3 (we are looking at 3 variations of this alternative)

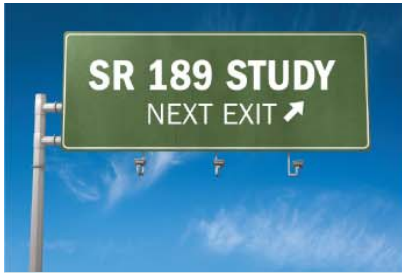
(This Alternative was  
included in the  
connector route study  
and is a P3 viable  
alternative)





# SR 189 No-Build Alternative

- Evaluates the impacts of making none of the proposed improvements
- Provides baseline against which all other alternatives are compared
- Would not meet the project's purpose and need



# Why are we looking at these alternatives?

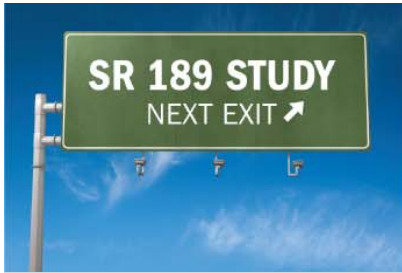
- Under the Federal NEPA requirements we must look at feasible, and viable options that meet the purpose and need.
- The connector route study showed that the connector alternative was feasible and viable
- In order to meet the purpose and need we need to consider alternatives that could be P3 candidates. The expressway and the connector route alternatives could be P3 candidates





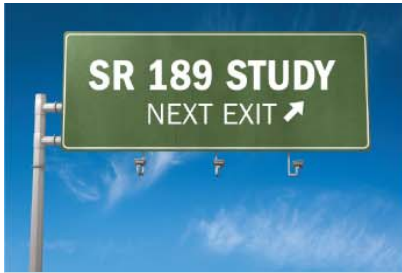
# Funding

- No funding sources have been identified or committed for final design and construction.
- Estimated costs are as follows:
  - Alternative 1: \$50 to \$60 million
  - Alternative 2: \$150 to \$215 million
  - Alternative 3: \$115 to \$145 million
- Potential design and construction funding sources:
  - State, Federal, P3



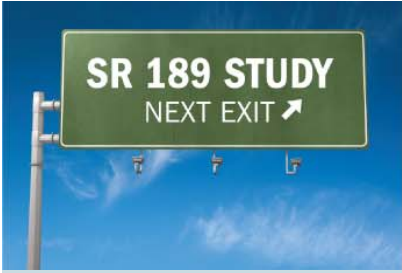
# Public Private Partnerships (P3)

- P3 viability studies are scheduled to commence in fall of 2012
  - Level 1 P3 Traffic and Revenue Sketch Analysis and P3 Traffic Revenue Forecast will be prepared
  - Results will determine if P3 is reasonable and feasible
  - If P3 is viable, study will continue to move forward in the NEPA process
  - If P3 is not viable, alternative funding sources will need to be identified for the NEPA process to continue



# Other considerations

- Without P3, the recommended alternative could experience a lengthy wait for state and federal funding
- A 2014 year of opening traffic study is being conducted to identify interim improvements that would help to alleviate 2014 traffic issues



# Questions?