

MINUTES
STATE TRANSPORTATION BOARD MEETING
9:00 a.m., Friday, October 10, 2014
Wickenburg Town Hall
Council Chambers
155 North Tegner Street, Suite A
Wickenburg, AZ 85390

Roll call by Board Secretary Mary Beckley

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

Absent: None.

Pledge

The Pledge of Allegiance was led by Board Member Joe La Rue.

Opening Remarks

Chairman Christy thanked the Town of Wickenburg, Wickenburg Chamber of Commerce and Rancho de los Caballeros for hosting the Board members for dinner on Thursday night. State owes gratitude to the guest ranch industry for their leadership in welcoming to Arizona visitors from US and around the world. Wickenburg has an important role in the pivotal area and instrumental in the I-11 project, and thank you for joining other areas of Arizona who want to ensure that I-11 benefits the entire region, border to border, with opportunities for trade to create economic development for the state.

Call to the Audience

The following member of the public addressed the Board:

1. John Cook, Mayor, Town of Wickenburg, re: welcome to Board; requested the two mile gap be widened to four lanes with the roundabout at Wickenburg Ranch at the US 93 entrance to Lonesome Mine Road, all the way past AZ 89.
2. Christian Price, Mayor of City of Maricopa, re: thank you for support of SR 347 overpass; working with Ak-Chin Indian community for finalization of details; supports I-11.

The following members of the public addressed the Board later in the agenda, in the second Call to Audience, before Item No. 9 related to the I-11 Corridor Profile Study Report Update (which comments will be included in the transcription):

3. Scott Higginson, Executive Director of the Interstate 11 Coalition, re: appreciation of the great work on this project; coalition is made up of civic/business/elected officials in support of I-11 and border to border project for economic development and commerce connectivity of intermountain west.
4. John Liosatos, PAG Planning Director, re: appreciates ADOT staff met with PAG and southern jurisdictions and comments were satisfactorily addressed in the current version of the study; thank you to ADOT staff, FHWA, Nevada DOT and State Transportation Board for efforts on I-11.
5. John Moffatt, Pima County Strategic Planning Director, re: great job well done to ADOT staff and Nevada DOT and Pima County supports this revised study and committed to this project.
6. Ted Maxwell, Asst. Director of the Southern Arizona Leadership Council, re: appreciates ADOT staff and leadership in addressing the issues brought regarding the report. Infrastructure is the key to economic development to bring business a network for exporting goods and services/job growth.

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(Additional speakers: Floyd Roehrich, Jr., Board Member Deanna Beaver)

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(See approved dates and locations below.)

Date	2015 Board Locations	Remarks
January 9	Flagstaff	Board Meeting and Rural Transportation Summit
January 27	Phoenix-HRDC	Study Session
February 20	Clifton	
March 20	Tucson	Board Meeting and Public Hearing
April 17	Phoenix	Board Meeting and Public Hearing
May 15	Chino Valley	Board Meeting and Public Hearing
May 26	Phoenix-HRDC	Study Session
June 19	Pinetop	Board adopts 5-YR Construction Program
July 17	Payson	
August	BREAK	No Board Meeting scheduled for August
August 25	Phoenix-HRDC	Study Session
September 18	Tombstone	
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October 27	Phoenix-HRDC	Study Session
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December 18	Maricopa	

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(Additional speakers: Board Member Jack Sellers, John Halikowski, Floyd Roehrich, Jr.)

1 (Beginning of excerpt.)

2 CHAIRMAN CHRISTY: If not, we'll proceed with the
3 first agenda item, which is the district engineer's report, and
4 I'll ask Mr. Roehrich to give us a little background.

5 MR. ROEHRICH: Thank you, Mr. Chairman, members
6 of the board.

7 Even though this location is in the Prescott
8 district, we are going to have an update from Mr. Paul Patane,
9 the district engineer out of Yuma district. We don't visit his
10 district. I'm going to have a district report from him. But
11 there are a few comments that Mr. Stump, Alvin Stump, the
12 district engineer out of Prescott does have.

13 So Mr. Patane will go first. He'll give an
14 overview of the Yuma district so the board's updated on what
15 actions are there, and then at the end of that, Mr. Stump will
16 go over a few things related to the Prescott district, the
17 district that we're in.

18 CHAIRMAN CHRISTY: Thank you, Mr. Roehrich.
19 We'll proceed then with the district engineer's report from
20 Mr. Patane.

21 MR. PATANE: Thank you, Chairman Christy and
22 board members. Thank you for having me. My name is Paul
23 Patane. I'm the Yuma district engineer, and today I would like
24 to --

25 CHAIRMAN CHRISTY: I just want to remind all

1 speakers to move real close to the microphone. Thank you.

2 MR. PATANE: Thank you.

3 I just want to give you an update on what's
4 happening in Yuma, both what's currently in construction, what
5 we have upcoming as well.

6 Currently, in current construction, we have nine
7 active projects throughout the district. As you can see, they
8 capture all three counties. Yuma district consists of both
9 Yuma, La Paz and portions of Maricopa County.

10 Our first couple projects are in the Yuma area.
11 Pavement preservation is a big part of our district. Then we
12 have two interstates. So we're constantly upgrading the
13 interstate with preservation type projects.

14 The next project is on the south frontage road.
15 It's a local project that we administer on behalf of the locals.

16 The next are two bridge projects. We have three
17 -- actually, three bridge projects in our district ongoing right
18 now. These two are on the county system that we're
19 administering for (inaudible) projects are recently completed
20 and open to travel.

21 The next big project that we just had the ribbon
22 cutting ceremony last week, this is over in the town of Parker,
23 the Colorado River bridge. It goes across to California, and on
24 the bridges that cross the river, there's a joint effort between
25 Caltrans and ADOT where ADOT is responsible for half the cost

1 for construction.

2 The next project is along Interstate 10 or -- in
3 Yuma district, we have five rest areas. So the rehabilitation
4 of rest areas is very important to us. So we have actually two
5 under rehabilitation right now, both Burnt Well and Ehrenberg.
6 Burnt Well will be completed later this month, and we'll begin
7 to -- work on Ehrenberg after the first of the year.

8 We recently completed a -- is this a timer or
9 something?

10 UNIDENTIFIED SPEAKER: No, that's my recorder.

11 MR. PATANE: Oh.

12 (Unintelligible crosstalk.)

13 MR. PATANE: Anyway, the next project we have, we
14 just built a roundabout in Ehrenberg at Exit 1, and we've
15 received a lot of comments on it. Folks aren't quite used to
16 driving the roundabouts in that area, but it will be definitely
17 a benefit to the community.

18 The next project, this is one of our big
19 projects, showcase projects. This is in San Luis. Recently
20 started construction, actually this week. The purpose of the
21 project is to improve traffic operations through the port of
22 entry as well as promoting/enhancing the downtown community
23 business district. This project was a construction management
24 risk project, and it's currently on its way, and we expect eight
25 months for the construction (inaudible).

1 And, excuse me, projects currently advertised in
2 the district, as you can see, there's a few in Yuma, and we have
3 a couple up north in the Ehrenberg and Parker area. Most of
4 these projects are small in nature, but they're important
5 through the community because they promote multi (inaudible)
6 through the landscaping and enhancement type projects.

7 The next project, the Tray (phonetic) Street,
8 this is on the Colorado River, Cocopah Indian Reservation. It's
9 a small project, just doing some -- paving a dirt road street,
10 but it is important to the community there.

11 And again, we have another pavement preservation
12 type project along that County 14 street, which is in Yuma
13 county.

14 This is another -- this is at San Luis Port of
15 Entry 2. Currently, there's just one lane in each direction
16 there. We have a project that advertises later this year, and
17 so we'll be widening both ports of entry of this -- the scope of
18 this project here is to widen about two miles of the avenue,
19 which connects Port of Entry 2 to the S -- State Route 185.

20 Then another big project we have is the I-10
21 Ehrenberg port of entry. The scope of this project improves an
22 operation within the port. There is some building modifications
23 along with expanded parking facilities and updated ITS
24 technology to assist in (inaudible) enforcement compliance
25 division's operations.

1 The teamwork projects under development
2 (inaudible) 15 still. That big project is the Fortuda Wash
3 (phonetic) bridge. This is -- this is on US-95, which serves
4 destinations north to I-10 and 40, but it also serves the Yuma
5 Proving Grounds, and this is an important project to them.
6 During heavy rainfall events, as you can see, US-95 is forced to
7 get shut down. So the fourth quarter this year, we'll be
8 advertising a project to build a bridge at this location.

9 Then this project, the next one, SR-195, it's a
10 (inaudible) project, but it's a test project with FHWA. What
11 we're doing here is we're going to look at different types of
12 asphalt materials in order to maximize the pavement life. So
13 the intent here is to try 14 different types of products and new
14 test sections along State Route 195 so we can get a good idea of
15 what the best project is for our region, but most importantly
16 across the state as well.

17 Then we're -- also, the big project on Avenue 3E
18 widening, this goes from Interstate 8 to US-95. The purpose of
19 this project is to widen the existing two-lane facility to five
20 lanes.

21 Other projects we have -- again, I -- pavement
22 preservation on I-10, big project up in the La Paz County area.
23 And also, we have some turn lane improvements along SR-95 up
24 near Center Springs Road, which is a -- it's a BLM road that we
25 see has quite a bit of traffic, so we're doing some improvements

1 there. And also, in the Parker port of entry, we have a rehab,
2 rehabilitation project there to include some ITS technology to
3 improve port operations.

4 We have a few more local government projects
5 coming up. Again, the locals in our area aren't -- do not
6 administer the projects that we see federal funds. So it's a
7 big part of our program is administering those projects on
8 behalf of the locals.

9 We have one in Parker, the Town of Parker. It's
10 a sidewalk project to improve pedestrian mobility. (Inaudible)
11 pavement preservation type projects along with multiuse path
12 projects.

13 Then we have two gateway projects. This is the
14 City of Yuma. It's a joint project. It's on the business
15 (inaudible) as you come into Yuma. It's called the 4th Avenue
16 Gateway Project. It's an enhancement project to kind of
17 beautify the area as you come into Yuma.

18 In FY '16, we have four projects in the works
19 right now. Those consist of -- we have two interchange projects
20 in Yuma that prove operation and capacity. The purpose of those
21 projects is to construct two roundabouts at these locations.
22 One is at Arrowview Road interchange along with -- it's Exit 7,
23 and at Exit 1 we have a (inaudible) park where there's another
24 roundabout going in that interchange as well.

25 We're doing some improvements in the (inaudible).

1 The purpose of that project is to install signals to improve
2 traffic operations at that interchange in Quartzsite. We have a
3 drainage improvement. It's along Interstate 8 east of Gila
4 Bend. There's been some sense of erosion problems, and the
5 purpose of this project is to improve the drainage and minimize
6 the erosion.

7 Any questions?

8 CHAIRMAN CHRISTY: Just a couple. You mentioned
9 95. There's a connection between I-10 and 40. It also is
10 connected to I-8.

11 MR. PATANE: Yes.

12 CHAIRMAN CHRISTY: Very substantially. As you're
13 going west on I-8, I think it's before you come to Doane --
14 Doane Valley. There is a -- was a rest stop there. It's now
15 boarded off and not in use, and I think it's Mohave. Is that --

16 MR. PATANE: That's the Mohawk rest area.

17 CHAIRMAN CHRISTY: Mohawk, Mohawk rest area. What
18 is going to happen to that?

19 MR. PATANE: There's currently a project in the
20 program to rehabilitate the rest area (inaudible) --

21 CHAIRMAN CHRISTY: Isn't that the one that
22 requires all the environmental issues that's so expensive?

23 MR. PATANE: No. I think in the program there's
24 approximately 4.2 million. The purpose is to improve the
25 infrastructure, both the water and sewer along with the

1 buildings at (inaudible) rest area (inaudible).

2 CHAIRMAN CHRISTY: Do you have a time table on
3 that at all.

4 MR. PATANE: I believe the project is in '16,
5 '16, '17.

6 CHAIRMAN CHRISTY: Okay. Great. Any other
7 questions of the district engineer from Yuma?

8 Thank you very much.

9 MR. PATANE: Thank you.

10 CHAIRMAN CHRISTY: District Engineer Stump.

11 MR. STUMP: Good morning.

12 (Unintelligible crosstalk.)

13 MR. STUMP: Good morning, Chair, board, director.

14 (Unintelligible crosstalk.)

15 CHAIRMAN CHRISTY: Make sure you speak into the
16 microphone, too.

17 MR. STUMP: All right. All right. Go to the
18 next slide. I'll just do a quick rundown, what we have going in
19 the area.

20 Just getting under construction, we have a little
21 retaining wall adjacent to the multiuse path here in town, and
22 we also are just getting started on a scour job on the Monarch
23 Wash bridge, which is a little east of town. And, of course, on
24 the agenda for award is the Hassayampa River pedestrian bridge,
25 and then also we have the U.S. 93 widening between 71 and 89

1 advertised, so that's coming up.

2 And then later this fiscal year, we'll be doing a
3 pavement preservation on 89, between the 93 junction and 71, and
4 further down the road, we'll have prevs. between basically in
5 the north roundabout up to the 98 junction as well.

6 Next slide.

7 And this is just the -- the widening project.
8 It's a little over five miles. Basically, the existing
9 alignment will become the northbound lanes and then the project
10 to build the southbound lanes, and bids will open November 7th.
11 Still around 25 million.

12 Next slide. And we can actually go to the next
13 slide.

14 We've been working a lot with the Wickenburg
15 Ranch folks here recently, getting the design of their
16 roundabout to their 93 entrance. It's a two-lane roundabout
17 with additional capacity in the future as volume's warranted to
18 make some adjustments. It's just getting underway. It will be
19 under construction for the next three months or so.

20 And then next slide.

21 We're also having -- continuing to have dialogue
22 with them about coordinating efforts to -- basically excluding
23 the frontage roads. We've got a plan that we could do about
24 half of the GAP project. Outside of their -- the roundabout
25 project that they're doing now, they have about close to \$10

1 million worth of obligations for improvements that mitigate
2 their development. You see that in the green. Our thought
3 would be they would cover the costs for redoing the junction and
4 adding lanes on 93 down to about roughly seven-tenths of a mile
5 from Vulture Mine Road.

6 In the yellow is some ADOT pavement preservation
7 work to resurface the existing. And then we're continuing to
8 pursue a minor project that's about three-and-a-half million to
9 do the last six-tenths of a mile to get us just shy of Vulture
10 Mine Road. And again, that -- that takes care of about half of
11 the GAP project.

12 So that's -- that's all I have, if you guys have
13 got any questions.

14 CHAIRMAN CHRISTY: Questions for Engineer Stump?

15 MR. LA RUE: Yeah, yeah, I do. So what does it
16 take to take care of the rest of the GAP project? Because I
17 agree with the mayor, this all needs to be done in, you know,
18 cooperation and seamlessly, and I don't quite know where the MAG
19 boundary leaves off and the rural boundary takes off. I don't
20 know if you have anything to -- that can show us that.

21 MR. STUMP: Yeah, I don't --

22 MR. LA RUE: Because isn't this kind of --

23 UNIDENTIFIED SPEAKER: Mr. Chair, Mr. La Rue, I
24 think this is in the MAG region --

25 MR. STUMP: Yeah, it is.

1 UNIDENTIFIED SPEAKER: -- the stretch here, so it
2 would be part of what would have to be in the MAG's
3 (inaudible). So the funding would have to come out of that
4 region, not the rural or any other regions.

5 MR. HALIKOWSKI: So if I might, Mr. Chairman, one
6 thing I want to try and steer away from as we begin these
7 conversations on improving 93 and I-11, I don't -- with all due
8 respect, I don't want to talk about boundaries so much as I do
9 the facility, because I think what we're going to have to focus
10 on is, again, how we bring all of our financial guns to bear
11 working in partnerships with (inaudible). So (inaudible) I know
12 it's important for planning purposes and things like that, but
13 as we move forward with improvements, I think we need to start
14 looking at the state as a system versus regionalizing some of
15 these issues.

16 MR. LA RUE: (Inaudible) I absolutely agree, and
17 so that was the reason for that is we need to bring MAG to bear,
18 because if we're improving the -- a port at the border and this
19 becomes the pinch point, shame on us.

20 UNIDENTIFIED SPEAKER: Yes, sir.

21 MR. LA RUE: So we need to really carry this
22 diagram, you know, back about (inaudible) and those at MAG to
23 say, we need to blend this in as one seamless project, and I got
24 to believe that no bigger than this project is, MAG should be
25 able to find the money, and with the gentleman that's sitting on

1 my left really, you know, bringing his muscle to bear, we need
2 to do an all-out discussion down there with those folks, because
3 I can see this is our pinch point in the whole border-to-border
4 situation.

5 MR. HALIKOWSKI: Well, there are other pinch
6 points, Mr. Chairman, Mr. La Rue, that again, I need to look at
7 this as a systematic vision for this to work for the corridor,
8 and this is one. There are some others we can discuss.

9 MR. LA RUE: Okay. Thank you.

10 CHAIRMAN CHRISTY: Okay. Any other questions of
11 Engineer Stump?

12 Thank you --

13 MR. STUMP: Yes.

14 CHAIRMAN CHRISTY: -- very much for your report.
15 We'll proceed with Agenda Item 2, our director's
16 report. We'll now hear from our director, Mr. Halikowski.

17 MR. HALIKOWSKI: Well, thank you, Mr. Chairman,
18 members.

19 It's a good segue, as we were talking about the
20 corridor, because one of the things I want to talk about is that
21 I was just at or in Mexico City for three days this week, and it
22 was part of the opening of the tradeoff, which is a partnership
23 between the Arizona Commerce Authority, the Arizona-Mexico
24 Commission, City of Phoenix, and we had folks there, myself,
25 representing the TTCA and Maricopa Association of Governments

1 and others. And this is my third trip in 18 months to Mexico
2 City, and when I go there, I'm meeting not only with government
3 officials, but also folks that represent industry there.

4 And you'll see some press releases coming out on
5 this, but I wanted to brief the board very quickly, because this
6 is very pertinent to our I-11 conversation. We met with the
7 under secretary of transportation that specifies specifically on
8 highways, and as you know, I -- Highway 15, Mexico 15 through
9 the state of Sonora, is a direct link to our market and our
10 gateway in Nogales, Arizona and the rest of Arizona, and
11 obviously then on to the western United States.

12 And during that meeting, we were talking about a
13 number of issues, and one of the issues that I was bringing up
14 is not only the military checkpoint at Caro Bobby (phonetic)
15 that inspects every single truck, but also the speed bumps on 15
16 that are almost in every little town that these trucks have to
17 traverse. It adds not only time to the trip, but also wear and
18 tear on the equipment. Whereas you have better links to the
19 markets to the east of us, as the state of Mexico and others
20 deal with the Texas market.

21 And so as we were discussing this, the secretary
22 revealed to me that in 2015, they are going to put a billion
23 dollars onto IR -- onto 15 in the state of Sonora, starting
24 along the southern border of the state of Sonora all the way
25 Nogales. These improvements will greatly speed up the time for

1 cargo to begin flowing north from Sinaloa and Culiacan and other
2 places to the south of there that we're dealing with.

3 But as we were talking with him and he was
4 revealing that, we were also meeting with the state of Mexico
5 who has at least, if I can remember, all the logos of major
6 manufacturers, 25 or 30 major manufacturers in the state of
7 Mexico itself that are producing goods. And they're very proud
8 of their link, NAFTA 51 (phonetic), but it runs right into
9 Texas.

10 And I said to them, you know, the secretary just
11 promised us a billion dollars worth of improvements on Mexico
12 15. See this western link over here? We would like to begin
13 discussing with you on how we can begin to access your markets,
14 because we have a billion -- or 16 million consumers and a
15 trillion dollars worth of GDP in L.A., not to mention the growth
16 in Arizona that we're going to see in the next 25 to 30 years.

17 And so those things were very positive for us,
18 and as we were talking with the secretary of highways, we were
19 explaining to him a pilot project we recently ran to ship
20 produce from Culiacan by rail using Ferromex. We're actually
21 trucking it up to Nogales and then using UP to ship it to
22 Baltimore. We used to ship produce by rail, but in the 1970s,
23 UP decided to stop because of the liability of produce and the
24 condition of it at that point, because they were worried about
25 spoilage. We were working with UP to ship this to prove that in

1 this day and age, we can ship from Arizona across the country on
2 these produce items. And I'm pleased to say that after 23 days,
3 because UP threw every block they could at us to ship that
4 produce to Baltimore, those melons arrived perfectly and sold
5 the same day.

6 And so we have met now with our third meeting
7 with Ferromex, and we're going to be pushing Ferromex and UP
8 together, because that corridor represents not only trucking
9 interests, but it also represents the ability from what we're
10 talking about at least 100 cars, train cars a day of produce
11 that could come through the Nogales port of entry. This is
12 going to involve partnerships with Ferromex, UP, and also,
13 looking at the inspection station, a partnership with CDP to be
14 able to handle that kind of load. But obviously these open up
15 lots of opportunities.

16 The last thing I'll report on my trip from Mexico
17 is that for several years now we've been working this military
18 checkpoint issue at Caro Bobby, because the Mexican military
19 wants to stop every truck and get inside and inspect it for
20 contraband. And obviously when you're looking at -- and I've
21 driven the route myself -- the 20 kilometer line of trucks,
22 adding 12 hours to the trip does not make it economical. And so
23 we've been working with the U.S. Embassy in Mexico, and I'm
24 pleased to report that at our meeting, the U.S. Embassy has
25 pledged that they're going to provide \$7 million worth of

1 equipment. They've been liasing with the Mexican military to
2 begin speeding up the truck inspections and using technology to
3 look inside those trailers.

4 And so we're going to continue that dialogue, but
5 they were very clear that if Arizona had not been there trying
6 to work that military checkpoint with a number of high ranking
7 officials in Mexico, it probably wouldn't have gone anywhere.

8 So the bottom line, as we talked about
9 connectivity and pinch points and boundaries, is that these
10 relationships are critically important, because we're now
11 starting to see some progress where the highway is going to be
12 improved, the checkpoint's going to get some improvement. And
13 then, of course, next week we will cut the ribbon on Mariposa
14 port of entry, so we hope to see you there. But phase four will
15 be complete, and we have a \$250 million investment that's ready
16 to roll.

17 So we are increasing the capacity at the ports,
18 but to your point, Mr. La Rue, we don't want pinch points either
19 in Mexico that makes Texas a more attractive place to go;
20 neither do we want pinch points as we build out in the future,
21 because we want that cargo to flow through Arizona.

22 So that's my sort of last minute report. I got
23 in late Wednesday night, but we can certainly explore more of
24 these, Mr. Chairman, in the future. We have been asked now
25 since -- I think this is a great compliment. We're not asking

1 to meet with people. We were invited by several members of the
2 House of Deputies, Mexican Congress, to come back. They'd like
3 to see me in November to discuss some more of the things that
4 we're working on in conjunction with them. So we're trying to
5 juggle schedules to get back in November and continue the work
6 there. So Mexico 15, Nogales, I-11, I mean, we start to see the
7 international connection there.

8 I don't know if you have any other questions,
9 Mr. Chairman.

10 CHAIRMAN CHRISTY: We're not allowed to ask you
11 any questions.

12 MR. HALIKOWSKI: Oh, I'm sorry. I keep
13 forgetting my -- our attorney -- there she is. But to that end,
14 Mr. Chair, if this is an item that you did want to have more
15 discussion on, we can agenda and then put together a more
16 specific briefing (inaudible).

17 CHAIRMAN CHRISTY: Absolutely.

18 MR. HALIKOWSKI: The other thing, Mr. Chairman,
19 is I have some bittersweet news for you today. ADOT has a
20 tradition of producing high caliber leaders, and we have not
21 only shaped transportation policy at the state level, but
22 nationally as well, and it's been the privilege of this agency
23 to identify and to grow these leaders within ADOT, but very
24 often what we see is that being successful at producing
25 excellent leaders is a bittersweet enterprise since they're

1 highly sought after by other folks in the transportation
2 industry, and they often go off to seek new challenges.

3 So today that bittersweetness hit home again for
4 me when Jennifer Toth has announced that she'll be leaving ADOT
5 to assume the leadership of the Maricopa County Department of
6 Transportation. So before that news became public, we wanted to
7 let you, the board, know. But she has, you know, stepped up to
8 the challenge and became state engineer in 2011.

9 Many of you have worked with Jennifer quite
10 closely when she was planning director and then as state
11 engineer and deputy director of Jennifer -- or, Jennifer, of
12 transportation, but she's leaving ADOT with a legacy of safety,
13 and that has been a big legacy that she has left with driving
14 safety home. But more importantly, her reshaping of the
15 Intermodal Transportation Division, because the mark of a good
16 leader is that when they say, I'm going to take on a new
17 challenge, they have left you with an extremely strong bench to
18 draw from, and Jennifer has done that in growing and developing
19 her team.

20 The last thing I want to say about Jennifer is
21 this, is that very often when we're asked to tell something
22 about ourselves, we talk about our job or what we do or what we
23 have done. With Jennifer, it's a person, when you talk to her,
24 of saying that accountability is important to me. I want to
25 practice integrity in everything that I do, and I respect the

1 people and everyone that I'm working with.

2 So I would just like to say that in working with
3 her these past few years, it's not so much about what she does,
4 but it's about who she is, and she practices accountability,
5 integrity and respect in everything that she does. So we're
6 sorry we are losing you, but congratulations and good luck on
7 your new endeavors.

8 And we want to know how much money Maricopa
9 County (inaudible).

10 CHAIRMAN CHRISTY: Attorney Kuzman (phonetic),
11 are we allowed to comment on the last part of the director's
12 comments regarding Ms. Toth?

13 MS. KUZMAN: I think that's probably fine.

14 CHAIRMAN CHRISTY: I don't think anything more
15 could be said as eloquently as the director just stated. Our
16 feelings are mirrored by what he just conveyed.

17 On a personal note, one area that's been an area
18 of interest to me and concern is the dust storm problems on
19 I-10, and you of all people have took the forefront and led the
20 whole charge to try to address this very difficult and dangerous
21 issue, and the work that you did and the work that you provided
22 the state and the citizens that travel through that area,
23 particularly around Picacho Peak, was monumental, to say the
24 least. You draw from all sorts of resources, private
25 enterprise, education, science and put together a terrific

1 ability to detect and to warn people about the safety regarding
2 these dust storms.

3 And that's just one example of the leadership you
4 provided the department and the State of Arizona, and for that I
5 salute you and I thank you. And on behalf of the board, I'm
6 sure I speak as one, that we wish you the very best and that
7 we're going to miss you here as well.

8 Does any other member wish to add to that?

9 MR. LA RUE: I might say, Mr. Chair, that I'm
10 very sad for the ADOT family, but when I heard it was Maricopa
11 County, I really (inaudible). As many of you know, I spent 10
12 or 15 years with MCDOT. I love the organization, and so
13 Jennifer, I'm very glad you're with MCDOT, so...

14 CHAIRMAN CHRISTY: I'm sure Pima County could
15 have provided you a much better... But be that as it may, we
16 wish you the best.

17 Thank you, Director Halikowski, for your report,
18 as well as for your notifying us about Ms. Toth. We appreciate
19 that very much.

20 We'll move on to the consent agenda. Before we
21 do, Mr. Roehrich, would you just give us a little briefing on
22 one of the items there.

23 MR. ROEHRICH: Yes, sir, Mr. Chair, members of
24 the board.

25 On the consent agenda, there are the August

1 meeting minutes usually included in the agenda. If you look on
2 the front page of those minutes, there is a typo error on that.
3 It lists the location as Cottonwood, Arizona, but in fact, it
4 was Page, Arizona. Mary has already made the correction to the
5 official copy that will get posted and put in the historic
6 records for the board. So your copy up there is wrong. We are
7 going to ask you, though, to approve it with the acknowledgement
8 that those minutes have been corrected to reflect the location
9 as Page, Arizona.

10 CHAIRMAN CHRISTY: I appreciate that,
11 Mr. Roehrich.

12 I just want to also express appreciation to Board
13 Member Beaver. She was the first one to notice that issue on
14 the board, and keep up that kind of interrogation is very
15 important.

16 MR. ROEHRICH: Now, we're not taking that as
17 she's the only board member who read the meeting minutes.
18 (Inaudible).

19 CHAIRMAN CHRISTY: We certainly wouldn't want to
20 allude to such a thing, but we do appreciate her input on that.

21 Anything else you'd like to add to that?

22 MR. ROEHRICH: Mr. Chair, that is all.

23 CHAIRMAN CHRISTY: Okay. At this time, the Chair
24 will accept a motion, entertain a motion to approve the consent
25 agenda.

1 MR. ANDERSON: So moved.

2 MR. LA RUE: Second.

3 CHAIRMAN CHRISTY: There's a motion by Mr. --
4 board member -- Vice Chair Anderson and Board Member La Rue to
5 approve the consent agenda as presented. Discussion?

6 Hearing no discussion, all those in favor of the
7 motion, signify by saying aye.

8 BOARD MEMBERS: Aye.

9 CHAIRMAN CHRISTY: Opposed?

10 The motion carries.

11 We'll go on to legislative -- the legislative
12 report on Item 4, and we'll hear from our director of government
13 relations, Mr. Kevin Biesty.

14 Mr. Biesty.

15 MR. BIESTY: Good morning.

16 I'll start off with a brief state update. The
17 department is currently in the process of gathering information
18 on -- and putting together potential legislative proposals for
19 the upcoming session. That information will be gathered, shared
20 with the governor's office and then worked into the transition
21 of the new governor.

22 So once we have some final proposals, we'll share
23 those with you. Many of the proposals we're looking at are
24 updating older statutes, trying to find deficiencies within our
25 operations and see what changes need to be done statutorily, but

1 as we get the process finalized, we'll share that with you.

2 On the federal level, Jennifer Toth and I were
3 back in D.C. a couple of weeks ago meeting with members. We
4 were discussing issues such as I-11, key commerce corridors and
5 federal reauthorization and also the upcoming -- where we're at
6 in the process of the South Mountain Freeway in Maricopa County.
7 It was productive meetings. We got to meet with many of the
8 member staff and provide some valued information.

9 One of the things we're working on right now is
10 the department -- is filling out a USDOT survey to include some
11 corridors in the programs of national/regional significance.
12 Even though that program is unfunded, we are putting in some
13 projects. So the projects we're looking at is I-10
14 improvements, the future I-11 from Wickenburg north and I-15.
15 So we're currently working on that.

16 And then also, last month Congress passed a
17 continuing resolution to fund the federal government through
18 December 11th of this year, so got a little bit more time.

19 And that's all we have right now. If you have
20 any questions, I'd be happy to answer.

21 CHAIRMAN CHRISTY: Now, tell me -- (inaudible)
22 clear on these, these grants your working on, you'd mentioned
23 the I-11 from Phoenix to Las Vegas. What is that?

24 MR. BIESTY: So they're -- in the federal
25 reauthorization, there's many programs, and one of them is the

1 Roads of National and Regional Significance. So these are --
2 these are highways that -- from a national standpoint, from a
3 regional standpoint are significant in keeping traffic and trade
4 moving. But again, it's never -- it hasn't been funded, but the
5 USDOT asked to identify some program -- some projects that we
6 can put in there. So we're gathering up that information right
7 now (inaudible). And the reason the -- the reason the 93,
8 future I-11 was selected is because it's an existing roadway.

9 CHAIRMAN CHRISTY: And these grants would be
10 awarded when?

11 MR. BIESTY: They're not --

12 MR. ROEHRICH: Mr. Chair, if I could, within Map
13 21, as Mr. Biesty had said, they had identified -- similar to
14 like a TIGER grant program, but it was the roads of regional --
15 national regional significance. It was identified as a project
16 that they would go through selection criteria by the USDOT to
17 grant of a half a billion dollars, like Mr. Biesty said, but
18 Congress never funded it.

19 So what the USDOT is hoping to do is go to all
20 the states and said, if Congress would have funded that, what
21 projects would you have submitted, and they want to make a list
22 to go back to Congress when they do their reauthorizations and
23 say, here's why you need to fund this significant program that
24 will allow these states to go after this grant money, because
25 guess what, we've identified what, 200 projects and \$20 billion,

1 you know, like they get with the TIGER grant when they get, you
2 know, 500 projects and \$60 billion requests.

3 But basically, they're trying to show that there
4 is a need out there for these projects. It has beyond just a
5 transportation role, the economic development role, as well as
6 the ability to interconnect regions to the national, to the
7 global markets, and that why when you do a reauthorization for a
8 future highway bill, you need to make sure that you include the
9 money in for this program. But right now there is no money.
10 Right now there is not anticipated to be any money unless
11 Congress puts the money in. So the USDOT is trying to show this
12 great need so they can get Congress to put money in on a future
13 reauthorization. So states have been asked to put together a
14 list of if this was a criteria, what projects will you submit.

15 CHAIRMAN CHRISTY: You see where I'm going with
16 this questioning or my concern that you've isolated this, again,
17 Phoenix to Las Vegas area, where we in southern Arizona might
18 say, why didn't you isolate something south of Casa Grande as a
19 project?

20 MR. HALIKOWSKI: Mr. Chair, (inaudible). One of
21 the reasons why that is, Mr. Chair, is this criteria has to be a
22 road that you can build on. I-11 has not been designated south
23 of Wickenburg, nor has the route been selected. We're going
24 through a process. Unfortunately, this process requires the
25 evolution of time and development of the designation and the

1 establishment of a specific route for Interstate 11. You cannot
2 put future roads or illustrative roads on this list of projects
3 because it has to be projects that you can actually physically
4 go out and be working on.

5 CHAIRMAN CHRISTY: So this basically is an
6 enhancement to 93.

7 MR. HALIKOWSKI: Mr. Chairman, that's correct.
8 It would finish off US-93, get it completely out of the program
9 and have finished it. So then as other funding becomes
10 available, we could work on those other pieces, especially as we
11 establish the specific route and continue to move forward.

12 And (inaudible) there's Item 9 we're going to
13 talk more specifically about the future of Interstate 11.
14 Unfortunately, we just haven't identified, nor has Congress
15 designated the extension of Interstate 11 to where we can
16 qualify for this money. Until we get to some level of
17 development -- at some point in the future, it will be there.
18 Right now, our goal is to take all these corridors that have the
19 significant need now. We can get funding for those and get it
20 approved. That will free up any funding for other corridors
21 that we could put the money on, because we won't have to put it
22 on Interstate 10 or Interstate 15 or US-93, because we'll have
23 finished it to some level of completeness.

24 CHAIRMAN CHRISTY: And in that list, you
25 mentioned the I-10 enhancements as well is included in that

1 list?

2 MR. HALIKOWSKI: That's correct. And I-15.

3 MR. ROEHRICH: I-15.

4 MR. HALIKOWSKI: And I would add with the
5 designation language, many of you received the letter that we
6 worked with our delegation and the Nevada delegation, and in
7 there they did notify the transportation committee how important
8 it is to -- and that we're going to be working to get the
9 language to the Mexican border. So -- so that all is part of
10 this -- this discussion.

11 CHAIRMAN CHRISTY: So I have no reason to be
12 concerned about anything.

13 MR. ROEHRICH: Mr. Chair, we'll talk about the
14 letter in Item 9. That's part of the designation. As far as
15 worrying, the concern is always going to be if we never
16 identified those funding sources, we will never get these
17 facilities built to any -- to any level.

18 MR. HALIKOWSKI: And first things first, we have
19 to complete the studies to get to that point, which I think is
20 what Floyd's trying to emphasize, Mr. Chairman, is that we're
21 just -- we're not at the construction point yet, but I want to
22 assure you, please don't be worried. We're looking at this as a
23 facility that needs to run from one end of the state to the
24 other. It needs to all work together.

25 CHAIRMAN CHRISTY: Okay.

1 MR. BIESTY: And Mr. Chair, should this program
2 ever get funded and should any of these projects receive
3 funding, like was mentioned by Mr. Roehrich, that frees up money
4 in the program to do other things.

5 CHAIRMAN CHRISTY: But there is no money being
6 funded.

7 MR. ROEHRICH: Illustrative money.

8 CHAIRMAN CHRISTY: Illustrative money.

9 MR. ROEHRICH: (Inaudible.)

10 CHAIRMAN CHRISTY: Didn't wish to interrupt your
11 report if you had more.

12 MR. BIESTY: No. Mr. Chairman, members, that's
13 all I have right now. Any questions?

14 CHAIRMAN CHRISTY: Any questions of Mr. Biesty?

15 MR. BIESTY: Thank you very much.

16 CHAIRMAN CHRISTY: Thank you, Mr. Biesty, for
17 your report.

18 We'll move on to the financial report. We'll
19 hear from our chief financial officer, Ms. Kristine Ward.
20 Ms. Ward, good morning.

21 MS. WARD: Good morning.

22 MR. HALIKOWSKI: We heard you were driving the
23 speed limit today.

24 MS. WARD: Yes, I was, and there was something
25 went by me very quickly, kind of started to suck the doors off

1 my car as I was going -- I didn't notice who it was though.

2 MR. HALIKOWSKI: It was Ted Maxwell and John
3 (inaudible).

4 MS. WARD: Oh.

5 CHAIRMAN CHRISTY: Again.

6 MS. WARD: Mr. Chair, if I could, first of all, I
7 would like to say that I am -- I am shocked that Jen will not be
8 here, doesn't want to be here for the rest of the financial
9 reports, and I mean, I am certain that you will be missing those
10 in the future. If you'd like, we'll send you the dates so you
11 can attend or I can send you my slides. You'll be deeply
12 missed. Pleasure working with you.

13 Moving on to our stand -- the regular financial
14 report, (inaudible) has been right on forecast, I think that
15 much closer than .2 percent above. We're showing our standard
16 slow growth continues in gas, our gas tax revenue. VLT,
17 (inaudible) VLT, unfortunately we're seeing some slowing in
18 growth there. I have asked (inaudible), but this meeting's a
19 little early, so we haven't gotten the detailed numbers on VLT.

20 If we move on to RARF -- make sure I don't turn
21 the recorder off here -- the Regional Area Road Fund, again, we
22 are right on target, right on forecast, and we're seeing
23 moderate growth in all of our areas. Contracting, if you'll
24 recall last year at this time we were looking at double digit
25 growth. That has really -- it's slowed down and, in fact, we're

1 seeing -- you can see this in your economic highlights section
2 in your report. You'll see we've shed about 5,000 jobs in
3 contracting year over year.

4 The federal aid program, I think Kevin touched on
5 that. We've gotten funding through December 11. This does not
6 make us feel warm and fuzzy in the financial management services
7 unit. We'd like to see funding go a little beyond that, maybe
8 another couple of years would be nice, but we at least received
9 that, and we also successfully -- just successfully closed out
10 the federal fiscal year and utilized all of the funding
11 available to us.

12 If I may, Mr. Chair, I'd like to proceed to
13 Agenda Item 6, if I may (inaudible).

14 CHAIRMAN CHRISTY: Are there any questions
15 regarding the financial report of Ms. Ward?

16 Please proceed to item 6, which is the adoption
17 of a -- of an authorizing resolution.

18 MS. WARD: First of all, we've got a lot of
19 exciting reading materials in front of you. I want to assure
20 you, particularly on the resolution, that that document has been
21 covered by numerous, numerous individuals. It's first been
22 struck by our bond council reviews. In fact, we have a bond
23 council here if you have any particular questions.

24 CHAIRMAN CHRISTY: Are bond council -- could you
25 raise your hands so we identify.

1 MS. WARD: (Inaudible), Tim.

2 CHAIRMAN CHRISTY: Thank you.

3 MS. WARD: It's also reviewed by a financial
4 advisor. It's also reviewed, of course, by our staff
5 internally. I spent a very exciting weekend last weekend
6 reviewing it.

7 So you are welcome to review that, but what it
8 essentially is, it is the covenants that we -- the assurances
9 that we provide to the investors regarding the bonds (inaudible)
10 issue.

11 So if you'll recall, at last meeting, I said, oh,
12 I think we've got some -- we've been working with our financial
13 advisor, and we had some refunding opportunities, and the first
14 of the resolutions, the one we're discussing in the Agenda Item
15 6 is the RARF refunding, Regional Area Road Fund, and the
16 transportation excise tax bonds. And what we're going to be
17 doing is essentially refinancing about \$478 million worth of
18 bonds, and what we anticipate is savings to the tune of around
19 \$25 million. So we'll take it.

20 We will -- the amount, the specific amount of
21 bonds that we will refund will be dependent upon what the
22 interest rates are at the time that we (inaudible). So it may
23 vary a little. Could go up, could go down. But it will be
24 based on, you know, if we can receive increased savings because
25 of decreased interest rates, then we'll -- we will refund the

1 bonds.

2 The current interest rates that we are
3 anticipating on those are somewhere between -- two,
4 two-and-a-quarter to a little over two-and-a-half percent
5 interest costs.

6 We expect to go to market with these bonds third
7 week of November, around the 17th, week of the 17th, and we also
8 anticipate we'll be having meetings, calls with the rating
9 agencies here in the next two weeks. We expect to get a double
10 A from Moody's and a double -- a double A1 from Moody's and a
11 double A plus from S&P. Those are very -- that's a very strong
12 rating. There's only one grade above that.

13 With that, I would request the board's approval
14 for us to -- of the resolution to move forward.

15 CHAIRMAN CHRISTY: Does the board have any
16 questions of Ms. Ward regarding the resolution before the
17 board?

18 The Chair will then entertain a motion, as there
19 are no questions, that states that the board -- that the motion
20 before the board is a resolution authorizing the issuance of
21 transportation excise tax revenue refunding bonds, Series 2014,
22 prescribing the form of the bonds, prescribing certain terms and
23 conditions and making certain covenants pertaining to the bonds,
24 ordering the sale of the bonds, authorizing the refunding of all
25 or a portion of the board's outstanding senior bonds,

1 supplementing the resolution of September 21st, 2007 as
2 supplemented to date and approving certain other matters
3 relating thereto. Is there a maker of the motion?

4 MR. SELLERS: So moved.

5 MR. ANDERSON: Second.

6 CHAIRMAN CHRISTY: There's a motion by Board
7 Member Sellers, and a second by Mr. -- board member -- Vice
8 Chair Anderson. Discussion?

9 Hearing no request for discussion, all those in
10 favor of the resolution before the board signify by saying aye.

11 BOARD MEMBERS: Aye.

12 CHAIRMAN CHRISTY: Opposed?

13 Hearing no opposition, the resolution passes.

14 Would you please, Ms. Ward, proceed to Item 7.

15 MS. WARD: (Inaudible.) The Item 7 pertains to
16 the refinancing of some PERC bonds that we anticipate
17 refinancing, refunding approximately \$276 million worth of
18 existing PERK bonds. This will be a senior -- this will be a
19 senior issue. So we will be refinancing senior -- the senior
20 bonds. And we anticipate savings of around \$12 million related
21 to this refinancing.

22 Current estimates of the interest rate we'll be
23 paying, about two-and-three-quarters to three percent. We
24 expect to go to market on these -- we might -- this is kind
25 dependent upon what our financial advisor tells us in terms of

1 where the market is, but we expect to either go in December or
2 January to market with these bonds.

3 Again, with regards to our ratings, we'll be
4 having rating agency calls coming up here -- that will probably
5 be about a month out on that -- on this particular issue, and we
6 expect a AAA rating from Standard & Poor's and a AA1 from
7 Moody's.

8 With that, I'll take any questions or
9 (inaudible).

10 CHAIRMAN CHRISTY: Any questions regarding Item 7
11 of Ms. Ward?

12 Hearing no questions, a move to -- an
13 entertainment by the Chair of the proposed motion, which is that
14 there -- that the board authorize the resolution which
15 authorizes the issuance of Arizona Transportation Board Highway
16 Revenue Refunding Bonds, Series 2015, prescribing the form of
17 the bonds, prescribing certain terms and conditions, and making
18 certain covenants pertaining to the bonds, ordering the sale of
19 the bonds, authorizing the refunding of all or a portion of the
20 board's outstanding senior bonds, supplementing the resolution
21 of May 1st, 1980 as supplemented to date, and approving certain
22 or matters relating thereto. Is there a maker of the motion?

23 MR. SELLERS: So moved.

24 CHAIRMAN CHRISTY: Motion by Board Member
25 Sellers. Is there a second?

1 MS. BEAVER: Second, second.

2 CHAIRMAN CHRISTY: Second by Board Member Beaver.

3 Any discussion regarding the motion?

4 Hearing no discussion, all those in favor of the
5 motion before the board signify by saying aye.

6 BOARD MEMBERS: Aye.

7 CHAIRMAN CHRISTY: Opposed?

8 Hearing no opposition, the motion carries.

9 Anything further, Ms. Ward?

10 MS. WARD: No, sir. Thank you very much.

11 CHAIRMAN CHRISTY: Thank you for your report.

12 We'll proceed with Item 8 from the Multimodal
13 Planning Division. We'll hear from our assistant director,
14 Mr. Scott Omer.

15 Mr. Omer.

16 MR. OMER: Good morning, Mr. Chair. So I'm going
17 to go ahead and bypass the NPD report, as you're going to hear
18 enough from us on Item 9 and Item 13. So I'll sit back down and
19 assume you're going to call up the -- call to the public on Item
20 9 now.

21 CHAIRMAN CHRISTY: One thing you should never do
22 is assume.

23 MR. OMER: Well, I know, especially not with this
24 Chair.

25 CHAIRMAN CHRISTY: Yes. All right. That's fair

1 enough, Mr. Omer. Thank you.

2 I take that then that you have no report
3 regarding --

4 MR. OMER: (Inaudible.)

5 CHAIRMAN CHRISTY: Then we'll proceed with Item
6 9, and we will -- before going on to Item 9, we'll have our
7 second call to the audience, which are those members of the
8 audience that wish to address specifically Agenda Item 9, the
9 I-11 Corridor Profile Study Report update.

10 And our first speaker is the executive director
11 of the Interstate 11 Coalition, Mr. Scott Higginson.

12 MR. HIGGINSON: Thank you, Mr. Chairman.

13 I appreciate the opportunity to come before your
14 board today and express our support for the study that is before
15 for you today for final approval. I appreciate the great work
16 that has been done by many folks on this problem -- project.

17 The Interstate 11 coalition is a group of civic
18 and business and elected officials who are supportive of the
19 Interstate 11 concept being developed. Some of them are here
20 today. My thanks to ADOT and then to Mr. Halikowski as the
21 director and also Mike Kies. I know that Sondra is here from
22 Nevada as well. They've led the team and did an excellent job
23 in preparing this report, along with the consultants who worked
24 with them.

25 It was a very long process. It was very well

1 done. There were lots and lots and lots of public input
2 opportunities, both via the web as well as public meetings.
3 Mr. Kies presented and represented the ADOT very well, and even
4 at some times when questions were harsh and direct. He did a
5 great job, and I appreciate the work that he and the entire team
6 has done.

7 There's broad support for Interstate 11. As
8 you've heard today, we have a letter that -- from the entire
9 Congressional delegations of both Nevada and Arizona to the
10 respective committee chairs in Congress seeking support and
11 seeking to extend the designation beyond what it currently is.

12 The I-11 coalition sees this, as the term's been
13 used numerous times today, and we see it as a border-to-border
14 project. It is not a project designed specifically for one
15 location, for one county, for one region. It is a
16 border-to-border project to enhance the economic benefits to our
17 state as well as to create a commerce connectivity for the
18 benefit of the Intermountain West.

19 It's not going to happen all in one piece, and I
20 think there's some people who think that, you know, this I-11
21 project, someday we're going to wake up and they're going to be
22 building an interstate from border to border. That isn't going
23 to happen. That's billions of dollars, and funding for such a
24 project like that just doesn't happen.

25 I appreciate it that the study broke down the

1 entire length of the corridor into segments of independent
2 utility, and that we can now look at different portions of it
3 and what's needed in each piece in order to advance the process.
4 But the most important thing that's needed now is that this
5 study is concluded, it is done, and we just can't let it sit on
6 a shelf. There are far too many studies that are done, in my
7 experience of having been involved in government for my entire
8 career, where studies get done and projects get looked at and
9 then they sit on the shelf. And if this project doesn't receive
10 some funding support to go forward to the next step of
11 environmental impact statements, it will sit on the shelf.

12 And so we have to look at that as coming from a
13 variety of sources. It's going to take funding from the
14 federal, state and local governments in order to take it to the
15 next step of getting the environmental impact statements
16 completed, whether for the entire route or individual pieces of
17 the independent utility districts.

18 So with that said, I will conclude and just let
19 you know that we continue to be supportive. We continue to
20 pledge the efforts of myself and our board and its members to
21 advance the Interstate 11 so that it can be completed and at
22 least get some border-to-border connectivity completed as soon
23 as possible.

24 With that, Mr. Chairman, members of the board,
25 I'd take any questions that you might have for me.

1 CHAIRMAN CHRISTY: Questions at this time?

2 Mr. Higginson, we appreciate you're talking to us
3 today.

4 UNIDENTIFIED SPEAKER: You know --

5 CHAIRMAN CHRISTY: Hold on, Mr. --

6 UNIDENTIFIED SPEAKER: Excuse me, Mr. Chair.

7 (Inaudible) call to the audience, they can't take questions.

8 CHAIRMAN CHRISTY: Yeah, yeah.

9 UNIDENTIFIED SPEAKER: You listen to the audience
10 member and then we move on. Now, if you have a question, when
11 staff gets ready to address the item, we can address it at that
12 time, but it would have to be addressed toward staff.

13 CHAIRMAN CHRISTY: As I was saying,
14 Mr. Higginson, we're not going to ask you any questions.

15 MR. HIGGINSON: I'll stick around afterwards and
16 we can chat.

17 CHAIRMAN CHRISTY: Thank you.

18 Our next speaker is from the Pima Association of
19 Governments in the Transportation Planning Division, Mr. John
20 Liosatos.

21 Mr. Liosatos, will you please address the board.

22 MR. LIOSATOS: Mr. Chair, members of the board, I
23 just want to say first off that when this came to you last month
24 at your last board meeting, our deputy director, Cherie
25 Campbell, had some comments about some -- maybe some revisions

1 that could be made. I want to let everybody know that ADOT
2 staff did meet with not only PAG, but members of the southern
3 Arizona business community and other southern Arizona
4 jurisdictions. They listened to all of our comments, and those
5 comments were more than satisfactorily addressed. So all of
6 those are -- have been reflected in the current version of the
7 study.

8 And so with that, I think the only other thing
9 we'd like to do is take an opportunity to thank a couple people,
10 but I will be brief. First off, Carla Petty and her staff at
11 FHWA over the last years have been just terrific explaining the
12 process and some of the background on how these sorts of things
13 work, to not only us at PAG, but members of our business
14 community. So that's very much appreciated. To Sondra and
15 NDOT, she came to PAG two years ago and sat with us and sort of
16 gave us an overall perspective. And then ADOT, of course, all
17 the way from, you know, Mike Kies, Scott, Mr. Roehrich and the
18 director.

19 Again, on the phone with us, coming down to
20 Tucson and meeting with us, it's just been very great to see the
21 amount of detail that they've put into making sure that we're on
22 board and our questions have been answered.

23 And then finally, the past and current members of
24 the State Transportation Board, we certainly do appreciate all
25 of the efforts you've both put into this. It's been great.

1 And then finally, Mr. Christy, you personally not
2 only as your leadership of the chair, of the board over the last
3 year, but as a member of the PAG regional council, being that
4 liaison between the business community and PAG and all of the
5 member jurisdictions, southern Arizona owes you a great debt,
6 and we appreciate the effort you've put into it. So thank you
7 very much.

8 CHAIRMAN CHRISTY: Thank you. Thank you
9 Mr. Liosatos.

10 Our next speaker is director of strategic
11 planning for Pima County, Mr. John Moffatt.

12 MR. MOFFATT: Good morning Mr. Chair and members,
13 director.

14 Again, it's -- you're kind of down the line.
15 Most of the people have already said that we want to thank Mike
16 and Sondra and the department for a really good effort, good
17 job, well done. Thanks for all your activity and consulting.

18 John did say we had a very successful meeting,
19 Mike came down and incorporated the -- a number of the things
20 that we had brought up, and we're very supportive of the report.
21 We think it's time to move forward, and we -- you know, our
22 commitment is, you know, Nevada has done a good job. There was
23 a lot of discussion last month about the -- Nevada getting out
24 in front of this and moving it forward.

25 Pima County is certainly committed to working

1 with the transportation board, the department and whoever else
2 that we need to, including Nevada and our Congressional
3 delegation, to make sure that this funding happens. Scott was
4 right, we do not want this to sit on the shelf, and the other
5 thing is that -- is, you know, funding is the major hurdle, but
6 we've got to get a broader base of people in behind this thing,
7 and I think that's one of the things that we certainly want to
8 commit to helping.

9 So thank you very much for all the work, and
10 anything we can do -- you know, we would like to see some of the
11 interim funding for I-19 also, because that's also the major
12 gateway to this whether -- to the first part of this I-11 piece
13 coming out of Mexico is essentially without question I-19, which
14 could use some effort, also. But anyway, thank you very much,
15 and thanks for all the help.

16 CHAIRMAN CHRISTY: Thank you, Mr. Moffatt.

17 And our final speaker on Item 9 of the agenda is
18 the assistant director of the Southern Arizona Leadership
19 Council, Mr. Ted Maxwell.

20 MR. MAXWELL: Good morning, Mr. Chairman, members
21 of the board. And director, I'm not sure what you're talking
22 about. I allotted my usual hour-and-a-half to get from Tucson
23 to Wickenburg, and I was fine.

24 You're going to hear a lot of the same thing from
25 me, so I'm going to make it real brief. We want to thank the

1 board, the ADOT leadership and especially the ADOT staff, and
2 Mike Kies particularly, in addressing all the issues we have
3 brought. For about the last year, I've had several
4 opportunities to speak to you, and it's always with an
5 (inaudible). So today I want to give you a gift. I want to
6 give you the thanks for all the hard work and dedication of
7 making this report what I believe now is a complete, finished
8 study ready to go forward.

9 I fully support Mr. Higginson's comments. It can
10 be a study that sits on the shelf so that other give -- I want
11 to state today is that Southern Arizona Leadership Council is
12 made up of over 120 CEOs, business leaders as well as community
13 leaders from southern Arizona stretching from Nogales to Sierra
14 Vista and in the Tucson vicinity, as well as a couple members
15 from up in the Phoenix area.

16 We feel very strongly that infrastructure is the
17 key to economic development, to bringing the current businesses
18 in here and giving them the network that they need to export
19 their goods and services which will bring money into the state.
20 It will also bring job growth and hopefully other companies that
21 want to come to the state of Arizona because of the facilities
22 and the access we have to some large markets.

23 But we need advocacy. You need that advocacy and
24 support from the business community and that's what we're going
25 to be here for, whether it's the TTCA report and getting it

1 moving forward, whether it's the I-11 study which we don't want
2 to just be sitting on that shelf, or whether it's even local,
3 regional infrastructure efforts, you need the support of the
4 business community, and we are here to pledge that support to
5 you and to continue to work with the other business partners
6 throughout the state in order to make those kind of things
7 happen.

8 So thank you for all your support, and I
9 appreciate your time.

10 CHAIRMAN CHRISTY: Thank you, Mr. Maxwell.

11 Are there any other members of the audience that
12 wish to address Item 9 on the agenda?

13 If not, we'll proceed with the agenda item
14 itself, and we'll resume with Mr. Omer.

15 MR. OMER: Thank you, Mr. Chair.

16 So to make this brief, what I want to do first
17 was, you know, say this hasn't been a short two years. This two
18 years for this study actually started over three years ago when
19 I started working with Sondra Rosenberg and her boss at the
20 time, Tracy, about developing the scope of work for this study.
21 I was originally going to lead it and Jen -- Jennifer said, you
22 can't. You find someone else to do it. So I brought Mike in.

23 And Jennifer was clear about we had to provide
24 the leadership and the people that actually make it happen. And
25 Mike and Sondra have really done a fantastic job over the last

1 three years. We talk about the last two, but the last three
2 years about getting this project up off the ground, being out --
3 I mean, the number of meetings and the miles that they've put in
4 literally and figuratively they've put in to get this study to
5 where it is is just phenomenal.

6 Those of you that have had the opportunity to
7 look and read the study, it's really good. It's not something
8 that I would say that has been done often. I mean, we're
9 talking about a corridor that's just 450 miles in Arizona, and
10 you know, I don't really care about what happens in Nevada, but
11 the 450 miles in Arizona are very important to us and, you know,
12 we're really happy.

13 So as the members are -- southern Arizona, as
14 we've mentioned, we did go back down. Mike went and
15 specifically and personally talked to southern Arizona about the
16 comments that came out of the last meeting.

17 In addition to that, we also met with MAG, and we
18 have -- we do think we have a study now that is ready, and I'm
19 proud to have Mike come up and talk about the changes, and I'm
20 very happy that he asks you guys after this is said and done to
21 accept this study on the department's behalf. Again, we're very
22 proud of it, and we'll ask Mike to come up, and then after that,
23 we'll answer any questions you have.

24 CHAIRMAN CHRISTY: Mr. Kies.

25 MR. KIES: Thank you, Scott, and thank you for

1 all of the kind words that people said in their comments, and
2 thank you again for asking me to come and give an update on
3 Interstate 11.

4 It has been a busy month, as you have heard, and
5 you've heard her name a few times, but do I want to officially
6 introduce to the board Sondra Rosenberg from the Nevada
7 Department of Transportation. Sondra has been a partner with me
8 for two years, and we have -- it has built a partnership between
9 our two states, and we are looking at this not only border to
10 bored in Arizona, but border to border from the northern border
11 of Nevada all the way to Nogales.

12 So with that, I -- last month I provided you a
13 lot of detailed information on the study and the justification.
14 This month I just wanted to briefly give you an update on what
15 we -- a reminder of where we are with the study and really focus
16 on the next steps, which is what a lot of the discussion over
17 the last month was on. So just a reminder of the
18 recommendations that's in the study. Again, we have recommended
19 a continuous corridor from Las Vegas to Nogales as the primary
20 recommendation for a continuous trade corridor that will enhance
21 our future economy. Nevada is considering extensions north of
22 Las Vegas, as you see on the map, all the way to their northern
23 boundary.

24 Next slide, please.

25 As Scott Higginson mentioned from the I-11

1 coalition, one of the elements of this study that we do want to
2 remind the board of and focus on is that we are -- we do not see
3 this entire corridor being tackled all at once. We have
4 identified what we call segments of independent utility, and we
5 worked really hard on these to see where we could
6 compartmentalize parts of the corridor that we could look at
7 completely independent from each other and do environmental
8 studies, do alignment studies, make -- move forward with some
9 recommendations. However, that doesn't mean that the corridor
10 has to be compartmentalized in these item -- or these segments,
11 independent utility, and so -- but I just wanted to highlight to
12 the board that that opportunity does exist, and it is a
13 recommendation in the report.

14 With that, the last slide that I have is a table
15 in the report, Figure 21, which itemizes the critical actions
16 that the study team has listed that would keep this idea moving
17 forward as a border-to-border corridor and enhancing our state's
18 economy.

19 A couple things, you may not be able to read this
20 on the screen, but there are a couple lines there that talk
21 about initiate environmental clearance process between Nogales
22 and Casa Grande, and another one about the environmental
23 clearance process between Wickenburg and Casa Grande. Those are
24 two critical actions that we see that could keep this corridor
25 moving forward, and as you may recall last month, we have

1 recommended a corridor which could be 5 to 50 miles wide.
2 There's a lot of work to study those large corridors to come up
3 with specific solutions and specific alignments, and that's
4 where these environmental studies could help move that forward.

5 One of the actions that we do have on this table
6 under what's labeled public policy actions is to seek out and
7 hopefully obtain the Congressional designation of I-11 through
8 Arizona all the way to Nogales, so it is truly a
9 border-to-border designation. And then I -- Nevada is also
10 seeking extension of the designation in their state. So that is
11 another item that's highlighted in this action.

12 And then one of the last items that I want to
13 highlight that we have talked about as the study team is to
14 develop an I-11 marketing and branding strategy. This is one of
15 those ideas, Scott Higginson alluded to it, about not letting
16 this -- the report just sit on a shelf and being forgotten
17 about, but not only do -- does the construction of the facility
18 move it forward, but reminding people in marketing and having
19 people understand the philosophy behind the corridor is another
20 component that the report recommends to move forward with that.

21 With that, that's the end of my update on the
22 I-11 corridor, and I'll hand it off back to Scott.

23 CHAIRMAN CHRISTY: Before I make -- just a couple
24 of quick comments. I would invite any ADOT staff or the
25 director, Mr. Biesty, anyone to comment on the resolution that

1 was put together by our delegation.

2 MR. ROEHRICH: Mr. Chair and members of the
3 board, I did want to point out that in front of you, Mr. Kies
4 had identified one action moving forward. In front of you
5 should be a letter that all of the house Congressional members
6 from both Nevada and Arizona have sent to the Transportation
7 Infrastructure Committee as well as the Highway Transit
8 Committee, subcommittees, both chairs. And then you're going to
9 see it's also ranking members of the house in regard to those
10 committees, again, identifying and calling out the significance
11 of Interstate 11, the extension of the designations through the
12 border, as we've been talking about for quite awhile that
13 identifies -- and to us, the couple important key parts of this
14 letter, it really identifies the national and regional
15 significance of this total route when it talks about the
16 southwest triangle, the economic development opportunities. And
17 in the letter, it also does point out that they support funding
18 for this in the future.

19 But again, as a general point, you need to have
20 the route designated. You need to have the route identified
21 before you can spend funding on it. So we still have to build
22 up those layers of get the designation, get the route identified
23 and then start moving forward with implementation. So this is a
24 good step towards that. It's in the house. I can't tell you,
25 though, if I know what actions are going on in the senate side

1 if we're having those discussions. Mr. Biesty may know
2 something about that or maybe Mr. Kies or somebody. But you do
3 have a copy of what went to -- what went to those transportation
4 committees and signed by all house delegation from the states of
5 Arizona and Nevada.

6 CHAIRMAN CHRISTY: Any further comments on that
7 letter or the Congressional delegation?

8 Director.

9 MR. HALIKOWSKI: Thank you, Mr. Chairman.

10 So letters are good, and I guess I would just say
11 they are letters, and I think that in this case relationships
12 and face-to-face communication are probably more important,
13 because we need to put the message not just to Congress, but
14 there's a bigger issue, I believe, of the state aligning itself
15 and making decisions both from a state level, but also with all
16 of our local partners. And as Mr. Maxwell pointed out, we need
17 to have the involvement of the business community.

18 So for me, the first step, and we've come a long
19 way on this road is alignment. That's critical. However, given
20 the issues or lack of motion on issues that I see in Congress
21 and what's happening nationally with transportation funding, I
22 don't want to put all my eggs in that basket, because we may get
23 some grant money, we may not. I can't predict that future.

24 So going back to where we have to be on this is
25 not just aligned as a state, but we have to be committed from

1 the business community, local governments, regional governments.
2 If we want to start work and keep this study moving, we are
3 going to have to come together and partner on this issue. We
4 can carry that message to Congress, but we have to be in
5 agreement and convinced ourselves that this is the right thing
6 to do.

7 And I think the study points out, this first
8 level very well, that this is not a boondoggle, as some would
9 say that it is. The study points out not only purpose and need,
10 but it points out economic justification for this corridor. And
11 this corridor is extremely important to this state's future,
12 just like the canal system was when Carl Hayden was in Congress.
13 This is one of those big items that the state has to solidly get
14 behind and push forward on all fronts.

15 And so to that end, our next steps involve
16 meeting with our local and regional partners on the segments of
17 independent utility, talking with our board members and pulling
18 together folks from Tucson, Phoenix and -- that are supportive
19 of this project saying, how do we now continue to move the ball
20 down the road.

21 CHAIRMAN CHRISTY: Very well said --

22 MR. HALIKOWSKI: (Inaudible.)

23 CHAIRMAN CHRISTY: -- Director Halikowski. Thank
24 you.

25 There's not much more I can add to what's already

1 been said as far as the thanks and appreciation and accolades to
2 ADOT staff and NDOT staff. Particularly ADOT staff and Mr. Kies
3 and Mr. Omer have made numerous trips down to Tucson, have
4 engaged the Tucson community through our regional associations,
5 and our business associations have turned over every stone to
6 make sure that every I is dotted, every T is crossed, have
7 listened diligently and effectively and efficiently to our
8 concerns, our needs and our desires regarding this project.

9 And I know there was at some point some, shall we
10 say, misunderstandings about the entire commitment that might be
11 existent or not exist with ADOT as far as embracing the project
12 as border to border, but the director and staff led by the
13 director have really bent over backwards, have twisted
14 themselves into pretzels, if you will, to ensure that this
15 project is indeed a border-to-border effort.

16 And for that, I personally want to extend as
17 chairman my thanks and appreciation to all of you and to the
18 board for its support of it and to all those who have taken part
19 in this study and in this effort. And now is -- the important
20 thing, as has been said before, I'll say it again, it just can't
21 sit on a shelf. So thank you.

22 And with that, Mr. Omer, if you want to proceed,
23 or Mr. Kies.

24 Any questions from the board?

25 MR. OMER: Mr. Chair, I would say if there are no

1 other questions, we would ask the board -- I think you have a
2 motion that we would ask that you formally accept the document
3 today.

4 CHAIRMAN CHRISTY: Vice Chairman Anderson?

5 MR. ANDERSON: Yes. Mike, you have been
6 throughout the state with different board members with the
7 respective COGs or NPOs and gleaned a lot of information. I
8 think one -- some of the comments from the meeting from my
9 little group was the rurals like my district have supported, but
10 they're really worried about their funding for their projects.
11 And in the critical actions there, it talks about changing or
12 modifying long range transportation plans. You (inaudible) on
13 the plan, you have other projects. I think those communities
14 are a little worried about, you know, let's don't focus solely
15 on I-11. They'll still become an I-11 board. Let's keep, you
16 know, the rurals whole. So that's just a comment.

17 MR. KIES: (Inaudible) a comment on that, and I
18 thank you for that comment, because I-11 is extremely important,
19 but if you look at the department's key commerce corridors
20 initiative, all of our interstate and state highway system is
21 important, because you don't stand alone on one corridor to move
22 the ball forward on economic development. It's going to take
23 leverage in our entire system, Mr. Anderson. And what I want to
24 assure you is that because funding is so tight regionally and at
25 the state level, we're going to need to be working with you very

1 closely if we are going to identify funding to proceed with
2 further studies on these segments of independent utility,
3 because it will take the board and other regional councils'
4 decision processes to decide what is important and how much as
5 we move forward.

6 So I understand the concerns by the community,
7 but we also have to realize that we will be bringing back
8 decisions to the regional councils and to the board when it
9 comes to 11 in light of how do you make the entire system, the
10 key commerce corridor system work.

11 And so one of the things I've said to the staff
12 as I look at this graph up here and primary partner, the State
13 Transportation Board should be one of our primary partners in
14 moving this forward to assure that those policy decisions are
15 being made by this board to balance out those decisions for the
16 state. Regional councils should be up there as primary
17 partners, because once again, this project cannot be done by
18 ADOT alone.

19 MR. OMER: Mr. Chair, Mr. Anderson, I guess the
20 one thing I'd add to that is to be real -- very specific about
21 your question about the long range plan. Our long range plan is
22 really when we start that process next year. That doesn't
23 affect our capital program, our five-year transportation program
24 that this board approves as you do our long range plan.

25 But the existing projects that are in the long

1 range plan would not be affected by this unless it's brought
2 back. You know, if the board brings it up that they want to
3 take something up or take something in, that's the board's call
4 to do, but line -- you specifically mentioned (inaudible) you
5 know, someone being concerned about (inaudible). That's in our
6 capital program. It's not considered part of this.

7 CHAIRMAN CHRISTY: Any further questions of ADOT
8 staff from the board?

9 The Chair at this time would entertain a motion
10 to accept the I-11 Corridor Profile Study Report dated October
11 2014.

12 MR. LA RUE: So moved.

13 CHAIRMAN CHRISTY: There's a motion by Board
14 Member La Rue. Is there a second?

15 MR. ANDERSON: Second.

16 CHAIRMAN CHRISTY: Second by Vice Chair Anderson
17 to accept the I-11 Corridor Profile Study Report as presented.
18 Discussion?

19 All those in favor of accepting the profile study
20 report, signify by saying aye.

21 BOARD MEMBERS: Aye.

22 CHAIRMAN CHRISTY: Opposed?

23 Hearing no opposition, we accept the profile
24 study report. Thank you, gentlemen. Again, good work. Thank
25 you.

1 Now we'll move on to -- we'll now move on to Item
2 10, Priority Planning Advisory Committee, the PPAC committee.
3 We will have a presentation from our assistant director again,
4 Mr. Scott Omer, and I believe our state engineer might join in
5 as well.

6 Mr. Omer.

7 MR. OMER: Yes, Mr. Chair. So we went with the
8 PPAC items, Items 10A, as in alpha, through 10G, as in golf, are
9 the project modifications this month. I would recommend we take
10 these together unless you have individual questions about
11 specific projects.

12 CHAIRMAN CHRISTY: Are there any individual
13 questions about specific projects or any objection to taking
14 these items together as one?

15 Proceed, Mr. Omer. Oh, actually, it's my turn to
16 move.

17 MR. OMER: I didn't want to assume. I assumed.

18 CHAIRMAN CHRISTY: Okay. Scott Omer. Okay.

19 (Unintelligible crosstalk.)

20 CHAIRMAN CHRISTY: The Chair will entertain a
21 motion to accept and approve product modifications Items 10A
22 through 10G as presented. Is there a motion?

23 MR. SELLERS: So moved.

24 CHAIRMAN CHRISTY: A motion by Board Member
25 Sellers.

1 MS. BEAVER: Second.

2 CHAIRMAN CHRISTY: Second by Board Member Beaver.

3 Discussion?

4 Hearing none, all those in favor of accepting and
5 approving project modifications Item 10A through 10G as
6 presented signify by saying aye.

7 BOARD MEMBERS: Aye.

8 CHAIRMAN CHRISTY: Opposed?

9 Hearing no opposition, the modifications passed
10 as presented.

11 Mr. Omer.

12 MR. OMER: Mr. Chair, the new projects this month
13 are Items 10H, as in hotel, through 100, as in Oscar. I would
14 recommend we take these together unless you want to speak about
15 those individually.

16 CHAIRMAN CHRISTY: Does any board member wish to
17 speak individually regarding these projects? If not, the Chair
18 will entertain a motion to accept and approve new projects item
19 10H, as in hotel, through 100, as in Oscar, as presented.

20 MR. SELLERS: So moved.

21 CHAIRMAN CHRISTY: Motion by Mr. Sellers.

22 MR. CUTHBERTSON: Second.

23 CHAIRMAN CHRISTY: Second by Mr. Cuthbertson.

24 Discussion?

25 Hearing none, all those in favor of the motion as

1 presented signify by saying aye.

2 BOARD MEMBERS: Aye.

3 CHAIRMAN CHRISTY: Opposed?

4 Hearing no opposition, the motion to accept and
5 approve new projects Items 10H through 100 as presented carries.

6 Mr. Omer.

7 MR. OMER: The last thing, Mr. Chair, the airport
8 projects this month are Items 10P, as in Paul, through 10U, as
9 in uniform. The same, I would ask you to take all these
10 together unless you have individual questions.

11 CHAIRMAN CHRISTY: Do any board members have any
12 individual questions regarding these projects?

13 Hearing no questions, the Chair would entertain a
14 motion to accept and approve airport project Items 10P, as in
15 Peter, through 10U as in uniform as presented.

16 MR. ANDERSON: So moved.

17 CHAIRMAN CHRISTY: Motion by --

18 MS. BEAVER: Second.

19 CHAIRMAN CHRISTY: -- Vice Chair Anderson, and
20 seconded by Board Member Beaver. Discussion?

21 Hearing none, all those in favor of accepting and
22 approving airport project items 10P through 10U as presented
23 signify by saying aye.

24 BOARD MEMBERS: Aye.

25 CHAIRMAN CHRISTY: Opposed?

1 Hearing no opposition, the project as presented
2 carries.

3 We'll move on to our state engineer's report,
4 Item 11, and we'll here from our unfortunately outgoing deputy
5 director of transportation and our state engineer, Jennifer
6 Toth.

7 MS. TOTH: Thank you, Mr. Chairman, members of
8 the board. Today I come to you with 122 projects that are under
9 construction, currently valued at 776 million. We have
10 finalized 16 projects in the month of September and 29 finalized
11 here today. That concludes the state engineer's report. I'd be
12 happy to take any questions.

13 CHAIRMAN CHRISTY: I have a question. When is
14 your time here ended and your new job begin?

15 MS. TOTH: My last day at ADOT will be October
16 24th, and then I start with the County on November 3rd.

17 CHAIRMAN CHRISTY: Wow, just around the corner.

18 We'll continue at this point with the
19 construction contracts, Ms. Toth.

20 MS. TOTH: Moving on to the construction
21 contracts, I thank the board for approving the five on the
22 consent agenda, and we have a quite hefty agenda with 19 to
23 justify, 10 of those being local.

24 So starting with Item 12A -- there you go.

25 UNIDENTIFIED SPEAKER: Use that one there.

1 MS. TOTH: 12A actually should have been on the
2 consent agenda. I apologize for its misplacement. That was
3 strictly my fault.

4 So the board -- the department does recommend
5 award to Standard Construction Company Incorporated.

6 MR. LA RUE: So moved.

7 CHAIRMAN CHRISTY: There's a motion by Board
8 Member La Rue --

9 MR. ANDERSON: Second.

10 CHAIRMAN CHRISTY: -- and a second by Vice Chair
11 Anderson to accept and approve staff's recommendation to award
12 the contract for Item 12A to Standard Construction Company.

13 Mr. Sellers, this is in your district. Do you
14 have any comments or questions?

15 MR. SELLERS: No, sir.

16 CHAIRMAN CHRISTY: Hearing no comments or
17 questions, discussion on the motion?

18 Hearing no discussion, all those in favor of
19 accepting and approving staff's recommendation to award the
20 contract for Item 12A to Standard Construction Company signify
21 by saying aye.

22 BOARD MEMBERS: Aye.

23 CHAIRMAN CHRISTY: Opposed?

24 Hearing none, the motion to accept and approve
25 carries.

1 Ms. Toth.

2 MS. TOTH: Thank you.

3 Moving on to Item 12B, this project is located in
4 the City of Douglas and is a reconstruction of the Chino Road as
5 well as an extension between US-91 and the border. The site
6 work on this project is difficult and slower than the department
7 estimated. There are two concrete box culverts that are
8 actually on an askew that require some intricate (inaudible).
9 So as such, it appears that the contractor's unit prices are
10 reasonable for this project, and we do recommend that Meadow
11 Valley Contractors, Incorporated, be awarded the project.

12 CHAIRMAN CHRISTY: Mr. Cuthbertson, this is in
13 your district. Do you have any question or comments?

14 MR. CUTHBERTSON: No, (inaudible).

15 CHAIRMAN CHRISTY: The Chair would entertain a
16 motion to accept and approve staff's recommendation to award the
17 contract for Item 12B to Meadow Valley Contractors,
18 Incorporated.

19 MR. CUTHBERTSON: So moved.

20 CHAIRMAN CHRISTY: There's a motion by
21 Mr. Cuthbertson.

22 MS. BEAVER: Second.

23 CHAIRMAN CHRISTY: A second by Board Member
24 Beaver. Discussion?

25 All those in favor of the motion signify by

1 saying aye.

2 BOARD MEMBERS: Aye.

3 Opposed?

4 Hearing none, the motion carries.

5 Ms. Toth.

6 MS. TOTH: Moving to Item 12C, this project is
7 located in the City of Maricopa and consists of installing speed
8 feedback signs. The contractor received a better quote for the
9 speed feedback signs than the department did. And so based on
10 that information, the low bid appears to be reasonable, and
11 therefore, award of the contract to CS Construction,
12 Incorporated is recommended.

13 CHAIRMAN CHRISTY: Mr. Anderson, this is in your
14 district. Do you have any questions or comments?

15 MR. ANDERSON: No, but it will slow the mayor
16 down a little bit.

17 Move for approval.

18 CHAIRMAN CHRISTY: Mr. Anderson has moved to
19 accept and approve staff's recommendation to award the contract
20 for Item 12C to CS Construction. Is there a second to his
21 motion?

22 MR. CUTHBERTSON: Second.

23 MS. BEAVER: Second.

24 CHAIRMAN CHRISTY: Second by Board member
25 Cuthbertson. Discussion?

1 All those in favor of the motion signify by
2 saying aye.

3 BOARD MEMBERS: Aye.

4 CHAIRMAN CHRISTY: Opposed?

5 Hearing none.

6 Ms. Toth.

7 MS. TOTH: Thank you.

8 Moving on to Item 12D, the project is located on
9 various roads within Mohave County and consists of removing and
10 replacing sign panels. The department did estimate a per diem
11 for the crew and rental of the equipment. However, the
12 contractor is planning on using local forces and owns his own
13 equipment. So based on that information, the state's estimate
14 is higher than the low bid, and it is recommended that the
15 contract be awarded to Sunline Contracting, LLC.

16 CHAIRMAN CHRISTY: Ms. Beaver, this is in your
17 district. Do you have any questions or comments?

18 MS. BEAVER: No.

19 CHAIRMAN CHRISTY: The Chair would entertain a
20 motion to accept and approve staff's recommendation to award the
21 contract for Item 12D to Sunline Contracting, LLC.

22 MS. BEAVER: So moved.

23 CHAIRMAN CHRISTY: Motion by Ms. Beaver.

24 MR. CUTHBERTSON: Second.

25 CHAIRMAN CHRISTY: Second by Mr. Cuthbertson.

1 Discussion?

2 All those in favor of the motion, hearing -- all
3 those in favor of the motion, signify by saying aye.

4 BOARD MEMBERS: Aye.

5 CHAIRMAN CHRISTY: Opposition?

6 None. The motion carries. Ms. Toth.

7 MS. TOTH: Moving on to Item 12E, the project is
8 located in the Town of Payson, and it consists of upgrading the
9 striping on various roads within the town. The department's
10 estimate assumed rental equipment again, and the contractor does
11 own their own equipment and also received a better price for the
12 materials. So based on that information, it is recommending
13 that the contract be awarded to Road Safe Traffic Systems, Inc.

14 CHAIRMAN CHRISTY: Mr. Anderson, this is in your
15 district. Do you have any questions or comments?

16 MR. ANDERSON: No question or comments. I move
17 to approve 12E.

18 CHAIRMAN CHRISTY: Mr. Anderson has made the
19 motion to accept and approve the recommendation.

20 MR. SELLERS: Second.

21 CHAIRMAN CHRISTY: A second by -- accepted as
22 second by Mr. Sellers. Discussion?

23 All those in favor of the motion to accept and
24 approve and award the contract for Item 12E to Road Safe Traffic
25 Systems, Incorporated, signify by saying aye.

1 BOARD MEMBERS: Aye.

2 CHAIRMAN CHRISTY: Opposition?

3 None. Motion carries.

4 Ms. Toth.

5 MS. TOTH: Moving on to Item 12F, this contract
6 was postponed from last month in order for the City of Safford
7 to determine if additional funds were available, and they have
8 done so and have committed those funds. The justification is
9 that the decorative light poles and the control cabinet being
10 used on this project are uncommon and require special
11 production, and that's why we estimated that -- why the bid came
12 in higher than anticipated. So based on that information, it is
13 recommended that the contract be awarded to Show Low
14 Construction.

15 CHAIRMAN CHRISTY: Mr. Anderson, this is your
16 district. Any questions or comments?

17 MR. ANDERSON: No, sir. Move to approve 12F.

18 CHAIRMAN CHRISTY: Motion to approve by --
19 approve 12F by Vice Chair Anderson. Is there a second?

20 MR. CUTHBERTSON: Second.

21 CHAIRMAN CHRISTY: Second by Mr. Cuthbertson.

22 Discussion?

23 Hearing none, all those in favor of the motion
24 signify by saying aye.

25 BOARD MEMBERS: Aye.

1 CHAIRMAN CHRISTY: Opposed?

2 Motion to award Contract Item No. 12F to Show Low
3 Construction, Incorporated carries.

4 Ms. Toth.

5 MS. TOTH: Thank you.

6 Moving on to Item 12G. This project is located
7 in the City of Sierra Vista, and it consists of removing the
8 pedestrian signal modules and replacing them with the countdown
9 timer pin heads, and the department just received a higher quote
10 for those pin heads than the contractor did. So we -- the low
11 bid does appear to be reasonable, and we recommend award of the
12 contract to TLL Electric, Incorporated.

13 CHAIRMAN CHRISTY: Mr. Cuthbertson, this is in
14 your district. Do you have any questions or comments?

15 MR. CUTHBERTSON: No, no questions. Move to
16 approve.

17 CHAIRMAN CHRISTY: Mr. Cuthbertson has moved --
18 made a motion to accept and approve staff's recommendation to
19 award the contract for Item 12G --

20 MR. ANDERSON: Second.

21 CHAIRMAN CHRISTY: -- to TLL Electric,
22 Incorporated. Seconded by Vice Chair Anderson. Discussion?

23 Hearing none, all those in favor of the motion to
24 approve signify by saying aye.

25 BOARD MEMBERS: Aye.

1 CHAIRMAN CHRISTY: Opposed?

2 Hearing none, the motion carries.

3 Ms. Toth.

4 MS. TOTH: Thank you.

5 Moving on to Item 12H, this project is located in
6 the City of Surprise, actually on Bell Avenue, and it consists
7 of constructing ADA compliant access as well as putting some
8 infrastructure in for future signal improvement.

9 As you've seen today, the smaller projects are a
10 little more difficult to estimate, and when you have a limited
11 number of bid items, there are a number of items that the
12 state's estimate was lower than the construction estimate. So
13 based on our analysis, the low bid appears to be reasonable, and
14 we recommend award of the contract to Standard Construction
15 Company, Incorporated.

16 CHAIRMAN CHRISTY: Board Members La Rue and
17 Sellers, this is in your district. Do you have any questions or
18 comments?

19 MR. SELLERS: No question. Move to approve.

20 CHAIRMAN CHRISTY: That was Mr. Sellers to make
21 the motion to accept and approve the award to Standard
22 Construction Company, Incorporated. Is there a second?

23 MR. LA RUE: Second.

24 CHAIRMAN CHRISTY: Second by Mr. La Rue.

25 Discussion?

1 All those in favor of the motion signify by
2 saying aye.

3 BOARD MEMBERS: Aye.

4 CHAIRMAN CHRISTY: Opposed?

5 Hearing none, the motion to award the contract to
6 Standard Construction Company, Incorporated carries.

7 Ms. Toth.

8 MS. TOTH: Thank you.

9 Moving on to Item 12 -- 12I, this project is
10 located in the Town of Wickenburg and consists of pedestrian and
11 bicycle enhancements on the abandoned Highway 60 bridge. The
12 state underestimated the specialty lights -- light poles
13 associated with these improvements, and the department believes
14 the contractor's bid for this work is reasonable and recommends
15 award to AJP Electric, Incorporated.

16 MR. LA RUE: Move to approve.

17 CHAIRMAN CHRISTY: I take it you have no comments
18 or questions?

19 Board Member Sellers has made a motion to accept
20 the staff's recommendation to award the contract to AJP --

21 MR. SELLERS: (Inaudible.)

22 CHAIRMAN CHRISTY: I'm sorry? What'd I say?

23 MR. LA RUE: I made the motion.

24 CHAIRMAN CHRISTY: I beg your pardon?

25 MR. SELLERS: Mr. La Rue made the motion. I'm

1 sorry.

2 CHAIRMAN CHRISTY: It's hard to tell these
3 Phoenix guys apart sometimes.

4 A motion by Mr. Sellers to approve -- excuse me.
5 A motion by Mr. La Rue to accept the approval -- the staff's
6 recommendation to award the contract for Item 12I to AJP
7 Electric has been made. Is there a second?

8 MR. SELLERS: Second.

9 CHAIRMAN CHRISTY: Second by Mr. Sellers.

10 MR. SELLERS: I'm ready to take over if you're
11 having a problem.

12 CHAIRMAN CHRISTY: Discussion?

13 All those in favor of the motion signify by
14 saying aye.

15 BOARD MEMBERS: Aye.

16 CHAIRMAN CHRISTY: Opposed?

17 Hearing none.

18 Ms. Toth.

19 MR. SELLERS: Hallelujah.

20 MS. TOTH: Thank you.

21 Moving on to Item 12J, this project consists of
22 cracked sealing on I-10 west of State Route 85. The estimate is
23 essentially one item of work that the department overestimated
24 the crew size and the material costs. So therefore, we do
25 recommend award to Cactus Transport, Incorporated.

1 CHAIRMAN CHRISTY: This is in your guys'
2 district.

3 MR. SELLERS: No, no questions. Move for
4 approval.

5 CHAIRMAN CHRISTY: A motion and --

6 MR. LA RUE: Second.

7 CHAIRMAN CHRISTY: -- second have been made by
8 Mr. Sellers and Mr. La Rue to approve staff's recommendation to
9 award the contract for Item 12J to Cactus Transport,
10 Incorporated. Discussion?

11 Hearing none, all those in favorite of the motion
12 signify by saying aye.

13 BOARD MEMBERS: Aye.

14 CHAIRMAN CHRISTY: Opposed?

15 Hearing none.

16 Ms. Toth.

17 MS. TOTH: Thank you.

18 Item 12K, the fencing project is located on
19 US-180 between (inaudible) and Alpine, and the state's estimate
20 was based on historical costs that were lower than the price
21 from the low bidder. Based on that, we -- the low bid appears
22 to be reasonable, and we recommend award to American Fence
23 Company of Arizona, Incorporated.

24 CHAIRMAN CHRISTY: The Chair will accept an --
25 entertain a motion to approve the contract award to American

1 Fence Company of Arizona. Is there a motion made?

2 MS. BEAVER: Some (inaudible).

3 CHAIRMAN CHRISTY: A motion has been made by
4 Board Member Beaver. Is there a second?

5 MR. CUTHBERTSON: Second.

6 CHAIRMAN CHRISTY: Second by Board Member
7 Cuthbertson. Discussion?

8 Hearing none, all those in favor of the motion
9 signify by saying aye.

10 BOARD MEMBERS: Aye.

11 CHAIRMAN CHRISTY: Opposed?

12 None.

13 Ms. Toth.

14 MS. TOTH: Thank you.

15 Item 12L, this project is also on US-191 south of
16 Alpine, and again, it's a fencing project using the same prices,
17 and we underestimated the material cost, and therefore recommend
18 that the contract be awarded to Western Fence Company,
19 Incorporated.

20 CHAIRMAN CHRISTY: All these fencing projects in
21 Mr. Rogers' district. He'd have a field day here.

22 The Chair will accept a motion to approve staff's
23 recommendation to award the contract to Western Fence of item --
24 of Item 12L. Is there a motion?

25 MR. ANDERSON: So moved.

1 CHAIRMAN CHRISTY: Motion by Vice Chair Anderson.

2 MR. CUTHBERTSON: Second.

3 CHAIRMAN CHRISTY: Second by Board Member
4 Cuthbertson. Discussion?

5 Hearing none, all those in favor of the motion
6 signify by saying aye.

7 BOARD MEMBERS: Aye.

8 CHAIRMAN CHRISTY: Opposed?

9 Hearing no opposition, the motion carries.

10 Ms. Toth.

11 MS. TOTH: Thank you.

12 Moving on to Item 12M, this project was postponed
13 last month to allow us more time to analyze these bids. It is
14 an erosion control project on State Route 260 near Cottonwood.
15 The low bidder received a lower quote for seeding than the
16 department estimated. It is recommending that the contract be
17 awarded to Southwest Concrete Paving Company.

18 CHAIRMAN CHRISTY: Hang in there, everybody.
19 We're almost there.

20 This is in Ms. Beaver's district. Do you have
21 any questions or comments?

22 MS. BEAVER: No. I'd like to make a motion to
23 approve Item 12M.

24 CHAIRMAN CHRISTY: A motion has been made by
25 Board Member Beaver to approve Item 12M to Southwest Concrete

1 Paving. Is there a second?

2 MR. ANDERSON: Second.

3 CHAIRMAN CHRISTY: Second by Vice Chair Anderson.
4 Discussion?

5 Hearing none, all those in favor of the motion
6 signify by saying aye.

7 BOARD MEMBERS: Aye.

8 CHAIRMAN CHRISTY: Opposed?

9 Hearing none, the motion carries.

10 And Ms. Toth.

11 MS. TOTH: This project is located along Dove
12 Valley Road in the City of Surprise. Two bids were received for
13 this project. The low bid is 35.2 percent higher than the
14 department estimate. The City has advised that they do not have
15 the additional funds that would be needed to award this project
16 and has asked the department to recommend to the board to reject
17 all bids. The department does recommend rejecting all bids so
18 that the department and the City of Surprise can reconsider the
19 scope and the budget on this project.

20 CHAIRMAN CHRISTY: Do the gentlemen from Maricopa
21 have any questions?

22 MR. LA RUE: No. Move to reject.

23 CHAIRMAN CHRISTY: A motion has been made to
24 reject all bids in connection with Item 12N has been made by
25 Board Member La Rue. Is there a second?

1 MR. SELLERS: Second.

2 CHAIRMAN CHRISTY: Second by Board Member
3 Sellers. Discussion?

4 Hearing none, all those in favor of the motion to
5 accept and approve staff's recommendation to reject all bids in
6 connection with Item 12N signify by saying aye.

7 BOARD MEMBERS: Aye.

8 CHAIRMAN CHRISTY: Opposed?

9 Hearing none, the motion carries.

10 Thank you, Ms. Toth.

11 MS. TOTH: Thank you. And I do want to say thank
12 you to the chairman and to our director for the kind words. It
13 has truly been my honor to serve the state and also the citizens
14 of Arizona. Thank you.

15 CHAIRMAN CHRISTY: Thank you, Ms. Toth.

16 We'll proceed to Item 13, which is a board
17 discussion on development of the Five-Year Transportation
18 Facilities Construction Program, which will be led by Scott Omer
19 and Floyd Roehrich.

20 MR. OMER: Thank you, Mr. Chair.

21 So the -- we were asked after the last board
22 meeting to bring this in, so I thought I would do a quick
23 overview of our existing process.

24 Go ahead to -- go to the next slide.

25 I'll try to make this as quick as I can, but I

1 don't want to skip over anything. So if you have any questions,
2 you can ask. Just stop me at that time, or if you want to ask
3 at the end. It's your pleasure, so...

4 Really, I think the first what we're going to
5 talk about is our general programming process and the statutes
6 and the policies that support it. Then I'd move on to the
7 funding allocation, the project prioritization process and the
8 time lines for how we make decisions. I think that will get to
9 where the conversation needs to go. I want to go fast but...

10 All right. Sorry.

11 Next slide please. Thank you.

12 So first, the State Transportation Board under
13 Arizona Revised Statutes Title 28.304 and 305, really what these
14 two statutes do, at least I'm not here as the board's attorney,
15 but I would say in my opinion what it does for me on -- from the
16 planning perspective and the programming perspective, it says
17 that the board will adopt the state's long range transportation
18 plan, and the board will establish policies, guidelines and
19 procedures and direct -- that helps to develop the five-year
20 construction program and the -- and it adopts our planning
21 practices. So really what it does is you establish a five-year
22 program and you adopt the long range plan. That's the board's
23 policies as it relates to this.

24 And then the performance-based planning and
25 programming practices are adopted inside of the long range plan.

1 That's where we include those. The PPAC or Priority Planning
2 Advisory Committee is established under 28.65 91 B (phonetic),
3 and that's a committee that's established by the director. I
4 chaired that as the director of the planning division.

5 We have a cross-functional team that really
6 serves a function of reviewing every single project that is
7 either a project modification, a new project or a project that
8 needs to come into the board for adoption into the five-year
9 program. So that's our function. So we see it before you do.

10 Back up one more step. The project review board
11 is a committee that's comprised of ADOT staff that is -- at a
12 project level, they oversee the development of all the projects
13 that are in the program to ensure that we can actually get the
14 projects developed and out on a timely fashion. So that's the
15 three committees that are really utilized to make sure that we
16 can deliver -- develop and deliver our five-year capital
17 program.

18 In addition to that, the Resource Allocation
19 Advisory Committee is established and is created by a board
20 policy (inaudible). Usually when we think about that, it's with
21 the Casa Grande resolve. It's about funding allocation. So
22 that's covered under board policy that says, this is what will
23 make up the Resource Allocation Advisory Committee and how
24 funding will be distributed accordingly.

25 Next slide, please.

1 So the direct distribution percentages that was
2 established and -- through the RAAC itself is that we expend 50
3 percent of all funding in greater Arizona, 37 percent in the MAG
4 region and 30 -- and 13 percent in the PAG region. So that's
5 the Casa Grande resolve and the Casa Grande report or
6 distribution percentages as we -- as we have done, and those
7 have been in place for -- since 1998, I believe, is when they
8 were passed. So what it really does, it helps us maintain the
9 intention of developing -- of delivering our long range
10 transportation plan as well.

11 Next slide, please.

12 So our long range plan -- when we adopted our
13 long range plan in 2012, where -- by statute, we were -- federal
14 statute, we were required to update our long range plan every
15 five years. For years and years and years we were really at a
16 expansion-based program. It was all about building, because
17 Arizona was in a growth mode. In 2012 we realized -- well, we
18 were -- had realized before that we really don't have the
19 funding to support that type of model anymore. So we wanted to
20 balance our portfolio, and so we started developing a process of
21 really developing a program in the long range plan that was
22 focused on preservation of our existing transportation system,
23 modernization of the system, and lastly, still expanding the
24 system, but targeting those areas where we really felt that it
25 was the most appropriate.

1 Next slide, please.

2 That coincides with the federal transportation
3 legislation Map 21 which says, you know, you have to have a
4 performance-based planning and programming process. That's our
5 PT2, linking our capital -- our long range plan with the capital
6 program. Map 21 says that each one of these performance goals
7 are going to be focused on -- will have to be -- have --
8 sorry -- federal government will establish goals in support of
9 these individual areas. The state will set targets that we have
10 -- that we would have to say we have to meet towards those
11 goals, and then after that, an NPO would have to set targets to
12 make sure that they can meet the goals as well.

13 It's really about making sure that we can focus
14 our efforts on infrastructure condition, that the existing
15 infrastructure, not just in Arizona but nationally, is still
16 maintained and preserved at acceptable conditions. When it
17 comes to either pavement condition, bridge condition, safety,
18 congestion, freight and economic vitality, system reliability
19 and air quality, those are all areas that we make sure that we
20 address inside of our long range plan and our capital program as
21 well.

22 Next slide.

23 It's really -- to me, it's about developing a
24 healthy transportation system. You can't have a healthy
25 transportation system with not only having your infrastructure

1 in sound condition. Also having your system perform as to
2 reliability of your system, that individual condition of your
3 assets. So you hear us talk a lot about asset management, about
4 the condition of -- having the ability to reduce congestion and
5 incorporate safety, and also having the resources in place that
6 supports that. It's the people that go out and maintain or
7 construct our facilities, the funds necessary to do so, and also
8 having everything else that comes into play. So you have to
9 have all three of those specific areas of infrastructure, system
10 performance and the resources needed to balance your overall
11 health -- transportation system, make it healthy. Can't have
12 one without the other.

13 Next slide.

14 So what we brought to you last year was the first
15 attempt at our annual system performance report. So in a
16 minute, you'll hear me say that's really the foundation for how
17 we move forward with developing projects and identifying future
18 projects. It's really about system performance.

19 You see here I just brought the example of
20 pavement conditions on the non-interstate and on the interstate
21 pavement conditions. We do a pretty good job of keeping our
22 interstates in good condition. However, you'll remember over
23 the last three or four years, I've spoke to you every year about
24 without investing sufficiently in preservation of our existing
25 system, that trend will start to go the other way and we'll --

1 even our interstate condition will decline rapidly because of
2 the age of the infrastructure, the amount of funding that we
3 need to preserve it, and we don't do that. I mean, we say that
4 we should be putting \$260 million a year in preservation of our
5 system, you know, and any given year, we're usually probably 160
6 or \$180 million because that's what we have.

7 CHAIRMAN CHRISTY: Mr. Omer, would you share with
8 the board your -- the department's estimate of the current value
9 of our infrastructure and the current replacement cost?

10 MR. OMER: Yes, sir. It's a great question, and
11 when we go back to our CAFA report, which is -- really talks
12 about what the current value of the system is, it looks at
13 depreciation over time. And Kristine, if I'm wrong, please
14 throw something at me. (Inaudible.)

15 UNIDENTIFIED SPEAKER: (Inaudible.)

16 (Unintelligible crosstalk.)

17 UNIDENTIFIED SPEAKER: It's the department's
18 Comprehensive and Annual Financial Report.

19 MR. OMER: There we go. CAFA, that's what I
20 said.

21 UNIDENTIFIED SPEAKER: We completely looked at
22 our assets and...

23 MR. OMER: So our condition of our existing
24 assets in the CAFA report are about \$19 billion, give or take.
25 To replace those existing assets, you know, you take that

1 existing number and you multiply it times somewhere between 7 to
2 14. So realistically, you could say it could cost us somewhere
3 in the \$200 billion range to replace our existing assets that we
4 have in place today, and that might not even do it. It's hard
5 to say what they will be completely. I will say I was asked
6 this specific question earlier in the week, and it is something
7 that we're working on. We're working on --

8 CHAIRMAN CHRISTY: Did you say 17 billion, for
9 the asset -- current value?

10 MR. OMER: Current assets are about 19 billion.

11 CHAIRMAN CHRISTY: 19 billion.

12 MR. OMER: And probably 200 billion to replace
13 it. But I will say, that is something we're working on, and we
14 will come up with that number about how -- well, the cost to
15 completely replace our infrastructure.

16 Next slide.

17 So we show our condition of our assets in three
18 different ways, either a graph as I just showed you. We also
19 show it on a map. So some people like to view it in different
20 aspects. This shows the exact same information that was in the
21 graph graphically, and the last side right here is in the
22 dashboard. Some people would rather see a dashboard that says
23 exactly what our condition of our infrastructure should look
24 like. So that's something that we are working on, and again, it
25 does drive overall system performance.

1 Next slide.

2 So the foundation of how we develop our capital
3 program and tie it back into our long range plan is really,
4 again, foundational on system performance. We look at our
5 annual performance report, the individual performance measures
6 that are dictated by the federal statute, and then we do an
7 individual system analysis to see how the -- or see how our
8 system is operating.

9 If you were to remember, this was -- last year
10 was the first time that we talked to you guys, we talked to our
11 board about not only having a five-year capital program, but now
12 we also have our 10-year program, which is really the
13 development program for the department, and all -- both of those
14 feed up into -- or trickle down/trickle up into our long range
15 transportation plan, which is over 20 years.

16 So at any given year, we're looking, you know, at
17 the first year of our capital program as well as, you know, all
18 the way up to the 20 years that we have to our long range plan
19 to make sure that we're meeting the goals and objectives that,
20 you know, we've set as a department, and the board, you know, is
21 included in that process and adopts the long range plan.

22 So when we do this, we look at -- as part of this
23 process is we actually go out and ask our technical areas,
24 district engineers, the pavement and the bridge systems, the
25 traffic systems about project nominations, we ask them what are

1 the individual projects that are necessary to make sure that
2 we're meeting those targets and the goals and objectives that
3 have been set.

4 So usually on -- well, you'll see a pavement
5 preservation project that we bring to you on an annual basis.
6 The recommendation from that comes from our technical areas.
7 You know, they look -- they evaluate the condition of our
8 system. They realize that over time this is the appropriate
9 treatment and where it should be. So that's how we bring you
10 that individual project. It's very similar with our
11 modernization program. We evaluate the overall condition of the
12 system and look at safety and identify where there are specific
13 areas about how we should be making safety improvements. It
14 will -- oftentimes, that's how we bring a modification project
15 in.

16 And then lastly, our expansion projects. Well,
17 they're few and far between, and what we've done in the last, I
18 would say five years probably since we made our major cuts in
19 our five-year program, is the only major projects that we've
20 brought back in are the ones that we've pushed out. So that's
21 the projects that we've been bringing back into the capital
22 program.

23 Next slide, please.

24 These are the individual investment categories
25 that we use. Again, preservation, modernization and expansion

1 of the system, and these are the types of projects that would
2 usually be included inside of each of those.

3 Next slide.

4 So I'm going to ask Bret -- hold on a second
5 before you -- to step through this. This is actually our
6 process. Our process is about a 15-month process to develop our
7 capital program.

8 Go ahead then. You can start through.

9 But where it starts at is really about
10 identifying what our overall system performance is. So it's
11 analyzing this system. After that, we take our system report
12 and send it back out to our districts and technical areas and
13 ask them to look at it and give us an -- and analyze how they
14 see the system (inaudible) report.

15 From there we go out to our NPOs and COGs and
16 regional partners and start talking about this is what our
17 system should look like or this is how it is looking. Do you
18 see anything different? That's also when we ask them to start
19 identifying, are there any major (inaudible) that you would like
20 to see, whether they're a capital project or even a funding for
21 a study, we would ask at that time for like a DCR or a project
22 assessment.

23 From there we bring that back in to the
24 department and we analyze those individual projects based on the
25 project selection criteria that's in our planning to program

1 process, and then we analyze the projects and we rank them based
2 on the acceptable criteria.

3 I will say that the criteria is two different
4 types of criteria. We have a strictly technical based criteria.
5 For example, our pavement team will identify a segment of
6 pavement from X to Y. This is the pavement condition, and
7 they'll rank that accordingly to the other areas that they
8 recommended. When we look at it from the planning side of the
9 house, and it's really -- it's not just transportation and
10 planning, it's planning the ITD and finance sat down together
11 and apply risk over all these. And at this point, we've put
12 policy, a type of umbrella over it and say, are -- is -- you
13 know, are these corridors of significance to us. Is this on our
14 interstate (inaudible)? Is it something that's on the national
15 highway system? And we evaluate that policy at that type of
16 policy level to make sure that we're, you know, again,
17 recommending the right projects to the transportation board.

18 Next slide.

19 And then here after that, our leadership, which
20 again is -- it's the combination of planning, engineering and
21 finance, looks at this, and we identify what's an acceptable
22 level of risk on a project of whether this project should be
23 brought into the program or recommended for the program, and we
24 also look at the current projects that are in the existing
25 programs and start asking the questions about are we comfortable

1 with this project, will it actually make it, you know, and be
2 able to deliver it in the first year. So sometimes you'll see
3 us make recommendations about moving projects up or back. It's
4 based on this risk based process.

5 Last -- yes, sir.

6 MR. ROEHRICH: Before you go on, Scott, and
7 Mr. Chair, members of the board, this is the thing that if you
8 remember traditionally, this is about the time where we bring
9 the board really more involved in this. In the past, Scott has
10 had one-on-one conversations. We've also had study sessions
11 during this time frame in order to discuss that tentative
12 program, to evaluate that project listing, to get the board's
13 input into it as we kind of finalize it so we can now take it to
14 the board in February. You've got the tentative. Then we start
15 the public hearing process. So I did want to make sure that the
16 -- this is a good point where the board has really gotten
17 involved and has started to help us look at that prioritization
18 and crafting that tentative program.

19 MR. OMER: Mr. Roehrich is exactly right. This
20 is the point where we look at it and -- at senior, you know,
21 level. You can't just apply, you know, some criteria to a bunch
22 of projects and run it through some computer program and say
23 this is good or right or wrong. We apply, you know, the
24 professional transportation side at that. We look at it and
25 make sure we're comfortable with the individual projects. From

1 there, our PPAC, you know, is required to approve it, and that
2 starts the process of -- that's when we bring these
3 recommendations to you.

4 In February we ask the board to approve the
5 tentative program for the public, and then March, April and May
6 is when we have our public hearings, and then we ask you to
7 approve it lastly in June. So we call this -- I'm going to be
8 positive today. This is our circle of life about how we develop
9 our program, and it is very time consuming. It takes a lot of
10 time, and there's input from a lot of people. So with that
11 (inaudible).

12 CHAIRMAN CHRISTY: And would that make you Kimba,
13 is it, or --

14 MR. OMER: Well, I'm positive. I call it the --

15 MR. ROEHRICH: Mr. Chairman, his name is Pumba.

16 CHAIRMAN CHRISTY: Pumba.

17 MR. OMER: Yeah. So yes, you're Mustafa and I'm
18 Pumba.

19 So lastly, Mr. Chair, the entire intent of our
20 process is to make sure it's transparent and defensible and
21 repeatable, and it's something that we can go back to our
22 process every year. We've done a lot of work over the last four
23 or five years about completely revamping the process itself.
24 And again, transparency is one of those things, and we feel
25 we're at a place now where our process really does truly link

1 our long range plan to our capital program together. However,
2 we're still not going to say it's ideal. The idea about two
3 different criteria of a strictly technical-based criteria and
4 then us looking at a policy-based, that came out this year after
5 discussions with our technical areas who said, you know, you're
6 looking at it, the same thing we are. We apply the same type of
7 criteria. Can we actually skew the results? So we've changed
8 that over time to make sure that's incorporated.

9 With that, I will gladly stop and ask, and I
10 think we would have a conversation now about, you know, what's
11 next or the direction you want to provide (inaudible).

12 CHAIRMAN CHRISTY: A couple of questions,
13 Mr. Omer. Is this a new generation that you've provided us
14 here? Is this -- or is this a compilation of old stuff? Or is
15 this a brand-new presentation?

16 MR. OMER: So this is a fairly -- well, I did
17 make the same presentation last year. Last year was the first
18 time we'd brought our planning and programming process to the
19 transportation board. So last year was the first time that we
20 had seen truly a system performance based look first at our
21 recommendations to the board. If you remember, it was how we
22 developed our years 6 through 10 for the development program.

23 CHAIRMAN CHRISTY: Well, I --

24 MR. HALIKOWSKI: In addition, Mr. Chair, also
25 last year, the reason why this became more formalized, every two

1 years the board adopts your policy. These are online and we
2 have to review them. The board reviews them, adopts them. So
3 last year as part of this, we started to look at the Map 21
4 federal requirements as well as the evolution of the board
5 policies related to programming, planning and funding.

6 We've (inaudible) integrated all of that into it.
7 It wasn't in this format, but it was this general discussion
8 that led to the revisions and the adoption last year (inaudible)
9 approach them next year as a part of the board review. But that
10 all brought that process together, and that has led to the
11 discussion and kind of the practices that we have been
12 implementing in the past couple of years.

13 CHAIRMAN CHRISTY: Well, the reason I bring this
14 up is because I think this is a tremendous presentation. It's
15 kind of a tour de force, and I would in addition to requesting
16 that it be made available to all board members individually,
17 what would you think of the possibility of posting this on our
18 web site? You know, I -- is this something the public should
19 have?

20 MR. OMER: Mr. Chair, you're a visionary, because
21 it is actually on our web site. We (inaudible).

22 CHAIRMAN CHRISTY: As I was saying, I thought I
23 saw it on the web site.

24 MR. OMER: We actually do have it on our web
25 site. It's in the planning division side of the house, and it

1 talks about our entire process and how it works. I would
2 recommend that this year when we get up closer to the public
3 process, we'll put it maybe on the header across the board so --

4 CHAIRMAN CHRISTY: Yeah.

5 MR. OMER: -- across the regular main web page,
6 but the process has been developed. And it's not just the ADOT
7 developing this process. We actually are in partnership with
8 our regional partners.

9 CHAIRMAN CHRISTY: And the other -- only other
10 comment I'd make is this last planning stage and phase, we
11 included a study session specifically to deal with it, and I
12 would encourage the future board and future chair to hold such
13 study sessions, because it gives the board an opportunity to
14 digest all of the proposals and discuss them with staff rather
15 than rushing at the last minute to try to articulate the whole
16 -- the whole plan for approval.

17 Do you have more you'd like to go with?

18 MR. OMER: No, sir. I'm available for questions.

19 CHAIRMAN CHRISTY: Any more questions?

20 MS. BEAVER: I would just like to also
21 re-emphasize what you've said. I think this is very good for
22 the public, particularly maybe with MAG and PAG and MERK
23 (phonetic). You know, it -- the more urban area, there's a real
24 emphasis put on this kind of stuff where they're kind of in the
25 know. Some of the rural communities sometimes -- I know I was

1 invited up to Bullhead City, and one of their questions was how
2 do you -- how do you start getting in that process of the five
3 years. So I see this is something they can just go on our web
4 site and, you know, download it, study it.

5 MR. OMER: Ms. Beaver, I think to help out that,
6 this year we were actually asked, and we went to the League of
7 Cities and Towns, and Director Halikowski presented on key
8 commerce corridors, and I presented on our programming process
9 for that specific reason, because we want to make sure that our
10 process is inclusive, and we don't want people to think they
11 have to come -- you know, as much as we encourage people to come
12 to transportation board meetings, that's not how -- the only way
13 you can be included in the process.

14 CHAIRMAN CHRISTY: The nice thing is I don't have
15 to go through trying to verbally explaining it. I can just say,
16 well, go to the web site. It's all there. Everything you need
17 to know is right there.

18 Any other questions from the board or from the
19 staff?

20 UNIDENTIFIED SPEAKER: I have a question, Your
21 Honor, sir.

22 CHAIRMAN CHRISTY: I'm sorry, ma'am. We don't
23 take questions at this point in the board meeting.

24 UNIDENTIFIED SPEAKER: Well, see, we didn't find
25 out about your meeting until the last minute, sir.

1 CHAIRMAN CHRISTY: Uh-huh.

2 UNIDENTIFIED SPEAKER: And a lot of citizens
3 wanted to come. So we didn't know.

4 CHAIRMAN CHRISTY: Okay.

5 UNIDENTIFIED SPEAKER: Again, I seen the people
6 coming in this morning, and I wanted to have a chance to ask you
7 all about transportation for us as seniors and disabled people
8 in Wickenburg, but nobody gave us no date or time.

9 CHAIRMAN CHRISTY: Well, I apologize for that,
10 but there will be another board meeting next month in Lake
11 Havasu, and you're more than welcome to discuss it with your
12 district representative and to contact the department, too, with
13 your comments and concerns, and they will be responded to.

14 UNIDENTIFIED SPEAKER: Okay. Can I leave my --

15 CHAIRMAN CHRISTY: By all means.

16 UNIDENTIFIED SPEAKER: -- number here for you?

17 CHAIRMAN CHRISTY: Uh-huh. Certainly.

18 UNIDENTIFIED SPEAKER: Thank you, sir.

19 CHAIRMAN CHRISTY: Thank you, ma'am.

20 Further comments? Questions?

21 MR. LA RUE: Yes. If I can, I think I was one of
22 the ones to try to get -- agendize this and move forward, and I
23 really appreciate this, starting this discussion, you know,
24 because that sat on here for the last couple years, and you
25 know, kind of gone through that tension of preservation and

1 expansion.

2 Also, you know, we knew that we were going to get
3 here to today, and that is the approval of the I-11. I agree
4 with all the comments that we're hearing is we need to find ways
5 to advance the I-11 and these, you know, independent segments
6 and utility. And so you guys are the experts, but what I'd like
7 to see back is, you know, somehow how it will be advanced on
8 I-11 in some manner, but also, because of the tension of the --
9 not tension, but a little anxiety in the rural areas, to make
10 sure that projects aren't shifting. I think we need to be out
11 ahead of this a little sooner maybe than we have been, you know,
12 traditionally just because of what -- the decisions we've made
13 today and decisions we're going to make, you know, in this next
14 plan.

15 So I appreciate that, and I think it's going to
16 be another cycle of planning and programming and public hearings
17 that will be great interest from the communities and the public
18 at large wherever we go. And so I think -- I think getting that
19 out sooner versus later will help us come that February through
20 June time frame.

21 MR. OMER: And Mr. Chair, Mr. La Rue, I guess
22 what I would recommend, too, is we're -- you know, we're a
23 resource for the board as well. So any time during -- during
24 the year, it doesn't have to be, you know, you know, February
25 through June, during the traditional cycle of the programming

1 cycle, you know, we're resources -- we are a resource annually.
2 Any time during the year you have specific questions about -- as
3 many of you have done, you've called me individually on a
4 specific project or about something that we would recommend out
5 in the future. Whether that call is made to me or it's made to
6 Deputy Director Roehrich, you know, that -- I think that's
7 completely appropriate, because the last thing we want the board
8 to feel like is there's a question and you guys don't have a
9 resource to answer that back. So at any time, please just let
10 us know.

11 CHAIRMAN CHRISTY: Further questions or comments
12 to staff or Mr. Omer? If not, thank you, Mr. Omer.

13 MR. OMER: Thank you.

14 CHAIRMAN CHRISTY: Appreciate your report.

15 And we'll move on to Item 16, a draft of the
16 future meetings and public hearing dates of the State
17 Transportation Board.

18 Mr. Roehrich.

19 MR. ROEHRICH: Thank you, Mr. Chair and members
20 of the board.

21 In working with the incoming chair, Ms. Beckley
22 and myself, we have put together a listing of the dates, excuse
23 me, and the locations for next year's board meeting. In
24 addition, we've identified study sessions. So I point out a
25 couple things about -- which you have in front of you.

1 First thing you'll notice, that in January, we
2 are on the second Friday (inaudible) in Flagstaff. That
3 coincides with the World Transportation Summit, which
4 traditionally and historically the board has held their meetings
5 right around the same time so they could attend the summit and
6 then have the board meeting on the last Friday of the summit.

7 We also see that in January of that month, we're
8 also holding a study session, and that would be the tentative
9 five-year program we brought to the board. Any discussions that
10 took place prior to that with board members would be
11 consolidated, and this would be an opportunity now to look at
12 any final adjustments within the tentative five-year program.
13 So it could be adopted by the board in February, and then we
14 start with the board meeting and co-board meeting/public hearing
15 process.

16 You'll notice that through March, April and May,
17 traditionally we have held -- the board has held their public
18 hearings in the northern region, central region and the southern
19 region, and we mixed it up within those areas. You'll see this
20 year that we're following that same. We're starting with the
21 southern region in Tucson, followed by the Phoenix, and then for
22 the northern region, since the board held their January meeting
23 in Flagstaff, we would look at the northern region, probably
24 (inaudible) be held in Chino Valley.

25 From there you can see then that we do have a

1 study session identified late May, which would be a study
2 session to review comments, review the tentative program and any
3 of the final adjustments the board is recommending at that time.
4 So staff can ensure we're in compliance with fiscal
5 responsibility and fiscal constrain (sic), those final issues,
6 and then you go to adopting the board meeting in June, as you
7 traditionally do.

8 Then we also have tentatively scheduled a couple
9 of other study sessions if topics come up that we do want to
10 have. And I know we've been holding some topics, because we
11 canceled the study session this month. So we'll look to get
12 those pulled in over the next few months as soon as we can.

13 The other point I'd like to -- or the other issue
14 I'd like to point out is in August of next year, we are looking
15 at taking a break from an official board meeting, although as we
16 have done in previous years when we've done that, we would
17 probably hold a telephonic meeting so we can award the
18 construction projects, because by statute, those have a time
19 frame in which action needs to take place. But we've done those
20 just telephonic meetings to just award projects as part of later
21 on in August, even though we didn't hold a board meeting, and
22 then we'll fill out the rest of the year. So with that, I'd ask
23 for any comments or questions from the board.

24 CHAIRMAN CHRISTY: Just two comments. One just
25 to reiterate that the October 21st study session has been

1 canceled. And also, the meetings will be held on a different
2 part of the month now, right?

3 MR. LA RUE: Yes, sir. If you look at this after
4 January, those meetings now fall on the third Friday of the
5 month.

6 CHAIRMAN CHRISTY: Any comments or questions to
7 Mr. Roehrich or staff regarding the upcoming schedule of board
8 meetings?

9 Ms. Beaver.

10 MS. BEAVER: Just one -- the Rural Transportation
11 Summit then has moved to Flagstaff this next year?

12 MR. LA RUE: Mr. Chair, Ms. Beaver, that's
13 correct.

14 CHAIRMAN CHRISTY: If not any further questions,
15 the Chair would entertain a motion to accept and approve the
16 2015 board meeting and public hearing dates and locations as
17 presented.

18 MR. ANDERSON: Move for approval.

19 CHAIRMAN CHRISTY: There's been a motion by Vice
20 Chair Anderson.

21 MR. SELLERS: Second.

22 CHAIRMAN CHRISTY: And a second by Board Member
23 Sellers. Discussion?

24 Just to make sure that I include, that the change
25 of the board meeting date of the third Friday of the month

1 beginning in February. Any further discussion?

2 Hearing none, all those in favor of the motion of
3 approving the schedule as presented signify by saying aye.

4 BOARD MEMBERS: Aye.

5 CHAIRMAN CHRISTY: Opposed?

6 Hearing none, this is our new schedule.

7 Thank you, and we're at the final agenda item.

8 I just want to again acknowledge the community of
9 Wickenburg for their gracious hospitality. We had a terrific
10 time. It's our -- my -- well, I can't put it in the minutes,
11 but it's my favorite place to come to, and we thank you again
12 for hosting this event and for making it so welcoming.

13 We wish you all the best, Jennifer. You deserve
14 everything good that comes to you in your new career, and please
15 come back and visit us and keep in touch, and anything that I'm
16 sure the board can do to help you in your new endeavor, we
17 will.

18 And any suggestions for future topics in the next
19 couple of meetings?

20 MR. SELLERS: Sure.

21 CHAIRMAN CHRISTY: Mr. Sellers.

22 MR. SELLERS: Yeah. I'd like to have an update
23 at some future meeting or study session on intelligent
24 transportation systems, what the department's doing, what the
25 plans are, because I think that's going to play a significant

1 role in traffic management in the future.

2 CHAIRMAN CHRISTY: Isn't that an oxymoron?

3 MR. HALIKOWSKI: We'd be -- we'd be happy to do
4 that. I sit as a board member on ITS America as part of their
5 executive board, and we'd be happy to update you on vehicle,
6 vehicle, vehicle infrastructure and vehicle (inaudible).

7 CHAIRMAN CHRISTY: There was something that you
8 brought, Mr. Roehrich, that you suggested for a future board
9 agenda, to agendize something.

10 MR. ROEHRICH: Well, Mr. Chair, the director had
11 a chance to overview --

12 CHAIRMAN CHRISTY: Yeah.

13 MR. ROEHRICH: -- his trip to Mexico, but because
14 it was agendaed for communication between the board and the
15 Chair, excuse me, between the director and the board, if that is
16 something you really want to delve further into is his efforts
17 there and what specifically (inaudible) taking place in those
18 discussions, we'd have to agenda that.

19 CHAIRMAN CHRISTY: I'd like to do that in the
20 next -- within my tenure, the remainder of my tenure.

21 Any further suggestions for board meeting --
22 board meeting items?

23 (End of excerpt.)

24

25

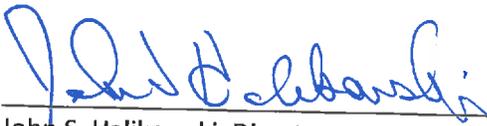
Adjournment

A motion to adjourn the public hearing was made by Bill Cuthbertson and seconded by Deanna Beaver. In a voice vote, the motion carries.

Meeting adjourned 11:20 a.m. MST.



Stephen W. Christy, Chairman
State Transportation Board



John S. Halikowski, Director
Arizona Department of Transportation