

**MINUTES**  
**STATE TRANSPORTATION BOARD PUBLIC HEARING AND BOARD MEETING**  
**9:00 a.m., Friday, March 20, 2015**  
**Pima County Administration Building**  
**Board of Supervisors Hearing Room**  
**130 W. Congress, 1st Floor**  
**Tucson, AZ 85701**

**Pledge**

The Pledge of Allegiance was led by Board member Steve Christy.

**Roll call by Board Secretary Mary Beckley**

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

**Absent:** None.

**Opening Remarks**

Chairman Anderson will delay his opening remarks until after the public hearing.

**Call to the Audience**

The following member of the public addressed the Board:

1. Sharon Bronson, Pima County Board of Supervisors Chairman, re: welcome to Board and thanked Steve Christy for representing Pima County and service on the Board; requests designation of Sonoran Corridor as state planning route and removal of Tangerine Road segment of SR 989 as state route, move project forward, to meet with Pima County on process and other projects in the tentative five year plan.
2. Jonathan Rothschild, Mayor City of Tucson, re: welcome new Chairman and thanked Steve Christy for his service; ensure transportation infrastructure supports relationship with Mexico; keeps AZ competitive with other states; commends Board in adding SR 189 to the five year plan; SR189 is a bottleneck and this route needs to be accelerated; thanked Rod Lane and staff for their hard work.
3. Lance Jungmeyer, President, Fresh Produce Association, re: SR189 support, explained the work of Fresh Produce Association; read from letter to Board on the import of fruits and vegetables from Mexico and importance of SR 189 to the trade and urges acceleration of SR189 to FY2019.
4. Christian Price, Mayor City of Maricopa, re: met with reps in Washington DC on I-11 and Bureau of Land Management to be proactive with land in Maricopa; SR347 the environmental assessment for the 347 overpass and EA has been signed by FHWA and approved with no findings of significant impact.

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1 (Beginning of excerpt.)

2 CHAIRMAN ANDERSON: We have, I think, a  
3 presentation from Michael Kies on the plan itself, correct,  
4 Mike?

5 MR. KIES: Thank you, Mr. Chairman and members of  
6 the board. As part of the public hearing process, I'd like to  
7 provide an overview to yourselves and the public of the details  
8 of the Tentative Five-Year Construction Program that is  
9 currently out for public comment. Is this -- oh, there it is.

10 The overview that I'm going to provide is  
11 highlighted on the screen. I'd like to give a little  
12 information about the background of the tentative program and  
13 some of the information about the condition of our assets.

14 Also, the program is divided into five parts,  
15 which I'll give an overview of each of those parts. The first  
16 part is the five-year highway construction program itself, which  
17 is primarily focused on the greater Arizona highway system. The  
18 second part is beyond those five years, we look to the next five  
19 years, which we call that our development program. So we look  
20 to years six through ten and look at how we plan to spend the  
21 money that we have available to us in those years. The third  
22 part, it relates to the Pima County transportation program, and  
23 that's in cooperation with the Pima Association of Governments,  
24 or PAG, and the fourth part is the same situation, but in the  
25 Phoenix metro area. We already coordinate with the Maricopa

1 Association of Governments, or MAG, and that program. And then  
2 the last piece is the airport program.

3 So the background of the five-year program, this  
4 is not something that we just do in a vacuum. It's a  
5 collaborative process. We work with different parts of -- of  
6 ADOT. We have a study session with yourselves. We coordinate  
7 with our regional partners to -- as we talk about the projects  
8 that go into the five-year program. And the main purpose of the  
9 five-year program is to show how we intend to obligate those  
10 federal and state funds that we have available for  
11 transportation, not only that ADOT has available, but that our  
12 regional partners also have available, primarily in the Pima  
13 County and Maricopa County area. This is a process that we go  
14 through every year, and we need to approve the new program by  
15 July -- by June 30th so that we can start our new fiscal year  
16 July -- July 1st.

17 And then as I mentioned before, we have two parts  
18 of the Greater Arizona Highway Program. The first half is what  
19 we call the five-year program. That program needs to be  
20 fiscally constrained, which means that we can only program as  
21 many dollars in that five years as we will receive in revenue,  
22 and that is a financial constraint that our financial -- that  
23 FMS provides to us.

24 The next five years, or the years six through  
25 ten, is what we call financially constrained, which means that

1 we are programming -- or planning to program as many dollars as  
 2 we reasonably expect in revenue, because as we get that far out,  
 3 it's a little harder to be exact in the financial revenue  
 4 stream.

5 Just a reminder everybody that the federal funds  
 6 that we have available to us have been authorized to us under  
 7 the federal re-authorization called MAP-21. There are some  
 8 guidelines that we need to follow with this legislation. We  
 9 need to produce a program that heads to some national goals,  
 10 including safety, congestion relief, freight movement, those  
 11 type of subjects that are provided to us. So we've created a  
 12 process that we call Planning to Programming where we link our  
 13 planning efforts to this programming effort that you're seeing  
 14 today and so that we can be in compliance with MAP-21.

15 Oops. I went the wrong way. Are you driving or  
 16 I am?

17 UNIDENTIFIED SPEAKER: I can drive.

18 MR. KIES: Okay. I won't touch it then.

19 UNIDENTIFIED SPEAKER: Take your hands off the  
 20 wheel, Mike.

21 MR. KIES: Exactly. It's an automated vehicle.

22 MR. CHRISTY: Go ahead and have a drink now.

23 MR. KIES: The planning to programming process  
 24 that I mentioned is the way that we take all the planning work,  
 25 and the planning work essentially is where we identify our

1 transportation needs that the state has and those potential  
 2 projects that can fulfill that transportation need, and then we  
 3 link it to the programming side, which is where we have a  
 4 limited amount of funds that we can spend on those projects, and  
 5 we have to determine which of those highest priority projects  
 6 that we should put in our funding package and implement first  
 7 over those other projects.

8 Next slide.

9 This graphic essentially demonstrates that  
 10 process in a -- in a graphical sense, where on the far left you  
 11 see the identification of our vision for the State of Arizona's  
 12 transportation system. We call that bqAZ, or Building a Quality  
 13 Arizona. That's where all of the potential needs for the state  
 14 have been identified, and all the projects that would be needed  
 15 to be implemented to fulfill that vision. Then based on our  
 16 long range plan, which is a document that gives us guidance over  
 17 the next 20 years, we divide those projects into several  
 18 categories that you'll hear me talk about throughout this  
 19 presentation.

20 The first category is modernization. Those are  
 21 projects that improve the existing system that we have in the  
 22 ground without expanding the roadway. So those would be  
 23 projects that focus on safety improvements or movement of  
 24 traffic flow with the existing highways such as intersection  
 25 improvements or building roundabouts or those type of projects.

1           The second category that we put the projects in  
2 is called expansion. That's exactly what it says. It's taking  
3 a roadway and expanding it so that it has more capacity; taking  
4 a two-lane highway and making it a four-lane highway is one  
5 example, or building new highways in new locations.

6           The third category is called preservation. That  
7 is where we preserve the assets that we have, in the field,  
8 maintaining a good state of repair.

9           And then the last category is those projects that  
10 would fit in a non-highway mode.

11           The next step of the process is we then take all  
12 those projects, and we put a performance score on those and  
13 create a priority on those projects. Once we know the priority,  
14 then we have so much funding available, and we know the highest  
15 priority projects in the state. We then match those two  
16 together, how much money do we have programing the highest  
17 priority projects first.

18           Next slide.

19           So again, the P to P process, which is what we go  
20 through to identify the projects and program the projects in the  
21 five-year program is really about this performance-based process  
22 that links those processes together so that we have a logical  
23 process that we -- identify projects for the program.

24           Next slide.

25           This is a graphic that shows it as a diagram of

1           how this process works. It starts at the bottom with system  
2 performance. Each year we look at how the transportation system  
3 in the state is performing, and then we evaluate how that  
4 performance is going and what projects are the highest priority  
5 to put in the program. So each year then we re-assess our  
6 delivery program, which is the first five years, the development  
7 program, which is the second five years, and then as larger  
8 process, every five years we update our long range plan. And  
9 that long range plan gives us guidance on how much money we  
10 should be putting to those major categories that I mentioned  
11 earlier: Preservation, modernization and expansion.

12           Next slide.

13           So before I get into the details of the five-year  
14 program, I do want to give you an overview of the asset  
15 condition, one of those system performance measurements that we  
16 look at.

17           Each year we value the -- how much our system is  
18 worth or the value of that system out in the field. This year,  
19 we estimate that the existing state highway system that we own  
20 and operate in field is valued at about \$19.7 billion. And then  
21 there's a commitment to preserving that system and keeping it in  
22 a good state of repair. So when we think about preservation, we  
23 are putting a lot of emphasis in that category in this five-year  
24 program, and the reason that we do that is because preservation  
25 does save money. When we put money into preservation to keep

1 that system in a good state of repair, it saves us money in the  
2 long run, and that would then free up funds for other needs that  
3 we have around the state.

4 This is similar to if you have a car and you  
5 regularly change the oil, and you keep the maintenance up that  
6 you're asked to do, the value of the car stays higher, and it  
7 also lasts longer and you save money in the long run. And we  
8 look at that as the same way with our transportation system as  
9 we put moneys towards preservation.

10 This is an example of one way that we look at the  
11 performance of our system. This happens to be a map that  
12 highlights the bridge conditions around the state. You see  
13 there good, fair and poor highlighted in green, yellow and red,  
14 and we're happy to announce that, you know, only 5 percent of  
15 our bridges are in what we call the poor condition, but those  
16 are the bridges that then we need to focus on in this next five-  
17 year program and apply funding as best we can towards those  
18 bridges.

19 This is the condition that you see in 2013. So  
20 in 2014, in fiscal year 2014, we did finish some projects that  
21 helped us improve this performance.

22 Next slide.

23 One -- here's an example of one of those projects  
24 that was recently completed along SR-186 near Willcox where  
25 there was a culvert, which is considered a bridge, had a poor

1 condition related to the drainage. And you can see the after  
2 condition.

3 Next slide.

4 Another bridge to highlight is State Route 77.  
5 This bridge, the deck was completely replaced, and you can see  
6 the difference from the driver's perspective before, before and  
7 after.

8 And then this is another example on SR-87 where  
9 we actually reconstructed the entire bridge to take up a bridge  
10 that was in poor condition and replace it with a brand-new  
11 structure.

12 Another way that we look at the performance of  
13 our assets is the pavement conditions. That's another major  
14 component of the assets that we have out in the field, and this  
15 is another way of looking at it. We look at the trends of the  
16 conditions of that asset. This -- the interstate pavement  
17 conditions, you can see on the left side of this graph. We've  
18 been doing really well at maintaining the good condition of our  
19 pavement on the interstate system, and a lot of the funding that  
20 we put towards pavement preservation is focused on the  
21 interstate system. We believe it's important to keep the  
22 interstate in a good state of repair. A lot of our economic  
23 movements are on that system. Most people in the state rely on  
24 the interstate system to get around to the rest -- other parts  
25 of the state. However, you can see on the right side, which is

1 the non-interstate, state highway system across the rest of the  
 2 state, we have been losing ground on that, on the pavement  
 3 condition of the rest of the system. And we understand that we  
 4 need to keep focusing more of the funding in the five-year  
 5 program towards preservation so that we can hopefully reverse  
 6 that trend.

7 This is an example, again, of a project that we  
 8 just recently completed. This is off the interstate system, and  
 9 you can see how we look at the performance of the system, and we  
 10 find areas where the pavement is not in good condition, and we  
 11 do projects that improve that condition.

12 So as far as preservation funding in this five-  
 13 year program, from time to time we ask our staff what is the  
 14 level of funding we should be spending on preservation to  
 15 maintain the existing condition that we have out there in the  
 16 field today. And the number that they've provided us recently  
 17 is \$260 million per year should be the amount of money that we  
 18 spend to maintain the same conditions of asset that we have  
 19 today.

20 We are, as you see with this graph over the next  
 21 10 years, we are making an effort to continuously raise the  
 22 level of funding that goes towards preservation and with the  
 23 goal of reaching that \$260 million number in each fiscal year.  
 24 And you see that based on the five-year program that we're  
 25 presenting you today, we do not reach that amount until the year

1 2024.

2 Next slide.

3 With that, the -- I'll go into the highlights of  
 4 the Five-Year Highway Delivery Program. I mentioned our long  
 5 range plan earlier that talks about the categories where we  
 6 should be spending our money, in preservation, modernization and  
 7 expansion, and you see on the left the long range plan  
 8 recommendations of how we should be dividing our funding among  
 9 those categories.

10 On the right, you see the actual distribution in  
 11 this five-year construction program that we're presenting you  
 12 today. Preservation, the long range plan recommends 34 percent  
 13 or about a third of the program, and we are trying to achieve  
 14 that amount. We're at 29 percent with this program. And then  
 15 you see the expansion part of the five-year program at over half  
 16 of the tentative program being in the expansion category.

17 Much of those projects that relate to expansion  
 18 are in the Maricopa County and Pima County areas, because those  
 19 areas do have dedicated funding sources that the voters voted  
 20 in, and they're dedicated towards certain projects, which most  
 21 of those are expansion, and I'll show you those details in a  
 22 minute.

23 Next slide.

24 So if we just talk about greater Arizona, this is  
 25 the mix of the funding that's proposed in the five-year delivery

1 program. 68 percent of that program is recommended to be in the  
2 preservation category, and 24 percent in the modernization.

3 Again, modernization are those projects that focus on safety and  
4 improvements to the existing system. That limits the amount of  
5 funding that we can put to the other expansion needs around the  
6 state, and that funding is limited to 8 percent of the program.

7 This is a way that we display that five-year  
8 program so people can understand the amounts that go to each of  
9 these categories. Here you see in green the amount that we are  
10 proposing that goes to preservation; in red, modernization, and  
11 then in blue is the expansion projects that I said was about 8  
12 percent of the program. And you can see highlighted on the top  
13 what we highlight as some of those major expansion projects that  
14 are in this proposed program.

15 One that I do want to highlight is the SR-347  
16 overpass where you see some phasing of that project in year  
17 2016, 2017, and then the full construction of SR-347 overpass in  
18 2020. As the mayor of Maricopa mentioned, we just received the  
19 federal approving or the finding of no significant impacts on  
20 that project, and so we're fully ready to develop that over the  
21 next five years.

22 Next.

23 This is a map and a schedule of some of the  
24 preservation projects that we have in the five-year plan. The  
25 map shows all of the projects that we're proposing over the next

1 five years, and we're just -- the map is intended to show that  
2 we have projects all over the state that we're doing to enhance  
3 the condition of our system. And then the schedule is an  
4 example of those type of projects that are in the five-year  
5 program, and if you are able to read the list, it's focusing on  
6 pavement and bridges as our highest priorities in the  
7 preservation program.

8 Next slide.

9 This is an example of the modernization program.  
10 The map again shows the dispersion of all the projects that are  
11 in this category around the state, and then the list shows some  
12 of the examples of those projects, and you can see what type of  
13 projects are in the modernization program: Widening of our  
14 shoulders, safety improvements, constructing roundabouts,  
15 installing things like variable message signs around the state.  
16 Those are the type of projects that are in this category.

17 And then the next slide.

18 And then there's the expansion program, and those  
19 are those projects that were highlighted in that previous graph.  
20 This map shows where they are located around the state. I do  
21 want to highlight that south -- the expansion program does  
22 provide some funding for the SR-189 project to be -- to start to  
23 be developed and be designed in the five-year program, and as  
24 was mentioned, the proposed construction for that project is in  
25 the six to ten-year program.

1 Next slide.

2 So the summary of the five-year program is that  
3 next year, one of the major expansion projects that we intend to  
4 deliver is SR-260 Thousand Trails to I-17. That's a project in  
5 Yavapai County where the road would be widened from a two-lane  
6 road to a four-lane road. I mentioned some of the phases of the  
7 347 project with the construction being in the last year of the  
8 program.

9 Another project to highlight is State Route 89,  
10 Depot Ranch Road. This is another expansion project. It's near  
11 the Prescott area where it's another project where we'd be  
12 widening from two lanes to four lanes.

13 And then another project to highlight is that we  
14 are planning to go to design on one of our US-93 projects in  
15 fiscal year '19.

16 The second part of the program is the delivery  
17 program, years six through ten. Again, a high percentage of the  
18 funding we've set aside for preservation, and then 17 percent of  
19 this six through ten-year program we anticipate to spend in the  
20 expansion category.

21 Another graph that shows how we plan to spend  
22 those funds over those five years. And again, the expansion  
23 projects that we believe we can fund in these years are  
24 highlighted at the top, and I was -- I thought that the mayor of  
25 Tucson provided a great comment when he said that we should be

1 building from south to north, and then I looked at our delivery  
2 project, and actually, it is structured that way. And I'll  
3 start with fiscal year '21 in the south, with SR-189 port of  
4 entry to I-19. We estimate that that project could go to  
5 construction at about \$64 million.

6 And then moving further north, in 2022 is an I-10  
7 project at Piccacho where we estimate that we could deliver that  
8 project for \$85 million.

9 And then moving further north on I-10 in year  
10 2023 is a section of I-10 and Casa Grande from Earley to I-8,  
11 and that's estimated at \$40 million.

12 And then moving even further north in 2023 and  
13 2024, we propose to do two more sections of US-93 where we'd be  
14 widening from two lanes to four lanes.

15 And then the last expansion project in the  
16 delivery program -- or the development program is SR-260 near  
17 Lion Springs.

18 Moving on to the third part of the program is the  
19 PAG tentative program. This program focuses on expansion-type  
20 projects, and as you see on the list of this slide, a lot of the  
21 projects relate to interchanges along the interstate system in  
22 the Tucson metro area, namely things like Ina Road, Ruthrauff  
23 Road, Kino Road TI and so on and so forth.

24 Next slide.

25 All of these projects are major projects and need

1 to be passed over multiple years. So this schedule just gives  
2 an example of how those projects get phased over several years.

3 The other thing that I want to highlight on this  
4 table is that there's a column here that says funding, and all  
5 of these projects show a partnership of funding between local  
6 funds that are raised by the RTA program in the Tucson area and  
7 the funding that the state has available either from federal  
8 funds or state funds, and you can see the partnership or the  
9 level of cooperation between the local area and the state on  
10 delivering these projects.

11 The fourth part of the program is the Maricopa  
12 Area of Government Program or the MAG region, and -- next slide.  
13 And again, this program is mostly focused on those  
14 expansion-type projects that the voters voted in with Prop 400.

15 The largest project in this program is the South  
16 Mountain Freeway. \$1.48 billion is estimated for that project  
17 to be delivered within the next five years, and that really  
18 takes a lot of the funding that is in this five-year program.

19 But a couple other projects to highlight is I-10  
20 at the Broadway curve. There is an expansion project proposed  
21 to increase the flow around that section of I-10, and then also  
22 adding lanes all the way down to SR-202 in Chandler.

23 Next slide.

24 Again, this is a -- a program that needs to be  
25 phased over several years, and it's also a partnership in

1 funding between regional funds and state funds. These funds  
2 that are labeled as A -- RARF are the regional funds that the  
3 Maricopa County area has available to them. And you can see  
4 that in almost all cases of these projects, there's a  
5 partnership between federal funding and the local funding to  
6 deliver these projects.

7 I do want to make the point that this -- these --  
8 this tentative program is contingent on MAG regional council  
9 approval. They haven't fully approved this tentative program,  
10 but working with MAG's DOT, they do anticipate that this will be  
11 the program that the council approves.

12 The last part of the five year -- or the program  
13 is the airport program.

14 Next slide.

15 And the department administers the state aviation  
16 fund, which funds come from various sources into that fund, and  
17 then you as the board distribute the funds based on the program  
18 that we have in front of you. Where does the money come from  
19 for the state aviation fund? Well, more than half of it comes  
20 from flight property taxes, and then another large portion comes  
21 from aircraft registration, and those funds flow into the state  
22 aviation fund.

23 Then each year the state aviation fund is  
24 expended in different categories. One category that you see on  
25 this pie chart is the APMS, or the Pavement Management System,

1 which again, there's a high focus on preservation with our  
2 aviation program. And then you see other parts of this pie  
3 which go to state and local grants and also to help match  
4 federal grants that go to airports.

5 So the proposed program for the airport program  
6 in this next fiscal year is as you see here, 3.5 million  
7 dedicated to match federal grants. That would be -- go to local  
8 airports. You do see on this list are the pavement preservation  
9 program, which is that 5.6 million, and then other state  
10 planning services at 3.5 million. All of these categories add  
11 up to a little over \$27 million for the airport program next  
12 fiscal year.

13 With that, that's all of the overview information  
14 I have on the five-year program. The process that we're in  
15 right now is we're going through three public hearings. Today  
16 here in Tucson. Next month will be in Phoenix with the board  
17 meeting there, then in May in Chino Valley, and we're asking for  
18 public comment on this program throughout this process. Then  
19 we'll bring all those comments to you in May, have a study  
20 session on May 26th, and talk about how we -- what changes we  
21 made for the final program. Then we'll bring the final program  
22 to you for approval in June, and then ask the governor to sign  
23 it before June 30th, and then we'll be ready to start on July  
24 1st.

25 With that, that's what I have to overview the

1 five-year program for the public hearing.

2 Thank you, Mr. Chair.

3 CHAIRMAN ANDERSON: Mike, good job. I grew up on  
4 this board with Scott doing this presentation. You didn't skip  
5 a beat. Are you Scott's long lost brother, by chance?

6 MR. KIES: I haven't had a DNA test.

7 CHAIRMAN ANDERSON: But last year at that work  
8 session in May, Board Member Rogers wanted that -- the Show Low  
9 to Little Mormon Lake in the plan, and I think at that time it  
10 was 6 million, but staff thought it needed to be ten. We're  
11 back to the six. Is that just because they're able to study it  
12 further and getting better engineering and --

13 MR. KIES: Actually, we reviewed the project, and  
14 we were able cut back some of the scope items to keep it to the  
15 \$6 million and still provide that -- the transportation mobility  
16 that the local community would like downstream.

17 CHAIRMAN ANDERSON: Further comments or questions  
18 for Mr. Kies from the board?

19 Seeing none, thank you, Mike.

20 MR. KIES: Thank you.

21 CHAIRMAN ANDERSON: That concludes the hearing on  
22 the 2016-2020 construction plan.

23 MR. CHRISTY: Mr. Chairman.

24 CHAIRMAN ANDERSON: Mr. Christy.

25 MR. CHRISTY: I make a motion to adjourn the

1 hearing part of the agenda.

2 CHAIRMAN ANDERSON: There's a motion. Second?

3 MR. LA RUE: Second.

4 CHAIRMAN ANDERSON: Moved by Mr. Christy,  
5 seconded by Mr. Larue. All in favor?

6 BOARD MEMBERS: Aye.

7 CHAIRMAN ANDERSON: Opposed?

8 We are now into the regular board meeting of the  
9 March 20th, 2015 board meeting of the State Transportation  
10 Board.

11 I'm going to start off with some comments from  
12 me. I was unable to attend last night's evening reception by  
13 PAG. I've got a 15-year-old who's playing JV baseball for  
14 Maricopa High School and has played left field. Last time when  
15 he got home, he said, Dad, I climbed the fence, almost caught  
16 the ball. So he thinks he's an all star already. But if -- the  
17 board member or two that were at the reception last night to  
18 give thanks for the PAG reception.

19 Mr. Christy.

20 MR. CHRISTY: We had a terrific dinner and  
21 meeting at Michelangelo's out in Oro valley, and it was  
22 sponsored by SALC and PAG and the Arizona -- what's their new --  
23 (inaudible).

24 UNIDENTIFIED SPEAKER: Arizona Transportation  
25 Builders Association.

1 MR. CHRISTY: Arizona Transportation Builders  
2 Association.

3 And they've been consistent backers and  
4 supporters of State Transportation Board meetings down here in  
5 southern Arizona as well as great community assets and leaders,  
6 and the food was delicious. We had Board Members La Rue and  
7 Sellers both from Phoenix. They came to Tucson, which meant a  
8 lot to us, because -- well, for obvious reasons. And we had  
9 three mayors: Mayor Rothschild, Mayor Honea and Mayor Blumberg  
10 from our jurisdictions here in Pima County, a number of PAG  
11 staff and various other community leaders, and it was very well  
12 attended and very well received, and very much appreciated by  
13 the board. So again, thank you to the sponsors, and it was a  
14 terrific evening last night. Thank you.

15 CHAIRMAN ANDERSON: Thank you, Mr. Christy.

16 Ms. Beaver, do you have something you want to  
17 bring up?

18 MS. BEAVER: I just mainly wanted to bring it to  
19 the public's attention that the *Arizona Highways*, their 90th  
20 anniversary issue of *Arizona Highways* will be out for April,  
21 so...

22 CHAIRMAN ANDERSON: That's cool. That's neat.

23 MS. BEAVER: Yeah. If they would like to pick up  
24 a copy.

25 CHAIRMAN ANDERSON: I just realized this morning,

1 I got here to Tucson quicker than I'll probably get to the  
 2 meeting next month in Phoenix. Seriously, you -- it's takes me  
 3 at least two hours to get downtown Phoenix from Maricopa, but we  
 4 were here in an hour and 15 minutes, and I think it's to do with  
 5 what I think all the speakers are talking about and highlighted  
 6 by Mr. Christy in terms of the accessibility what the southern  
 7 corridor means to the state. And it just finally dawned on me  
 8 that that three-lane stretch and how it opens up and what it  
 9 means to commerce and trade.

10 Call to the audience.

11 Randy Heiss.

12 MR. HEISS: Good morning, Mr. Chairman, members  
 13 of the board, Mr. Halikowski, Mr. Roehrich, ADOT staff.

14 I'm Randy Heiss. I'm the executive director for  
 15 the Southeastern Arizona Governments Organization, one of ADOT's  
 16 planning partners.

17 And you may recall last December I presented to  
 18 you a resolution that was passed by our governing board, and  
 19 very much like the resolutions that were passed by MAG and PAG  
 20 that Supervisor Bronson and Mayor Rothschild spoke about  
 21 earlier, and all of them are supportive of raising additional  
 22 money for State Route 189 and allowing it to become part of the  
 23 five-year plan. It was an effort to work cooperatively, raise  
 24 above-the-line revenue to assist us in getting this project  
 25 built prior to 2021.

1 I'm here to report that similar resolutions in  
 2 addition to the ones passed by SEAGO, MAG and PAG. This  
 3 resolution is -- and I presented (inaudible) in front of you  
 4 here. You'll notice that they've been -- this resolution's been  
 5 passed by 9 of the 12 regional planning agencies in the state of  
 6 Arizona. I think it's safe to say that it's likely that this --  
 7 there's no project that has more broad-based support in the  
 8 entire state of Arizona, and I think that really speaks to the  
 9 importance of the project itself and the impact it will have on  
 10 our ability to remain competitive.

11 So I also wanted to thank Director Halikowski and  
 12 Mr. Roehrich for offering staff at ADOT to take a look at the  
 13 highway project enhancement (inaudible) statute. I spoke to you  
 14 about, I believe, last December as well where it -- that  
 15 particular statute only allows one political subdivision to  
 16 participate in their bond (inaudible) a capacity to build a  
 17 state project on the state system like SR-189. And in their  
 18 research, in their research, they found that the transportation  
 19 project advancement note, it's a very similar statute, already  
 20 offers that opportunity.

21 So we will be working in the coming months, and  
 22 as said, there's a lot of political support, particularly here  
 23 in the PAG region to find partners to assist us in that effort  
 24 if that's possible, and hopefully we'll be able to get that  
 25 project built and just as soon as the design and environmental

1 are completed in I believe it's 2018, if not sooner.

2 So thanks a lot for hearing me again today. Take  
3 a look at the resolution. It already speaks to the benefits of  
4 the project, and there's also a back sheet attached to it, and  
5 have a safe trip back. Thanks for your service to the State of  
6 Arizona.

7 CHAIRMAN ANDERSON: Thank you, Mr. Heiss.

8 Bruce Dusenberry.

9 MR. DUSENBERRY: Thank you, Mr. Chairman, members  
10 of the board, Mr. Halikowski, Mr. Roehrich, the staff.

11 My name's Bruce Dusenberry. I'm a citizen of  
12 Arizona, a native to Tucson, and my mother actually used to sit  
13 on this board as well as (inaudible) and, of course,  
14 Mr. Christy. So I'm well familiar with what you deal with and  
15 all the challenges you face.

16 I want -- I came here to speak about the Arizona  
17 Town -- upcoming Arizona Town Hall, but before I do that, I just  
18 want to echo the comments that you've heard from the mayor and  
19 Mr. Heiss and (inaudible) Association. State Route 189 is a  
20 state (inaudible). And as the mayor said, Texas and California  
21 (inaudible).

22 So I was -- District Engineer Rod Lane was at our  
23 breakfast club, the Tucson Breakfast Club, which is a club that  
24 meets twice a month of community leaders throughout the region,  
25 and Mr. Lane appeared Tuesday morning, and I was shocked to hear

1 that the design's in '16 and the construction's in '21 for a  
2 roadway that is embarrassing and critical to our economic  
3 development and trade with our biggest trading partner, Mexico.  
4 So I just want to echo what you've already heard about  
5 accelerating that. Even if you have to do temporary expansion  
6 in the meantime, that has got to be moved forward as quickly as  
7 humanly possible. I know you've got a lot of challenges, but  
8 that should be a priority.

9 Moving to Town Hall, I am the past chair of  
10 Arizona Town Hall, now the vice chairman of the nominated  
11 committee and been involved with it for way too long. It would  
12 give up how old I am if I told you. I know Board Member La Rue  
13 and Sellers are familiar with Town Hall. I've invited already  
14 Steve Christy personally, but I'm here this morning to invite  
15 each and every one of you, including Mr. Halikowski and Deputy  
16 Director Roehrich and anybody in the audience. If you haven't  
17 been invited, I invite you. It's on Transportation.

18 And the background report has been prepared by  
19 and at least chaired by the members of the state -- I can't even  
20 say the name because it's Arizona State University. But no, ASU  
21 is the lead preparers of the background report. And it's going  
22 to be held on April 19th through 22nd here in Tucson, and we do  
23 appreciate your being here right now in Tucson and visiting us,  
24 but if you'd come back and attend the Arizona Town Hall, we'd  
25 very much appreciate it. You're all invited, and you all have

1 invitations. So I'd be happy if you could do that.

2 And if you can't, we'll certainly -- we'll ask  
3 you to get the -- both the background report and the  
4 recommendations from that town hall, because I think they'll be  
5 useful to your considerations as board members. So thank you  
6 very much.

7 CHAIRMAN ANDERSON: Thank you, Mr. Dusenberry.

8 Next up, Rod Lane, District Engineer, Tucson  
9 District. Mr. Lane.

10 (Inaudible conversation.)

11 MR. LANE: Good morning, Mr. Chairman, director,  
12 members the board. Welcome to Tucson. First day of spring.  
13 It's a beautiful day here. I'm glad to have you all here.

14 I'm going to start off by learning how to run  
15 this, I guess. There we go.

16 Kind of telling you a little bit about the Tucson  
17 district and where we are and what we are located. Obviously  
18 the center part of southern Arizona.

19 Try this. There we go.

20 We've got three interstates that we operate in  
21 the Tucson district. Of course, there's I-10 that starts up in  
22 the -- past (inaudible) Road, Milepost 175, 181, and then we go  
23 all the way down to the Cochise County line on that one. We've  
24 got I-8 that goes from the Pinal County line all the way to the  
25 intersection of I-10, and then, of course, there's the entire

1 length of I-19.

2 In that -- in this area, we have a significant  
3 rural component. We are part of the urban district for  
4 management purposes of the urban area, but there's quite a  
5 significant rural component out in the west in Ajo and  
6 (inaudible) and up in the northeast in Mammoth and SR-79 area.

7 We've got four international borders, border  
8 crossings, and of course, there's the new Mariposa port of entry  
9 in Nogales. There's the DeConcini port. There's the Sasabe,  
10 and there's also (inaudible) way out on 85.

11 Now, we've also got five councils of government.  
12 Of course, there's PAG. There's portions of TAG that we work  
13 with, with Mr. Heiss -- or excuse me, SEAGO, Mr. Heiss, TAG. A  
14 little bit of MAG up in the northeast corner, and a couple more  
15 jurisdictions from CAG that have moved over in the MAG area, and  
16 then there's our newest MPO, the Sun Corridor MPO, which is  
17 Coolidge, Eloy and --

18 UNIDENTIFIED SPEAKER: Casa Grande.

19 MR. LANE: Casa Grande. Sorry.

20 We've also got five tribal nations in our area,  
21 the Tohno O'odham, the Pascua Yaqui, a little bit of the San  
22 Carlos Apache on the north -- northeastern part, the Gila River  
23 Indian Community and the Ak-Chin on 347.

24 Some of the construction projects that we're  
25 working through right now, the first two of them I want to talk

1 about are both over on 86, and one of the themes there we see as  
 2 you -- as I go through my program is the work that we're doing  
 3 on 86, and specifically with the Tohno O'odham.

4 We've got two projects out here that are both on  
 5 the Tohno O'odham. One is the Kitt Peak, Santa Rosa project,  
 6 which was an \$8.2 million project done by Meadow Valley  
 7 Construction. That one's wrapping up. The only thing we have  
 8 left to do on that is the remaining wildlife fencing that was  
 9 funded by the RTA to help (inaudible) those animals into the two  
 10 wildlife crossings that were also funded by the RTA, constructed  
 11 as part of this project.

12 Another one is the next section out there is  
 13 (inaudible,) which is a 4.5 mile section of highway widening  
 14 being done by Combs Construction for \$7.1 million, and that  
 15 one's moving along very nicely.

16 I did want to show some photos of the wildlife  
 17 crossings there, because they're quite popular in the area, and  
 18 there's two of them. They're both undercrossings on this one.  
 19 And there is a web site that I -- I hear you can go and you can  
 20 kind of see the photographs of some of the things. I --  
 21 unfortunately I don't have that link. Otherwise I would have  
 22 put it on here. But there are two.

23 Another project we have going on on the Tohno  
 24 O'odham, specifically in the San Javier District is a pedestrian  
 25 bridge right off of I-19 going over the Santa Cruz River. That

1 one's going nicely. It's being done by Ashton Construction for  
 2 2.7. We're working -- that one's another good project out  
 3 there.

4 The bigger project we have going on right now up  
 5 in kind of Oro Valley in Catalina is SR-77, and that one's going  
 6 from Tangerine Road up to the Pima County line. We're about 40  
 7 percent through that project. Graham Construction is the  
 8 contractor on that one, and that's going very well. This one,  
 9 again, has two RTA-funded wildlife crossings on it. The  
 10 difference with this one is one of the crossings goes over, and  
 11 one of them goes over, so -- or under. So you can see the two  
 12 piers in the background on this photograph are actually the  
 13 abutments for the new overpass that's being constructed out  
 14 there. So that project's moving along.

15 And someone also had mentioned the I-19 Valencia  
 16 off ramp. We're wrapping that one up. All we've got to really  
 17 finish is the paving and the striping once the weather warms up,  
 18 and we'll be finished with that. And that's another one being  
 19 done by Ashton Construction. That one moved along very nice.

20 I want to talk about some of the upcoming  
 21 construction projects in the 2015 -- 2016 should have the word  
 22 "tentative" there, because that's actually a part of the plan.  
 23 But what's -- some of the projects that we're going to be  
 24 getting out before the end of June advertised hopefully is --  
 25 the first one is the I-19 off ramp. A lot of the work with the

1 City of Tucson on this one, and everybody in the region is very  
2 committed to getting this project out and delivered this year,  
3 by the end of this fiscal year.

4 Davidson Canyon is another big one out there,  
5 deck replacement.

6 And another big one for 47 million is going to be  
7 another SR-86 project, in town though. So that one's going to  
8 be Valencia to Kinney.

9 Some modernization projects and some preservation  
10 projects. Preservation are both kind of in the same area. Both  
11 on SR -- or I-10 on kind of the eastern part of the district, on  
12 SR-83 at Marsh Station.

13 (Inaudible) year 2016, we expect to start -- we  
14 anticipate starting the Ina Road TI, just phase one. Just like  
15 Ajo, that's got two phases on it. Ina Road is going to be '16  
16 and '17. Phase one, we hope to start in February of 2016, and  
17 phase one consists of the construction of the local traffic  
18 configuration that we will need for construction and utility  
19 relocations, and also the demolition of the buildings and such  
20 out there. This phase won't have the impact to the traffic that  
21 phase two will have. That's going to be where we have to do --  
22 replace the whole TI.

23 Another project on SR-86, the continuing march  
24 down SR-86 to improve that whole area.

25 And a couple of modernization projects and deck

1 rehabs on I-19, specifically Pima Mine Road and the Santa Cruz  
2 River. Those are interesting jobs with a lot of community  
3 stakeholders in there because of the casino out there and the  
4 mine out there and the town of Sahuarita. There's a lot of  
5 involvement on that one. So we're getting a lot of cooperation  
6 to move those forward.

7 2015 outside of PAG, modernization projects that  
8 -- one roundabout down south -- one roundabout down south in  
9 Nogales. Another roundabout on -- in Florence on 79, 79B, some  
10 preservation projects, and the Mariposa port of entry pedestrian  
11 undercrossing. We expect to have that advertised before the end  
12 of June as well.

13 The tentative five-year program. Again, I broke  
14 everything up into expansion, preservation and modernization  
15 projects. '17, I'm just going to highlight kind of the big  
16 ones. I already mentioned Ina Road, the phase two. That's  
17 where the big impacts is going to start on that one. We expect  
18 to have that one started probably the end of summer in 2016,  
19 which is the fiscal year of 2017, because the fiscal year starts  
20 in July.

21 Following I-19, we're going to do -- the next one  
22 is I-10 Ruthrauff, which is the 2 south. We've made a  
23 commitment to the community that we'll wait to do Ruthrauff  
24 until after we are able to open I-19 so we won't -- or excuse  
25 me -- Ina Road so we don't have that impact. And there's going

1 to be quite a bit more preservation work going on down there.

2 '19, we've got the I-10 at Houghton Road TI, and  
3 in 2020, Country Club TI, and then, of course, the SR-347  
4 project that has been mentioned several times.

5 Into the development program within PAG, so  
6 that's just in the PAG region, right now working with PAG we've  
7 come up with several TIs, and we hope to move forward through  
8 that. The Kino Road TI, the Irvington Road TI, and the Valencia  
9 Road TI, within the -- within the PAG region in the development  
10 program,. And the big ones outside the PAG region have also  
11 been mentioned, all of the big expansion projects: SR-189 in  
12 fiscal year '21, the two I-10 projects both in '22 and '23, the  
13 one at Piccacho and the one at I-8 to Earley.

14 Now I want to talk about, again, some of the  
15 things that have already mentioned -- already been mentioned.  
16 That 347 project, we did get the finding of no significant  
17 impact. We are going to be moving forward with the RFQ for the  
18 final design. It will be advertised shortly.

19 The long range study on I-10, that's where we're  
20 getting these projects -- we talked about the ones out on I-10  
21 east and they're all kind of coming out of this one a little  
22 bit. This is quite an interesting project. We've still got a  
23 year or so left on it, to finish it. It's being done with  
24 Jacobs, and one of the big things and the things I hope to see  
25 out of this is how we're going to bring in SR-210 to I-10 and

1 how that linkage is going to be made. And that's really quite a  
2 thing to see and work with the community as we navigate through  
3 that.

4 SR-189 we've talked about already. We expect to  
5 have the DCR and the EA, design concept report and environmental  
6 analysis, to be completed this fall, and we'll transition  
7 directly into the 30 percent plans, and then the final design is  
8 scheduled to begin fiscal year '18, and then you saw the '21 for  
9 construction.

10 And then the Interstate 11 project. Thank you,  
11 for providing the funding for last year. We're going to be  
12 moving into the tier one EIS in Wickenburg to Nogales, and we  
13 expect to be advertising the RFQ for that pretty soon.

14 So that's my presentation. Are there any  
15 questions?

16 CHAIRMAN ANDERSON: Mr. Christy.

17 MR. CHRISTY: Mr. Chairman, I just wanted to  
18 reiterate what was said earlier from one of the call to the  
19 audience speakers regarding Mr. Lane's presentation at the  
20 breakfast club in Tucson. He did that Tuesday morning. It was  
21 very well attended and very well received. It was an  
22 interesting and valuable information meeting for the community  
23 leaders of Tucson. He didn't have to do it, but he did, and  
24 it's very much appreciated by the breakfast club and by me. I  
25 want to thank you for it.

1 MR. LANE: Thank you very much.

2 CHAIRMAN ANDERSON: Further questions or comments  
3 of Mr. Lane?

4 Ms. Beaver.

5 MS. BEAVER: Chairman Anderson, I just mainly  
6 wanted to ask you, this will be online, his presentation, or if  
7 we could please have a copy of it. I appreciated the breakdown  
8 of the five years and the projects in each of the years in your  
9 project.

10 MR. LANE: I'll certainly talk to --

11 MS. BEAVER: Thank you.

12 MR. LANE: -- see about that. Thank you.

13 CHAIRMAN ANDERSON: (Inaudible.)

14 UNIDENTIFIED SPEAKER: Mr. Chair, Ms. Beaver  
15 (inaudible).

16 UNIDENTIFIED SPEAKER: (Inaudible).

17 CHAIRMAN ANDERSON: Moving on, Mr. Halikowski,  
18 director's report.

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

20 Just under last minute items, I wanted to mention  
21 two things. The town hall that was mentioned by the previous  
22 speaker, and I just wanted you to know I'm registered and  
23 Floyd's registered, Mike Kies is registered, also Gayle and  
24 Sindra Hoffman, and we're all going to be participating as  
25 transportation experts in those sessions. The format isn't a

1 traditional conference as they were in the past, so we're going  
2 to be assigned to a session, and each of us is going to be the  
3 expert for that discussion. And I will also mention that Board  
4 Member La Rue is going to attending the town hall floor with us,  
5 so I think we'll be all represented, and so does Board Member  
6 Sellers. So we'll be well represented there.

7 The other thing that's been brought up today is  
8 South Mountain, and I think Dallas is going to talk about it  
9 some more, but I just wanted to briefly mention that as I think  
10 everyone knows, federal highways issued a record of decision,  
11 which is basically the final decision-making document for that  
12 project. We've selected to build alternative, and that was  
13 selected on March 5th, 2015. So for all of us, this is a major  
14 milestone and a long awaited project for Maricopa County, and  
15 the last major freeway connection in the region. So right now  
16 ADOT is proceeding with right-of-way acquisition along the  
17 corridor, and simultaneously, we're in the procurement process  
18 for the final design and construction services in the form of  
19 the design, bid, maintain contract using a public private  
20 partnership approach.

21 So the selected contractor will be responsible to  
22 relocate the utilities during construction and maintain the  
23 freeway for a period of 30 years. The contractor will be  
24 selected by the end of 2015, and we anticipate, absent any legal  
25 issues, the construction will begin in early 2016. We plan to

1 open to traffic late 2019, early 2020. So right now we're  
2 working with the City of Phoenix on traffic mitigation measures,  
3 and we'll continue to do so throughout the project.

4 That's all I have, Mr. Chairman. Thank you.

5 CHAIRMAN ANDERSON: Questions of the director?

6 Seeing none, Item 3, TIGER Resolution Number  
7 2015-41. I'm going to turn this over to start off with to Board  
8 Member Christy.

9 MR. CHRISTY: Thank you, Mr. Chairman -- or  
10 Chairman Anderson. I'd like to ask Mr. Roehrich to please give  
11 a background on the proposal here.

12 MR. ROEHRICH: Yes, sir. Thank you, Mr. Chair,  
13 Mr. Christy, and good morning to all the board members and  
14 Director Halikowski.

15 In January of this year, we received a letter to  
16 the director from PAG, Pima Association of Government, and it  
17 outlined their resolutions regarding transportation improvements  
18 and benefits that they were asking support for. And there were  
19 two items within that resolution that directly -- the board can  
20 take action on. One of them is the designation of a Sonoran  
21 corridor, which is a corridor yet to be defined, it's in the  
22 planning phases, which basically connects Interstate 19 to  
23 Interstate 10.

24 Up on the overhead now is kind of the graph, the  
25 general geographic location of the Sonoran corridor that

1 connects I-19 there in the east side -- or the west side to I-10  
2 into the east side, and would follow some measure of an  
3 alignment that will be south of the Tucson International  
4 Airport. But yet to be studied. It's a planning corridor that  
5 would be potential to be constructed in the future, and with  
6 that would then become some measure of the state -- state  
7 highway or some type of a state facility.

8 But at this time, the corridor's in the planning  
9 stages, and in the very early planning stages without a  
10 designation of the specific alignment or the development of any  
11 environmental documents associated with that. So there are two  
12 actions regarding that routes that the board could take, and one  
13 of them is designation of a state route, and another is  
14 designation of a state highway. And I provided you a little  
15 background white paper that each of the board members should  
16 have received, and it talks about the difference of that, the  
17 difference between a route and a highway as designated in the  
18 Statute 28-7041.

19 Basically, a state route stays as a local route,  
20 a county route as it continues to go through the planning and  
21 the development process, and then when it's ready for  
22 construction, we've identified and completed all of the  
23 environmental work or the funding necessary for that, then the  
24 board can action on it as a state highway, accept it into the  
25 state system, construct it and then be responsible for the

1 operation and maintenance of it from then on.

2           The reason why there's basically a difference  
3 between a state route and a state highway is a couple of other  
4 measures, and those are in Statute 28-7043 where it talks about  
5 until designated and accepted as a state highway, all state  
6 routes or county highways or county routes shall be constructed,  
7 improved and maintained as county highways except as otherwise  
8 provided in the title.

9           In addition, it goes on to say in part D, state  
10 routes shall not be taken over or designated as state highways  
11 until moneys for improvements are provided in the budget for the  
12 department. And therefore, at this point, as we're going  
13 through the planning stages, I mean, we look at the  
14 development -- the status of development of the Sonoran  
15 corridor, we see it as a state route, not a state highway.

16           State route maintains it at the county level.  
17 We'll continue to work with PAG and their planning professionals  
18 and the local jurisdictions as we've develop the funding and  
19 implementation plan for that to move forward. And then once  
20 we've identified that and we've started looking at it in  
21 programming, either parts of it or the whole system for  
22 construction, at that time it will be brought to the board for  
23 designation as a state highway.

24           That's very much the similar process we've used  
25 in the PAG region, MAG region and the rest of the state as we've

1 looked at developing the new routes and the (inaudible) new  
2 extensions or existing routes or new routes (inaudible)  
3 construct. You designate it as a route first, go through all  
4 the preliminary planning stages. When it's ready to be  
5 constructed, we designate it as a highway, and it then becomes a  
6 state facility.

7           So in regards to that first item of designating  
8 the Sonoran corridor as a state route, their resolution asks for  
9 it to be a state highway. At this point we support designating  
10 it as a state route, which the board can do by motion and  
11 therefore will accept that in as a state route. We'll continue  
12 to develop the planning and (inaudible) with the locals and  
13 we'll be able to -- at some point we'll (inaudible) an  
14 implementation plan (inaudible) identified and it's appropriate  
15 to bring it in as a state highway.

16           The second part that they asked for within their  
17 resolution was -- an existing state route that they have on  
18 their planning area is State Route 989. It's been identified  
19 previously or talked about previously, which basically follows  
20 (inaudible) Tangerine Road. There's a portion of it that is  
21 within the state system, but there's a larger portion that was  
22 included -- intended in the future to have Tangerine Road be  
23 upgraded to a state highway status, and therefore be taken as a  
24 state highway.

25           So once again, (inaudible) state route

1 designation of 989, back in the mid '60s, the (inaudible). That  
 2 has not progressed to the point of being a highway, but it looks  
 3 as if the local jurisdictions are now rethinking over the -- you  
 4 know, nearly three decades, rethinking the status of that route  
 5 and are asking for it to be declassified or basically rescinded  
 6 as a state route.

7           That action was adopted by the transportation  
 8 board in 1986 by formal resolution. We feel in order to rescind  
 9 that, that route at this time as a state route status, the board  
 10 would have to take a formal resolution, not just a motion but a  
 11 formal resolution to rescind that previous resolution. We were  
 12 not able to have sufficient enough time as we work through the  
 13 Attorney General's Office, work with the PAG staff and work with  
 14 our own staff, discussions to review that and have a resolution  
 15 prepared and ready for this meeting to rescind Tangerine Road.  
 16 We're fully in agreement with them. We just need to go through  
 17 the administrative process to have that prepared, which we think  
 18 we'll be able to do by April.

19           So in summarizing, where we're at with the PAG  
 20 resolution as well as the recommendation from the staff in  
 21 regarding the resolution, we feel at this time it's very  
 22 appropriate for the board to take a motion that designates the  
 23 Sonoran corridor as State Route 410, and once that designation  
 24 is prepared, MAG and -- excuse me -- PAG and ADOT staff will  
 25 continue to collaborate and work towards the development of the

1 studies, (inaudible) documents, the alignment analysis as well  
 2 as a future implementation plan that would identify whether it's  
 3 appropriate to -- and when it's expected to come in for  
 4 construction. And then at the future action would be for this  
 5 board to take action to make it a state highway, construct it  
 6 and move forward, just like we do with the major routes in the  
 7 urbanized areas.

8           Now, along with myself here, the executive  
 9 director of PAG, Farhad Moghimi, is here, and Farhad is  
 10 available to ask questions or answer any questions at this time.

11           So with that, Mr. Chair and Board Member Christy,  
 12 I'd offer are there any questions that the board may have?

13           CHAIRMAN ANDERSON: Questions? Comments?

14           Mr. Christy.

15           MR. CHRISTY: There are no comments or questions,  
 16 Mr. Chair.

17           CHAIRMAN ANDERSON: Mr. Christy.

18           MR. CHRISTY: I'd like to make a motion to  
 19 designate the Sonoran corridor connecting Interstate 19 to  
 20 Interstate 10 south of the Tucson International Airport as  
 21 referenced to by the map, presented by staff as State Route 410.

22           MR. SELLERS: Second.

23           CHAIRMAN ANDERSON: Motion by Mr. Christy, second  
 24 by Mr. Sellers. All in favor?

25           BOARD MEMBERS: Aye.

1 CHAIRMAN ANDERSON: Opposed?

2 Thank you, Floyd, for the hard work you did on  
3 it.

4 MR. ROEHRICH: Thank you. And thanks to all the  
5 staff, and especially the PAG staff repeating to work with us.  
6 It was really (inaudible) collaboration, and it speaks to how  
7 well we can work together on these issues and how well I expect  
8 we'll be working together in the future as well.

9 MR. LA RUE: Mr. Chair.

10 CHAIRMAN ANDERSON: Mr. La Rue.

11 MR. LA RUE: And with that action, we are  
12 expecting to have a resolution back in April?

13 MR. ROEHRICH: Mr. Chair, Mr. La Rue, we expect  
14 that we'll have a resolution by April. The informal resolution  
15 process that the board can take, which will rescind the  
16 designation of Tangerine Road as State Route 989 within the  
17 limits that are outside of ADOT's limits right now. That is  
18 correct.

19 MR. LA RUE: Thank you.

20 MS. BEAVER: Chairman Anderson.

21 CHAIRMAN ANDERSON: Ms. Beaver.

22 MS. BEAVER: Due to the fact that it was part of  
23 the discussion, do we not need to maybe make a motion that we're  
24 going to table that portion until the April meeting?

25 MR. ROEHRICH: Mr. Chair, Ms. Beaver, although it

1 was identified on the agenda, it was identified as only possible  
2 action. We don't need to action non-action. And therefore, we  
3 are able to just move it into the next meeting, just  
4 administratively.

5 Although, Mr. Chair, I do need to acknowledge the  
6 fact that as an engineer, I'm not giving you legal advice. I am  
7 giving you my interpretation as an administrative professional  
8 with this organization. We have a counsel.

9 MR. CHRISTY: Christy. Mr. Chairman, just for  
10 the record, the counsel or --

11 MS. KUNZMAN: I would agree with Mr. Roehrich.  
12 There's no action needed.

13 MR. CHRISTY: Thank you.

14 UNIDENTIFIED SPEAKER: You got lucky, Floyd.

15 CHAIRMAN ANDERSON: All right.

16 (Speaking simultaneously.)

17 CHAIRMAN ANDERSON: All right. Let's move on.  
18 Item 4, discussion of proposed improvement plans for US-93  
19 Carrow-Stephens Project.

20 Ms. Beaver, you had requested this item to be on  
21 the agenda. Would you like to preface the item before we...

22 MS. BEAVER: I had the opportunity to go to  
23 Kingman and have a tour of the US-93 corridor. Specifically the  
24 Carrow-Stephens project had been in the -- I believe it's in the  
25 2014-2018 five-year plan and then was removed. I just thought

1 it would be beneficial for the entire board to see what that  
2 section of the corridor -- what it looks like and bring us kind  
3 of up-to-date on it.

4 CHAIRMAN ANDERSON: And with us we have Mike  
5 Kondelis, Kingman District Engineer.

6 Mike, welcome.

7 MR. KONDELIS: Thank you, Mr. Chairman, members,  
8 Ms. Beaver. Thank you for the opportunity. Mr. Roehrich.

9 We've been working on the Maggie's Creek corridor  
10 for many years. It really goes back to the early 1990s.

11 Technology is (inaudible) sometimes.

12 The 93 corridor really extends from Wickenburg  
13 north all the way to Hoover Dam. I'm going to talk more  
14 specifically today about the section to -- Wickenburg to I-40,  
15 but I do want to note that the section from Kingman up to Hoover  
16 Dam has been completed to four lanes, and that was finished  
17 about four-and-a-half years ago when we built the project just  
18 south of Hoover Dam and completed in conjunction with the Hoover  
19 Dam Bypass.

20 Coming up north of that in Nevada, Nevada is  
21 moving ahead with the Boulder City bypass. There's going to be  
22 a groundbreaking, I believe, in April on that. So in three  
23 years, in a little over three years, it will be a full four-lane  
24 highway from Kingman all the way into Las Vegas. That will be a  
25 great thing to have. So I'm going to talk about this section

1 between I-40 and Wickenburg.

2 Back in the mid '90s when we launched into this  
3 venture, we broke this segment up into three pieces. The first  
4 section that we tackled was the Wikieup up to Santa Maria piece,  
5 and we did that because of the condition of the highway, the  
6 extremely high accident rate. This was one of the deadliest  
7 highways in Arizona and we believe in the country. So there is  
8 where we focused to start with.

9 In February of 2008 on a beautiful, rainy day  
10 down at Burro Creek Campground, we celebrated the completion of  
11 that, that segment. We completed nine projects in ten years  
12 between 1998 and 2008, and converted that section to 36 miles of  
13 four-lane divided highway, and we invested construction costs of  
14 about \$160 million. Following that, we turned our attention to  
15 the north section, and that's from Wikieup up to I-40.

16 To date, we have seven projects complete. We  
17 have one in progress. That's the Antelope Wash Project. It's  
18 about a \$19 million project Amos Construction's building. We'll  
19 have that completed in June, and that will take care of that  
20 section, which leaves us with two, two more projects. And  
21 you've heard a little bit about both of those this morning  
22 already in the tentative five-year program.

23 The first is the Carrow-Stephens project. This  
24 project was in the tentative five-year construction program, the  
25 2014 through 2018, but it didn't make the final program. As

1 Mike talked about this morning, it's in the tentative program in  
 2 2023. This is a pretty narrow section. As you can see on that  
 3 upper left picture, there's virtually, for all of this three or  
 4 four-mile piece, no shoulders, and then some pretty steep  
 5 drop-offs. We get people that are tired and for whatever reason  
 6 seem to drift off the road, and really there's no recovery zone,  
 7 and we end up with a lot of rollover crashes in this area.

8 We have some steep cuts, as you can see on the  
 9 right there. A couple weeks ago when we had the big rainstorm,  
 10 we had a three-foot boulder roll off of there at 1:30 in the  
 11 morning, and unfortunately a motorist found that. Fortunately  
 12 wasn't injured, but it did destroy his car. And then  
 13 (inaudible) restaurant is a pretty busy place, and we see a lot  
 14 of traffic in and out of there. So again, a lot of need in that  
 15 specific area.

16 There's a crash history that's above average in  
 17 this four-mile stretch. I put together the statistics for seven  
 18 years up through February. There were 51 total crashes. Three  
 19 of those involved fatalities, 17 injuries and 14 rollovers.  
 20 Since I've put this together, there's been another rollover and,  
 21 of course, the incident where the driver hit the boulder.

22 So really, I see this as more of a safety project  
 23 than an expansion project, and I would really like to be able to  
 24 explore some different funding so maybe we could find a way to  
 25 advance this project from 2023. The project was funded for

1 design several years ago. So we're currently in design.  
 2 (Inaudible) is doing this design for us. We could complete it  
 3 in two years on our kind of slow schedule. If we were able to  
 4 advance some funding, we could have it done in a year.  
 5 Estimated construction cost is about \$31 million.

6 Then the last of the projects in that northern  
 7 segment is the King Spring Project. The tentative five-year  
 8 plan identifies funding in 2019 for design. Again, it's a  
 9 narrow section, crosses a major wash. So we have a narrow  
 10 bridge down at the bottom, some pretty good grades.  
 11 Fortunately, coming up out of this on the north, it does go into  
 12 a climbing lane, so that helps with the congestion of truck  
 13 traffic in through there.

14 The third and final segment is the section from  
 15 San Marie to Wickenburg. There's one project that's in progress  
 16 right now down between State Route 89 and State Route 71. That  
 17 is a Prescott district project. It's about five miles long, and  
 18 it's going to take -- add south southbound lanes to the section  
 19 where we've seen an awful lot of head-on crashes. I believe  
 20 that was a safety project as well.

21 So if we look at it in a whole, we've really done  
 22 a lot of work over the past 15, 16 years there. We're very  
 23 close with those two projects I talked about, with having  
 24 two-thirds of this corridor completed to four lanes. Close but,  
 25 again, with the funding picture, I know it's going to be a

1 stretch to get those projects completed anytime soon.

2           Now, as we look forward to I-11 -- everything  
3 I've talked about so far on all our projects is to widen to four  
4 lanes. Some of those projects, we just have the southbound  
5 lanes. Some of them, like the project we're working on right  
6 now, the Antelope Wash Project, is a full four-lane  
7 construction. So there's a number of projects that we're going  
8 to have to go back and rebuild the old highway, which has really  
9 become the northbound lanes. So even -- once we get to full  
10 four lanes there, there's going to be more work to convert this  
11 to interstate highway.

12           There's two major interchanges that we're going  
13 to have to build at the US-93 and I-40 junctions. The one is at  
14 the north part of this segment, and then the major one is in  
15 Kingman, and that's the US-93, Beale Street, I-40 interchange.

16           As we continue to see this time of year when we  
17 have so much more traffic with spring break, all the events that  
18 happen up in Las Vegas and a lot of the winter visitors going  
19 home, that interchange backs up to where we have traffic out on  
20 I-40. We have to go provide traffic control, because the ramp  
21 is backed up all the way onto I-40, and it backs up all the way  
22 over the hill out toward Golden Valley. We see it year after  
23 year.

24           We have a solution for that. It's an \$88 million  
25 solution. It's the full system interchange. So we've gone

1 through the DCR. We know what we need to do there. Knowing  
2 that we're not going to get that kind of money for a long time,  
3 we are identifying and designing right now the interim solution  
4 where we can do some different traffic control and lane  
5 configurations there for probably less than half a million  
6 dollars. So we'll be putting that project forward here in the  
7 next few months, and we believe that that can help, help us get  
8 by for probably 10 years at that location.

9           And then finally, with an interstate highway, we  
10 will need access control. So we'll have to implement the access  
11 control program and build a lot of interchanges. Part of the  
12 work that we did in the planning of this segment, all the way  
13 from Wickenburg to Hoover, is in every one of the design concept  
14 reports, we had an access control plan. So we've already  
15 identified the areas where we want to put interchanges in. In a  
16 lot of the segments, we've already acquired the right-of-way.  
17 So we're well ahead of the game anticipating that this one day  
18 would become an interstate highway.

19           So all in all, an awful lot of work has been  
20 done, and there's a lot to go to get us to interstate standards.  
21 It's a beautiful drive up through there. If you haven't been  
22 through that section, I'd encourage you to go that way instead  
23 of stay on the interstate highway all the time. We're proud of  
24 what we've done and just ask for your continued support for our  
25 projects. Thank you.

1 CHAIRMAN ANDERSON: Questions or comments for  
2 Mr. Kondelis?

3 (Inaudible) Beaver.

4 MS. BEAVER: I just want to thank you, Mike, for  
5 driving down here. I know you used to live in Tucson, so...

6 MR. KONDELIS: (Inaudible).

7 MR. LA RUE: So Mr. Chair, if I may.

8 CHAIRMAN ANDERSON: Yes.

9 MR. LA RUE: Mike, thank you so much for this  
10 overview and summary. It was very, very helpful.

11 You know, I might add that I think my  
12 recollection on why the projects were pulled is, for  
13 Ms. Beaver's benefit, is we knew the I-11 designation was going  
14 to need to be a lot of funds come to this roadway, and I think  
15 maybe foolishly, we were thinking that by pulling that project  
16 and delaying it, we would create some energy, some effort behind  
17 that and, you know, it just doesn't seem to materialize. So we  
18 do now need to figure out how to accelerate these projects  
19 because of the safety concerns.

20 I think the other issue that I see, and you  
21 touched on it briefly, is, you know, you finish the two projects  
22 that you described on the north end. You now can go from Vegas  
23 to just outside of Wickenburg pretty rapidly. But then you get  
24 down to Wickenburg, and it goes down into a two-lane, and most  
25 of that two-lane is no passing. And so that's going to really

1 frustrate motorists coming down through there. And then there's  
2 a big, new home development that is under construction right out  
3 through there. It's going to dump a lot of traffic right in  
4 that -- you know, in that roadway.

5 So this area is going to be very stressed here in  
6 the near future, and if it's going to be our answer for the  
7 trade corridor, as Mike Kies is talking about, we can fix the  
8 border and we can bring up through 189, but someday this will be  
9 the major pinch point (inaudible).

10 CHAIRMAN ANDERSON: Director.

11 MR. HALIKOWSKI: I just want to thank Mr. La Rue  
12 for his comments, and I wondered why he was so far south today,  
13 but now I know.

14 And I'm glad you brought that up, because 189  
15 you've heard a lot about today, and we really look at this as  
16 the (inaudible) pinch points to fix, because we can, let's say,  
17 fix the bottleneck on 189, but then we've got to look at I-19  
18 and then I-10. And even though we have pinch points where it  
19 goes down to two lanes on US-93, we're still struggling with  
20 I-10 between Phoenix and Tucson, as you know.

21 So the bottom line is we've got a lot of  
22 (inaudible) there, and that's what we're trying to answer with  
23 this Key Commerce Corridors initiative, because at some point we  
24 have to convince the public the interstates are a really good  
25 investment for economic growth and for (inaudible).

1 Thank you.

2 CHAIRMAN ANDERSON: Mike, in '14 this was a \$22  
3 million project, if my memory serves me well.

4 MR. KIES: Yeah. The number that was put forth  
5 back then was from the design concept report. So it was  
6 probably a 10-year number at that point. We are in design.  
7 We've got pretty good confidence in the \$31 million number now.

8 CHAIRMAN ANDERSON: And to kind of ride the vice  
9 chair's coattails, we also pulled, I believe, Lion Springs that  
10 year as well and focused direction on the Thousand Trails in the  
11 Cottonwood, Camp Verde area because of the their concern of the  
12 safety and impact specifically to economic development. So I  
13 think it was a -- pretty much a (inaudible) call at that time,  
14 and we went with it.

15 Now, are there safety moneys that can be used  
16 with this project? Is it something you, Ms. Beaver, would like  
17 to pursue and see what is available to --

18 MS. BEAVER: Yes, I would. If we would be able  
19 to -- thank you, Chairman. If we would be able to look at  
20 safety dollars, if it would fall under that, I would like for us  
21 to be able to look at what --

22 MR. ROEHRICH: Mr. Chair, Ms. Beaver, I think  
23 what we need to remember is we get money from the federal  
24 highway administration that comes in. (Inaudible). As long as  
25 it is designated for a specific program -- safety is a sub

1 program (inaudible), but it's not new money. It's not  
2 additional money. We, staff, prioritize it. The board adopts  
3 it on projects that we designate it for, and all that money is  
4 set.

5 So safety money -- this may qualify for safety  
6 money. Usually though safety money (inaudible) safety projects.  
7 So that's why it opens up to the issue of priority, which as  
8 Mr. Anderson said, which is why it was moved out and another  
9 project was moved in. The board members at that time felt that  
10 that was a different priority.

11 So there is no new money to apply to this. The  
12 issue is if this project comes in, something's going to come  
13 out. No matter what type of funding it qualifies for, it's  
14 going to come out of the one pot of money that we have. There  
15 is no new money or no new money to go after for this.

16 Again, you fund this project, you then move  
17 something else out that we've already funded. That qualifies  
18 for those funds at the time that the board -- staff and the  
19 board had adopted it.

20 MR. HALIKOWSKI: So Floyd -- excuse me,  
21 Mr. Chairman. TIGER grants, (inaudible) we apply for those  
22 (inaudible) application.

23 MR. ROEHRICH: Mr. Chair, Mr. Director, yes, we  
24 have -- we've applied. We've gone after other -- other program.  
25 Now, this one I don't believe specifically has been presented as

1 a TIGER grant. We've put other projects in as TIGER grants  
2 thinking if they got accepted, that would free up money to go to  
3 other projects such as this.

4 It's a possibility, although there's -- the  
5 criteria for TIGER grants, safety is not the biggest component  
6 within that, because they're going to say you got your safety  
7 money. Deal with that. But there are other components to  
8 consider. And we're continuing every year to look at putting in  
9 projects we feel are viable TIGER grant projects or other grant  
10 projects. The implication if those get funded, that frees up  
11 the money that was there to go to other projects such as this.

12 MS. BEAVER: Thank you.

13 CHAIRMAN ANDERSON: So this -- this is in 2022?  
14 '23?

15 MR. KONDELIS: '23.

16 CHAIRMAN ANDERSON: '23. Any further comments,  
17 Ms. Beaver?

18 MS. BEAVER: No.

19 CHAIRMAN ANDERSON: Thank you.  
20 Moving on to the consent agenda.

21 MR. CHRISTY: Mr. Chairman.

22 CHAIRMAN ANDERSON: Mr. Christy.

23 MR. CHRISTY: I'd like to make a motion that the  
24 board approve the consent agenda as presented and the agenda  
25 items.

1 MR. SELLERS: Second.

2 CHAIRMAN ANDERSON: Moved by Mr. Christy,  
3 seconded by Mr. Sellers to approve the consent agenda as  
4 presented. All in favor?

5 BOARD MEMBERS: Aye.

6 CHAIRMAN ANDERSON: Opposed?  
7 Legislative report. I forgot to touch base,  
8 Floyd, who was going to do this this morning.

9 UNIDENTIFIED SPEAKER: Mr. Chairman, Mr. Biesty  
10 is here.

11 (Speaking simultaneously.)

12 CHAIRMAN ANDERSON: He's hiding from me.

13 UNIDENTIFIED SPEAKER: He heard we were having  
14 good barbecue last night, so he made the trip.

15 CHAIRMAN ANDERSON: Sorry, Kevin.

16 MR. BIESTY: Oh, don't apologize.  
17 Good morning, Mr. Chairman, members of the board.  
18 Actually, yes, very good barbecue. If you  
19 haven't been to Bub's Grub on SR-77 -- we went there last night.  
20 It was very good.

21 UNIDENTIFIED SPEAKER: Had to drag Floyd out.

22 UNIDENTIFIED SPEAKER: I will tell you the only  
23 disappointing part was as I was driving I had to drink water.  
24 (Inaudible.)

25 MR. BIESTY: Mr. Chair and members of the board,

1 I won't belabor the legislative overview. In late February or  
2 early March, Scott Omer and I went back to D.C. for the annual  
3 ASHTA Washington briefing. Nothing much has changed from  
4 previous briefings on the federal re-authorization. There's not  
5 a whole lot of options on the table for increasing funding.

6 The one thing they're looking at now, the  
7 majority is that repatriation (sic) of foreign profits.  
8 That's the only thing that's really being discussed at this  
9 point. So there's no deal yet on re-authorization. Discussions  
10 still continue and people still look at some viable options to  
11 continue the program or increase the program and the funding  
12 available.

13 We are work -- currently working on some revised  
14 language for the I-11 designation. The delegation in Nevada had  
15 some changes they wanted us to consider. So we're working with  
16 both our delegation and the Nevada delegation to hopefully have  
17 that language introduced shortly.

18 On the state level, as you know, the question has  
19 passed. There's been a lot of talk about it in the media. If  
20 you haven't already, you should have received an overview of the  
21 budget from the Government Relations Office. It's pretty  
22 similar to last year as far as the sweeps and the money that's  
23 been allocated for transportation.

24 There are two bills generally that we're keeping  
25 an eye on right now that we've been actively in. One is Senate

1 Bill 1274, which is the ADOT Omnibus bill. This was the bill  
2 that was (inaudible) with partnership with many of our business  
3 partners; contains provisions to help streamline our operations  
4 that remove any barriers for business. Fits in nicely with  
5 Governor Ducey's platform. We've worked with his office as well  
6 on this. The partners were working on the new and used auto car  
7 dealers, trucking industry, the engineering community. That  
8 bill has been moving along. It's kind of stalled right now due  
9 to some political considerations outside of the department, but  
10 I anticipate that bill will move and become enacted.

11 Another bill we've been actively working on with  
12 the League of Cities and Towns is House Bill 2324, which has to  
13 do with indemnification agreements when we enter into projects  
14 with local governments. We've been -- the negotiations have  
15 been going along well. I think we're going to land on some  
16 language that will be acceptable to both the cities and the  
17 state.

18 The -- talked about schedule. The (inaudible) is  
19 April 3rd. I know, Mr. La Rue, I had the same reaction. I was  
20 like, that's great. I can't remember the last time it's wrapped  
21 up this early, the budget and the (inaudible) session. So we'll  
22 continue to work with our legislature, and we'll see how things  
23 transpire in the next week or two.

24 With that, I'll be happy to answer any questions.

25 CHAIRMAN ANDERSON: Questions of Kevin?

1 If not, thank you very much.

2 MR. BIESTY: Thank you, sir.

3 CHAIRMAN ANDERSON: Next up, financial report.

4 When I got here this morning, there's this little  
5 thing that I wasn't able to use because we had very few  
6 speakers. So Kristine, we're going to try it on you.

7 MS. WARD: What are we trying on me?

8 MR. ROEHRICH : We've got a little three  
9 minute timer down here, so you've got three minutes.

10 MS. WARD: No resetting it to 30 seconds. I note  
11 this is the long-awaited report here.

12 MR. LA RUE : Yeah. Steve got up and  
13 left.

14 MS. WARD: (Inaudible) that little button it  
15 doesn't work (inaudible).

16 All right. Well, I will keep this brief. You've  
17 got me down to 30 seconds, haven't you?

18 DIRECTOR HALIKOWSKI: Let's try it, Mr. Chairman.

19 CHAIRMAN ANDERSON: Try?

20 DIRECTOR HALIKOWSKI : I like that green light up  
21 there. Let's see how long it takes to turn red.

22 MS. WARD: Okay. HURF is happy. RARF is happy.

23 Okay. Preventative report. We are right on  
24 forecast for HURF. Very strong month for gas and diesel, 7.4  
25 percent in the given month, and strong new car purchases that

1 you had asked about in a preceding month. In February, we had  
2 15 percent over previous February. Overall, though, I got to  
3 tell you VLT is fine. So -- behind forecast, but overall, we're  
4 definitely doing okay in HURF.

5 RARF, again, right on forecast. Retail showing  
6 very strong growth. And I'm sorry to see Mr. Christy has  
7 stepped out, because we had unusually heightened growth in  
8 restaurant and bar revenues in January, and I didn't know if  
9 this was some celebratory effect from his transition in the  
10 board -- on the board.

11 Moving (inaudible).

12 With regards to federal aid, Kevin already gave  
13 the update. Overall, the yields in terms of our investments,  
14 pathetically low like everyone else's. So I think we're at  
15 about (inaudible) 7 percent to earnings on our cash. And in  
16 summation, the program remains fiscally constrained, and we're  
17 in good shape for having the limited revenues that we do.

18 MR. CHRISTY : I heard that.

19 CHAIRMAN ANDERSON: (Inaudible.)

20 MS. WARD: Are there any questions?

21 UNIDENTIFIED SPEAKER: Wow, 90 seconds.

22 CHAIRMAN ANDERSON: Are there any questions for  
23 Kristine?

24 CHAIRMAN ANDERSON: If not, I do.

25 UNIDENTIFIED SPEAKER: (Inaudible) stretch it

1 out.

2 MR. ANDERSON : Yeah. I think the work session  
3 in January, you talked about the surplus fund, and you're trying  
4 to get it to what level, 150?

5 UNIDENTIFIED SPEAKER: 150 million.

6 MR. HALIKOWSKI: 150.

7 MS. WARD : Oh, you're talking about the  
8 operating cash balance for the state highway fund. Yes. That's  
9 -- is that correct?

10 UNIDENTIFIED SPEAKER: Correct.

11 MS. WARD: Yes, we are aiming for \$150 million.  
12 I anticipate us reaching that level at about the end of FY '17,  
13 and we are currently, when I checked, we -- for this year, we're  
14 at -- we are aiming for an \$89 million balance at the end of  
15 this fiscal year, and we are right on pace for it. And I am --  
16 I'm very happy about that, because as you know, well, MAP-21 is  
17 basing -- you know, it's not yet authorized and they've got to  
18 -- Congress has got to back with regards to the highway trust  
19 fund, the federal highway trust fund.

20 Last summer if you will recall, they went into  
21 and started enacting, looking at delayed reimbursements to the  
22 state. And delayed reimbursements to us, if we don't have  
23 adequate cash balances, that will go right on down to delayed  
24 reimbursements for all our contractors and so forth. So we need  
25 to maintain that pace towards that -- towards that threshold.

1 CHAIRMAN ANDERSON: So that pace is how much per  
2 year, how much per cycle (inaudible).

3 MS. WARD: Oh, when we originally started this  
4 process, sir, we were looking -- my very first year,  
5 (inaudible), just get to a \$10 million cash operating balance.  
6 We are now up to 89, and that is courtesy of a legislative  
7 change that took place a year -- the session or so before  
8 involving the underground storage tank. They diverted some  
9 funds into the state highway fund. That accelerated our  
10 achieving the cash balance, and so in the subsequent years, we  
11 expect to get to the 150 at about 25 million per year.

12 MR. HALIKOWSKI: (Inaudible) diversion to  
13 continue, because there was legislation this session on the  
14 underground storage tank (inaudible) pending the (inaudible).

15 MS. WARD: Mr. Chair, Director, no, they ended up  
16 adjusting that language to shorten the amount of time, the time  
17 frame that we got that diversion, and the result was -- well,  
18 always happy, until they reverse it, and it slowed that buildup.  
19 So we no longer receive that diversion of funding into the state  
20 highway fund from USC. Does that answer your question?

21 MR. HALIKOWSKI: It does. I don't know if  
22 there's any other aspects of the budget you want to touch on as  
23 far as transfers.

24 MS. WARD: Sure. If you'd like, Kevin  
25 communicated that our operating budget has largely remained --

1 remained unchanged, and that is very accurate. We got about a  
2 \$2 million increase, and I said that that was associated with  
3 maintenance.

4 We did, however, experience some transfers.  
5 Fortunately, they did not -- they did not build any -- in any  
6 significant transfers associated with state highway fund. We'll  
7 end up with a negative impact of about \$4.4 million with the way  
8 the budget is presently constructed. But the other transfers  
9 that they built in is they will be transferring \$20 million from  
10 the HELP Fund into the general fund, as well as a \$15 million  
11 transfer from the state aviation fund into the general fund.

12 With that, I...

13 CHAIRMAN ANDERSON: Any questions of Ms. Ward?  
14 You did such a good job, you're gaining time now.

15 UNIDENTIFIED SPEAKER: (Inaudible.)

16 CHAIRMAN ANDERSON: Multimodal Planning Division  
17 report, Dallas Hammit.

18 MR. HAMMIT: Yes. Mr. Chairman, members of the  
19 board.

20 As you know, Mr. Omer has taken a new position,  
21 so in the Multimodal Planning group, we are in recruitment for a  
22 new planning director. The recruitment ends today, and so  
23 myself and some others will be -- have a selection held, and I  
24 don't know if we will have the person on board by next month,  
25 but definitely the month after, we'll have that person on board.

1 We did do an internal recruitment.

2 Two other items I wanted to highlight, and it did  
3 hit a little bit in here, but the I-11 Intermountain West tier  
4 one EIS was actually advertised for our consultant on March  
5 18th. SOQs are due in February 15th, and we will go through  
6 selection to bring that further on board.

7 The other area as mentioned before was the State  
8 Route 347. The EA was signed, which that gives us now the  
9 opportunity to request federal funding for final design. That  
10 will move through the process, we will get that federal funding  
11 and later in this quarter -- or the fourth quarter of our  
12 (inaudible) year, we will put out a request for the design for  
13 the project. And at the same time, we'll be working with both  
14 the city and the tribe on the IGA. So as shown in the program,  
15 it is a joint-funded project. So we'll get that started as  
16 well.

17 Are there any questions for the multi board?

18 CHAIRMAN ANDERSON: I've got one.

19 MR. HAMMIT: Mr. Chair.

20 CHAIRMAN ANDERSON: The material and EIS, once  
21 the consultant's chosen, how long do we anticipate it will take?  
22 What is that process like?

23 MR. HAMMIT: We're looking for notice of intent  
24 to having a document two year -- three years. Sorry. Three  
25 years. I was off in this. Three years on the process.

1 MR. CHRISTY: Mr. Chair.

2 CHAIRMAN ANDERSON: Mr. Christy.

3 MR. CHRISTY: On the consultant selection for the  
4 EIS from Wickenburg to Nogales, tell me again about where we are  
5 in that.

6 MR. HAMMIT: It advertised this week on the 18th,  
7 and SOQs are due on April 15th.

8 MR. CHRISTY: And the selection committee is  
9 going to be comprised of?

10 MR. HAMMIT: I don't know if we've set that team  
11 yet, but generally we do have ADOT internally and external team  
12 members.

13 MR. HAMMIT: Mike, do you know if we've set a  
14 panel yet?

15 MR. KIES : We have not set the panel, but  
16 I've asked ECS and -- Engineering Consultant Services to invite  
17 the MPOs that are a part of that study area, which is MAG, the  
18 Sun Corridor MPO, and PAG to be invited to be on the selection.

19 MR. CHRISTY: Great. That was what I was  
20 basically going to suggest and recommend. And it appears that  
21 that's going to happen, then good. Thank you.

22 CHAIRMAN ANDERSON: Further questions?

23 MR. HALIKOWSKI: One question.

24 CHAIRMAN ANDERSON: Director.

25 MR. HALIKOWSKI: Dallas, the three-year time

1 frame, Mr. Chairman, Dallas, is that the optimistic or  
2 conservative estimate?

3 MR. HAMMIT: No, that is an aggressive schedule.  
4 We have seen them happen in other places in the country that  
5 quick, but that's not the rule. So it will be a very aggressive  
6 schedule, but we're committed to push the team that gets the job  
7 and get it done as quick as possible.

8 MR. HALIKOWSKI: The things that might slow you  
9 down would include?

10 MR. HAMMIT: Public opposition. We are going  
11 through quite a bit of federal lands, tribal, potentially, will  
12 be studied on -- there could be tribal lands. So those sorts of  
13 things. Numerous other things, but the biggest is public  
14 opposition and then working with the federal partners to  
15 (inaudible).

16 CHAIRMAN ANDERSON: Mr. Christy.

17 MR. CHRISTY: When you say public opposition,  
18 public opposition to the?

19 MR. HAMMIT: The corridor -- you know,  
20 selected --

21 (Speaking simultaneously.)

22 MR. CHRISTY: Not the EIS.

23 MR. HAMMIT: No. Just on possible alignments  
24 that could come in.

25 MR. CHRISTY: So but that -- that would come

1 after the EIS.

2 MR. HAMMIT: No. The EIS, ideally we have -- and  
3 it may not be a 200-foot corridor, but we have a defined  
4 corridor. It could be 2,000 feet within this area, this is  
5 where we're going, but we would want to get to a point where we  
6 have a preferred corridor alignment in the EIS.

7 MR. ROEHRICH: In the tier one.

8 MR. HAMMIT: In the tier one, that's correct.

9 MR. ROEHRICH: It's not a full (inaudible) it's  
10 just a tier one part of it.

11 MR. HAMMIT: Yes.

12 CHAIRMAN ANDERSON: So in December we approved  
13 \$15 million for these projects. Is that a hard number or it  
14 could come under that, or may have to pump a little more money  
15 into it to complete it? Or we just don't know?

16 MR. HAMMIT: Right now that's our budget that  
17 we're working with. You're right, we don't know -- go into  
18 negotiations once we select a -- so a consultant for this,  
19 depending on the time frame of it and the challenges that they  
20 have, how many meetings they do, what other outreach we have to  
21 do, that could go on. But if we're very aggressive, it could go  
22 the other way as well.

23 CHAIRMAN ANDERSON: Questions? Comments?

24 Thank you, Dallas.

25 Moving on to PPAC. Mike.

1 MR. KIES: Thank you, Mr. Chair.

2 I'd like to ask for approval of the PPAC items.  
3 We have them organized into Items 9A through 9L, our project  
4 modifications. If there aren't any questions, I'd ask for  
5 approval of those items.

6 CHAIRMAN ANDERSON: Questions of that section or  
7 the PPAC?

8 MR. CHRISTY: Mr. Chairman.

9 CHAIRMAN ANDERSON: Mr. Christy.

10 MR. CHRISTY: No questions. I'd like to move  
11 that the board accept PPAC Items 9A through 9L as presented.

12 MR. LA RUE: Second.

13 CHAIRMAN ANDERSON: Moved by Mr. Christy,  
14 seconded by Mr. La Rue to approve Items 9A through 9L, project  
15 modifications.

16 Further discussion? All in favor?

17 BOARD MEMBERS: Aye.

18 MR. KIES: Thank you, Mr. Chair.

19 We have grouped the new projects approved by PPAC  
20 as Items 9M through 9S. I'd be happy to answer any questions on  
21 those projects or ask for a motion.

22 CHAIRMAN ANDERSON: Questions of Mr. Kies on  
23 those projects?

24 MR. CHRISTY: Mr. Chair.

25 CHAIRMAN ANDERSON: Mr. Christy.

1 MR. CHRISTY: I'd like to make a motion that the  
2 board accept PPAC Items 9 -- approve PPAC Items 9M through 9S  
3 presented by staff.

4 MR. CUTHBERTSON: Second.

5 CHAIRMAN ANDERSON: Move -- motioned by  
6 Mr. Christy, seconded by Mr. Cuthbertson to approve new  
7 projects, to approve new projects Items 9M through 9S as  
8 presented. Further discussion?

9 Seeing none, all approved -- all in favor?

10 BOARD MEMBERS: Aye.

11 CHAIRMAN ANDERSON: Opposed?

12 MR. KIES: The last item we have is one airport  
13 project, Item 9T, which is at the Deer Valley Airport, and if  
14 there -- I'd be happy to answer any questions or ask for  
15 approval of that item.

16 CHAIRMAN ANDERSON: Questions of Mr. Kies?

17 MR. CHRISTY: Mr. Chair, I'd like to make a  
18 motion.

19 CHAIRMAN ANDERSON: Mr. Christy.

20 MR. CHRISTY: That the transportation board  
21 accept PPAC Item 9T as presented by staff.

22 MR. SELLERS: Second.

23 CHAIRMAN ANDERSON: Moved by Mr. Christy,  
24 seconded by Mr. Sellers to approve airport projects 9T as  
25 presented. Discussion? All in favor?

1 BOARD MEMBERS: Aye.

2 CHAIRMAN ANDERSON: Aye.

3 MR. KIES: Thank you, Mr. Chairman.

4 CHAIRMAN ANDERSON: State engineer's report.  
5 Dallas.

6 MR. HAMMIT: Mr. Chair and members of the board,  
7 this month we currently have 123 projects under construction,  
8 for a total of \$779 million, and in the past month we finalized  
9 10 projects for \$17.8 million, and fiscal year to date we have  
10 finalized 75 projects.

11 The director did mention that last week we did  
12 get a notice in the Federal Register of the ROD for the South  
13 Mountain EIS. Yesterday was announced we did have -- we were  
14 doing a parallel process with their -- our developer for the  
15 design, build, maintain budget. We announced a short list of  
16 firms yesterday. There were three firms by -- put in for. We  
17 short listed to three. Those firms are -- the first is Connect  
18 202 Partners, and they consist of Fluor, Granite, Ames and  
19 Parsons Brinckerhoff. The second was South Mountain Mobility  
20 Group, Dragados, Pulice and AECOM. And then the third was South  
21 Mountain Development Group, which consists of Kiewit, Sundt and  
22 Parsons.

23 MR. CHRISTY: Mr. Chairman.

24 CHAIRMAN ANDERSON: Mr. Christy.

25 MR. CHRISTY: I'm sorry. Tell me what these were

1 accepted as.

2 MR. HAMMIT : Mr. Chairman, Mr. Christy, these  
3 are the short list developers that will move forward in  
4 proposing on the final sign build maintained on the South  
5 Mountain.

6 MR. CHRISTY: Thank you.

7 CHAIRMAN ANDERSON: Any other questions for the  
8 state engineer?

9 Move on to construction contracts, please.

10 MR. HAMMIT: Mr. Chairman, members of the board,  
11 thank you for approving the six projects in the consent agenda.  
12 There's three projects that we need some explanation on.

13 The first one is an I-17 project. This project,  
14 the state's estimate was \$9,309,632. The low bid was 7,541,749,  
15 or a difference of -- under the estimate of \$1,767,882. We had  
16 two big areas where we saw much better than anticipated prices.  
17 One in the milling of the asphalt, and then the bigger one is in  
18 the bituminous price. We got a much better than expected price  
19 for the oil. We have looked at it. Very close bidding in this  
20 project. We do think it's a reasonable and responsive bid and  
21 would recommend Fann Construction.

22 CHAIRMAN ANDERSON: Ms. Beaver, this is your  
23 district. Any comments or questions?

24 MS. BEAVER: No. I just would like to make a  
25 motion that we accept the bid as presented.

1 MR. LA RUE: Second.

2 UNIDENTIFIED SPEAKER: Second.

3 CHAIRMAN ANDERSON: Moved by Ms. Beaver, seconded  
4 by Mr. La Rue to accept staff's recommendation to award the  
5 contract for Item 11A to Fann Contracting. Further discussion?  
6 All in favor?

7 BOARD MEMBERS: Aye.

8 CHAIRMAN ANDERSON: Opposed?

9 11B.

10 MR. HAMMIT: Thank you, Mr. Chairman.

11 The next project is on state -- excuse me, U.S.  
12 89 just north of Flagstaff. This is in the area of where the  
13 (inaudible) fire was a few years ago. The state's estimate was  
14 \$5,765,613, the low bid was \$3,150,000, a difference of  
15 2,615,613. A very big difference. The big difference in there  
16 was the excavation. When we reviewed and estimated a job, it  
17 looked like we were going to have to truck all of the excavation  
18 for this project a little over 30 miles. The contractors found  
19 a landfill that needed cover, basically adjacent to the project,  
20 and we saw much better than expected prices, and that one item  
21 made up pretty much the whole difference. We have reviewed it,  
22 believe we do have responsible and responsive bids and would  
23 recommend approval to Rummel Construction.

24 CHAIRMAN ANDERSON: This is the vacant district.  
25 Any questions from staff -- I mean from the board?

1 MR. CHRISTY: Mr. Chairman.

2 CHAIRMAN ANDERSON: Mr. Christy.

3 MR. CHRISTY: Move to accept the revised contract  
4 as presented by staff.

5 MR. CUTHBERTSON: Second.

6 CHAIRMAN ANDERSON: Moved by Mr. Christy,  
7 seconded by Mr. Cuthbertson to motion to accept and approve  
8 staff's recommendation to award the contract for 11B to Rummel  
9 Construction. Further comments? Discussion? If not all in  
10 favor.

11 BOARD MEMBERS: Aye.

12 CHAIRMAN ANDERSON: Opposed?

13 11C.

14 MR. HAMMIT: Thank you, Mr. Chairman.

15 This project is on State Route 79, and Virgin Dam  
16 Road. As you remember last month, we came to the board, staff  
17 did, and asked to defer this project because of the -- it was in  
18 conjunction with a local project that was behind schedule. That  
19 project has not progressed, so it has not moved forward, and we  
20 cannot begin our project. So we are requesting that the board  
21 approve rejecting all bids. Once the local project is  
22 completed, we will re-advertise the project and do our  
23 intersection improvement.

24 CHAIRMAN ANDERSON: Questions of Dallas on this  
25 project? Seeing none.

1 MR. CHRISTY: Mr. Chairman.

2 CHAIRMAN ANDERSON: Mr. Christy.

3 MR. CHRISTY: Make a motion to reject all bids on  
4 Item 11C as presented by staff and recommended accordingly.

5 MS. BEAVER: Second.

6 CHAIRMAN ANDERSON: Moved by Mr. Christy,  
7 seconded by Ms. Beaver to accept and approve staff's  
8 recommendation to reject all bids in connection with Item 11C.  
9 Further discussion? All in favor?

10 BOARD MEMBERS: Aye.

11 CHAIRMAN ANDERSON: Opposed?

12 MR. CHRISTY: Mr. Chairman.

13 CHAIRMAN ANDERSON: Mr. Christy.

14 MR. CHRISTY: I want to point out that on these  
15 three contracts, the savings we just have approved were  
16 somewhere in the neighborhood of \$6 million, and that's a  
17 terrific thing. We've discussed this before, and just to  
18 reiterate those discussions of the past, what happens to that  
19 savings of \$6 million?

20 MR. HAMMIT: Mr. Chairman, Mr. Christy, right now  
21 as we have savings our -- where we go, where we go into the  
22 contingency fund. So these will go into that contingency fund.  
23 Right now, and we do this every year, we look, how do we spend  
24 those funds in the most responsible way. We look at projects  
25 that are far enough in development that we can obligate and

1 advertise those projects, and we're in that process now.

2 We do have the opportunity on -- in a couple of  
3 areas. My team is going to be meeting with Kristine, I believe  
4 it's Monday, to look at what do we see as that opportunity. If  
5 we have \$20 million, what is that? Do we have a \$20 million  
6 project that we can move forward, or do we have ten \$2 million  
7 projects that are ready to go and move forward.

8 One opportunity that we may have depending on  
9 where we're at is on Interstate 10 between I-8 and Earley. That  
10 project is 98 percent ready to go and we can move that forward.  
11 It is a \$40 million project. I'm not sure that we have that  
12 kind of cash, but if we do, it's one project instead of a bunch  
13 of them. (Inaudible) my team to deliver it. It's also an area  
14 that's greatly needed in that corridor.

15 MR. CHRISTY: Two questions, Mr. Chairman.

16 CHAIRMAN ANDERSON: Mr. Christy.

17 MR. CHRISTY: First of all, it's excellent that  
18 we can do that. We're roughly halfway through our fiscal year;  
19 is that correct? So do you have any estimate at this point what  
20 that contingency fund has?

21 DIRECTOR HALIKOWSKI: She's ready to get up  
22 (inaudible).

23 CHAIRMAN ANDERSON: I'll start the clock  
24 again.

25 MS. WARD: What was that?

1 UNIDENTIFIED SPEAKER: Start the clock.

2 MS. WARD: The contingency fund as of this moment  
3 has \$3.9 million to the positive, and I was having discussions  
4 earlier with Chairman Anderson about developing a very brief,  
5 high-level presentation about how the contingency fund process  
6 works so you could actually see the inflows and outflows of that  
7 fund.

8 MR. CHRISTY: Well, that's terrific, and  
9 hopefully it will continue to build up as evidenced by what we  
10 did -- we just did today with these savings.

11 The thing I find most impacting, Mr. Chairman, is  
12 that the Earley -- I-8 to Earley, Casa Grande I-10 project is  
13 really not scheduled until -- and you used that as your  
14 example -- is not scheduled to begin until 2021 or somewhere  
15 along that nature. Can you realistically jump back from 2021  
16 into 2015 or '16.

17 MR. HAMMIT: Mr. Chairman, Mr. Christy, and well  
18 before, I think, anybody was -- any of the numbers were on the  
19 board, that project as well as the Piccacho project was in the  
20 five-year program. So design began on both of those projects  
21 due to funding. Now, they weren't fully funded. We -- at that  
22 time, there was a process of putting placeholders in the fifth  
23 year of the program and not fully funding the project, but we  
24 did start design on both of those. Both the Piccacho, which as  
25 you saw from Mike, is about \$85 million, and the I-8 to Earley,

1 or -- because we started that almost 10 years ago in the  
2 program, having those in there almost fully designed and can be  
3 put or very quickly.

4 MR. CHRISTY: Mr. Chairman, just one other  
5 comment. Two -- one question, one comment. Can you do the I-8  
6 to Earley I-10 expansion and improvement before you do Coolidge,  
7 Piccacho SR-87 one?

8 MR. HAMMIT: Yes.

9 MR. CHRISTY: Okay.

10 MR. HAMMIT: They're not -- they're not tied to  
11 each other.

12 MR. CHRISTY: Excellent. So I'm not going to be  
13 around. Maybe I will, the rate this thing's going, but I would  
14 just urge my fellow board members to keep tabs on this  
15 contingency issue of jump starting that I-8 expansion at Casa  
16 Grande, I-10, and if there's enough in the contingency as we  
17 progress through the year to please strongly consider to put  
18 that project ahead of other projects that are in the plan so we  
19 can continue on this expansion of I-10 all the way -- this is a  
20 great opportunity, and it's something that really should be  
21 monitored by this board.

22 I think we're all in agreement of the importance  
23 of I-10, three lanes between Phoenix and Tucson, and this is  
24 just a perfect example of something that can be jump started and  
25 moved ahead if the contingency fund continues to grow. So I

1 urge all of us, if I'm here or not, to please monitor that.

2 Thank you.

3 MS. BEAVER: Chairman Anderson.

4 CHAIRMAN ANDERSON: Ms. Beaver.

5 MS. BEAVER: I do have a question with regard to  
6 you just mentioned, as in this case, that it had been in the  
7 five-year plan and out. Would it be easy enough done to provide  
8 for us board members who are newer, I don't know how big a  
9 project it would be, but that were -- have been in the five-year  
10 plans and been taken out? Is there a way that we can have that,  
11 like, in a summary?

12 MR. HAMMIT: Mr. Chairman, Ms. Beaver, that is  
13 definitely something we can do. We've had this. At one time  
14 there were projects on I-17, many others that -- like I said,  
15 the past practice of putting a spot holder in the program that  
16 wasn't fully funded hurt us in the long run, but we can put that  
17 list together.

18 CHAIRMAN ANDERSON: Further questions or  
19 comments?

20 Thank you, Dallas, very much.

21 Suggestions. Future meetings, requests?

22 Ms. Beaver?

23 MS. BEAVER: I just have to comment. You all  
24 can't see this, but through probably 98 percent of our meeting,  
25 there has been a gentleman in the back window grooming, and so

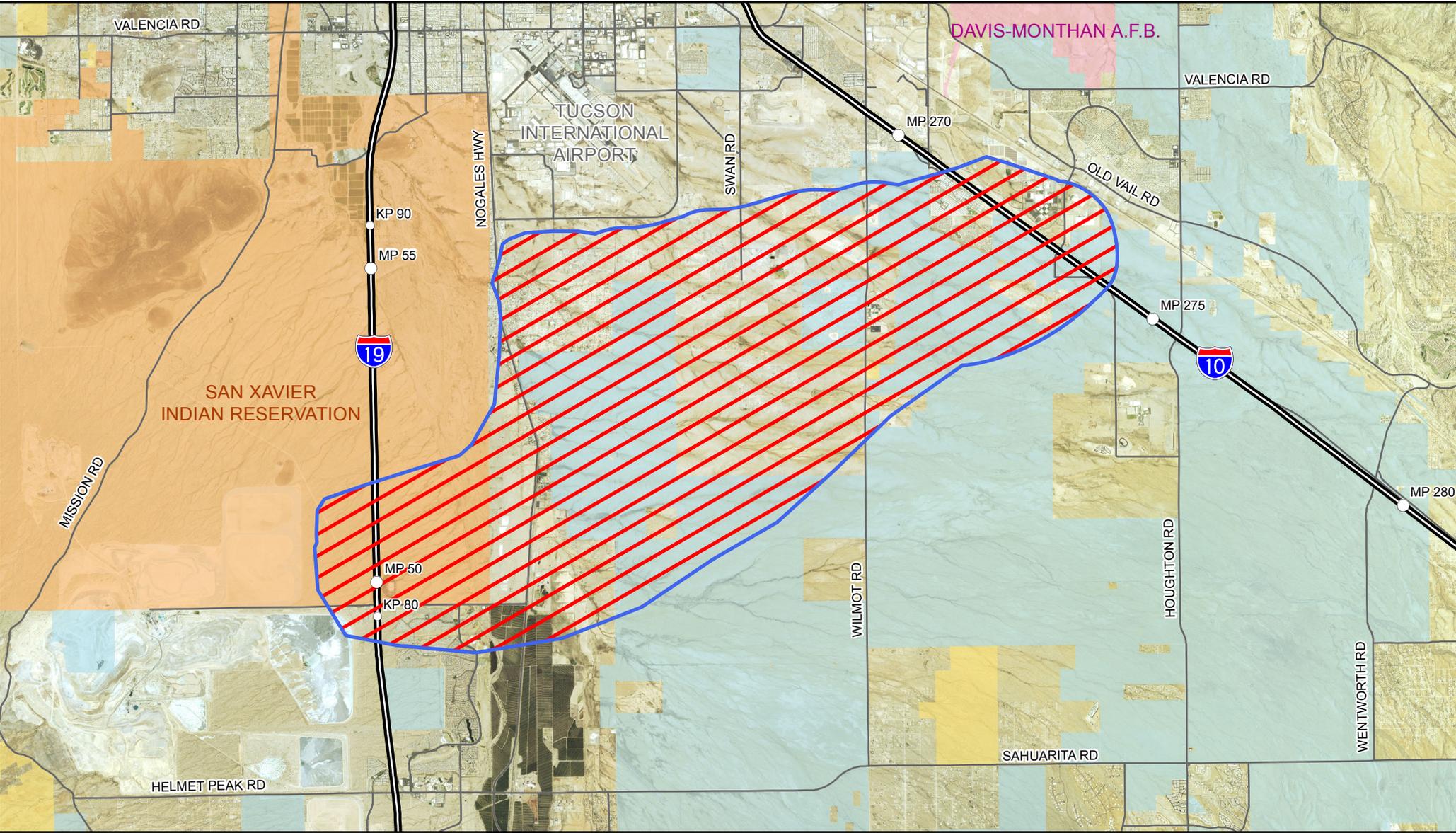
1 if you would see from time to time with a smirk on my face, he  
2 was either grooming or exercising. And I don't know if he  
3 realized -- he was facing us when he was going through all of  
4 this.

5 MR. CHRISTY: Well, the reason he was there, he  
6 was the former director of the Arizona Department of  
7 Transportation. This is how he's spending his retirement years.

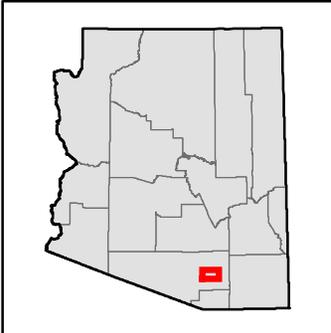
8 MR. HALIKOWSKI: This is the land of lost souls.

9 (End of excerpt.)

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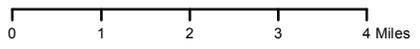
Map Extent



## Proposed Sonoran Corridor Between I-10 and I-19

**Legend**

-  Proposed Sonoran Corridor
-  State Trust Land
-  Indian Reservation
-  Military Land
-  Bureau of Land Management
-  Milepost
-  Kilometer Post
-  Interstate
-  Local Road



**Note:**  
 The State of Arizona makes no claims concerning the accuracy of this map nor assumes any liability resulting from the use of the information herein.

Prepared by:  
 Arizona Department of Transportation  
 Multimodal Planning Division  
 Transportation Analysis GIS Section  
 602.712.7333 March 2015

**Adjournment**

***A motion to adjourn the March 20, 2015 Board meeting was made by Steve Christy and seconded by Bill Cuthbertson. In a voice vote, the motion carries.***

**Meeting adjourned at 11:06 a.m. MST.**



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Kelly Anderson, Chairman  
State Transportation Board



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John S. Halikowski, Director  
Arizona Department of Transportation