

# ARIZONA STATE TRANSPORTATION BOARD

**Douglas A. Ducey**, Governor

**Kelly Anderson**, Chair  
**Vacant**, Member  
**Joseph E. La Rue**, Vice Chair  
**Deanna Beaver**, Member  
**William Cuthbertson**, Member  
**Jack W. Sellers**, Member  
**Michael S. Hammond**, Member

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

## BOARD AUTHORITY

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

## CITIZEN INPUT

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

## MEETINGS

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

## BOARD MEETING PROCEDURE

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

## BOARD CONTACT

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

## **NOTICE OF BOARD MEETING OF THE STATE TRANSPORTATION BOARD**

Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a meeting open to the public on Friday, December 18, 2015 at 9:00 a.m. at the City of Maricopa Council Chambers, 39700 W. Civic Center Plaza, Maricopa, AZ 85138. The Board may vote to go into Executive Session to discuss certain matters, which will not be open to the public. Members of the Transportation Board will attend either in person or by telephone conference call. The Board may modify the agenda order, if necessary.

### **EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD**

Pursuant to A.R.S. 38-431.02, notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation of legal advice with legal counsel at its meeting on Friday, December 18, 2015, relating to any items on the agenda. Pursuant to A.R.S. 38-431.03(A), the Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

### **CIVIL RIGHTS**

Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), the Arizona State Transportation Board does not discriminate on the basis of race, color, national origin, age, gender or disability. Citizens that require a reasonable accommodation based on language or disability should contact ADOT Civil Rights at (602) 712-8946 or [civilrightsoffice@azdot.gov](mailto:civilrightsoffice@azdot.gov). Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

Personas que requieren asistencia o una adaptación razonable por habilidad limitada en inglés o discapacidad deben ponerse en contacto con la Oficina de Derechos Civiles de ADOT al (602) 712-8946 o [civilrightsoffice@azdot.gov](mailto:civilrightsoffice@azdot.gov). Las solicitudes deben hacerse tan pronto como sea posible para asegurar que el estado tiene la oportunidad de abordar el alojamiento.

### **AGENDA**

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

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

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

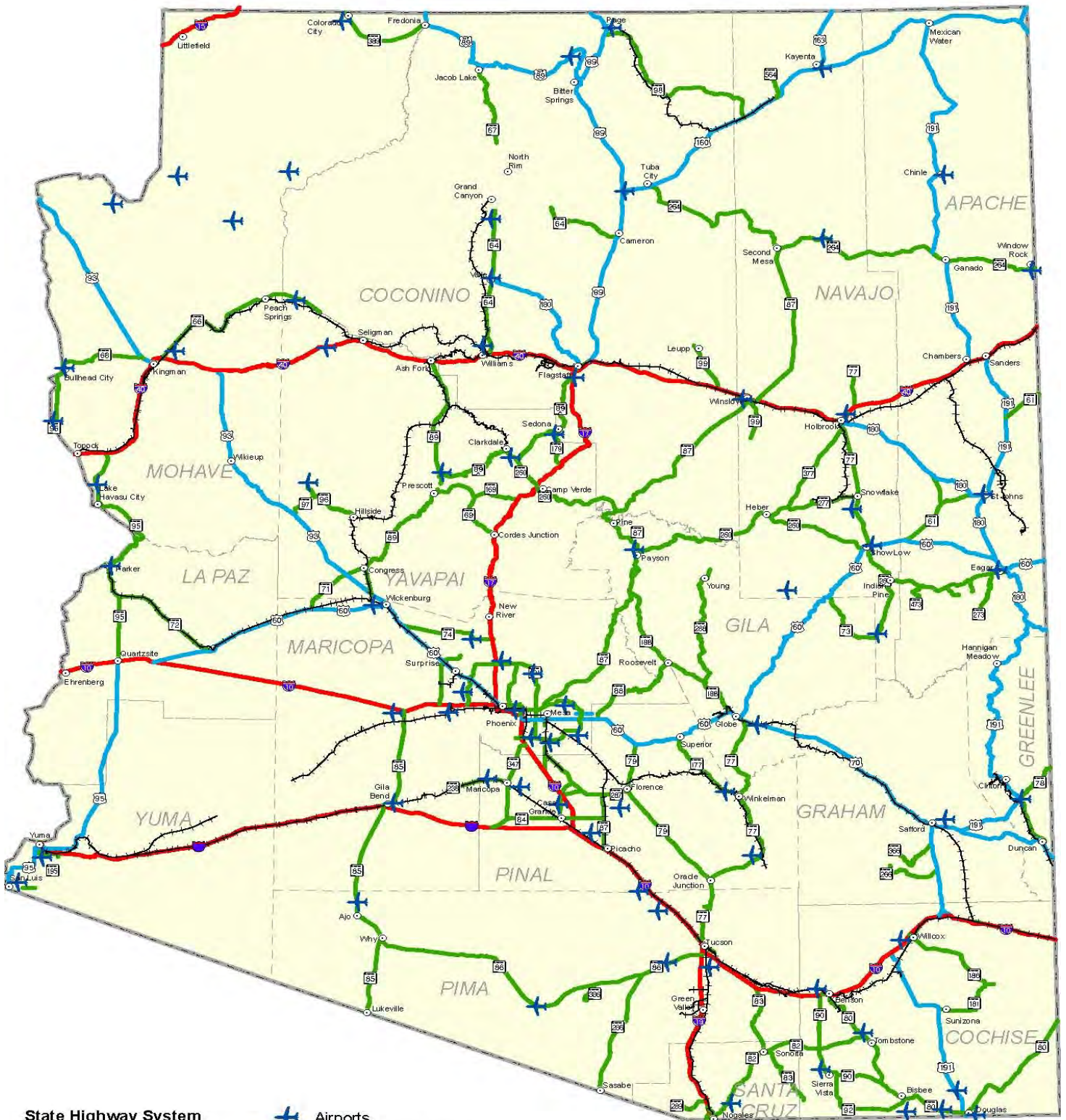
The Chairman will poll the members of the Board at the commencement of the meeting with regard to which items require discussion. Any agenda item identified by any Board member as one requiring discussion will be accelerated ahead of those items not identified as requiring discussion. All such accelerated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

**Dated this 11th day of December, 2015**

**STATE TRANSPORTATION BOARD**

**By: Mary Beckley**

# Arizona Highways, Airports, and Railroads



**State Highway System**

— Interstate

— State Route

— US Highway

Airports

Railroads (In Service)

Cities and Towns

County Boundaries



Prepared by:  
 Arizona Department of Transportation  
 Multimodal Planning Division  
 Data Bureau GIS Section  
 (602) 712-7333  
 July 2009

0 20 40 80 Miles

**ARIZONA STATE TRANSPORTATION BOARD****STATE TRANSPORTATION BOARD MEETING****9:00 a.m., Friday, December 18, 2015****City of Maricopa****Council Chambers****39700 W. Civic Center Plaza****Maricopa, AZ 85138**

Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a Board meeting open to the public on Friday, December 18, 2015, at 9:00 a.m. at the City of Maricopa Council Chambers, 39700 W. Civic Center Plaza, Maricopa, AZ 85138. The Board may vote to go into Executive Session, which will not be open to the public. Members of the Transportation Board will attend either in person or by telephone conference call. The Board may modify the agenda order, if necessary.

**EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD**

Pursuant to A.R.S. 38-431.03 (A)(3), notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation for legal advice with legal counsel at its meeting on Friday, December 18, 2015. The Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

**PLEDGE**

The Pledge of Allegiance

**ROLL CALL**

Roll call by Board Secretary Mary Beckley

**OPENING REMARKS**

Opening remarks by Chairman Kelly Anderson

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

An opportunity for citizens to discuss items of interest with the Board. Please fill out a Request for Public Input Form and turn in to the Secretary if you wish to address the Board. A three minute time limit will be imposed.

**ITEM 1: District Engineer's Report**

Staff will provide an overview of issues of regional significance including updates on current and upcoming construction projects, district operations, maintenance activities, and any regional transportation studies. (For information and discussion only — Madhu Reddy, Central District Engineer)

**ITEM 2: Director's Report**

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

**A) Individual Topics**

- 1) Traffic Incident Management Summit

**B) Last Minute Items to Report**

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

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**\*ITEM 3: Consent Agenda**

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

**Items on the Consent Agenda generally consist of the following:**

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

**ITEM 4: Major Transportation Accomplishments**

Staff will provide an overview of ADOT transportation accomplishments achieved between 2010-2015.

(For information and discussion only—Floyd Roehrich, Jr., Executive Officer)

**ITEM 5: Legislative Report**

Staff will provide a report on five-year surface transportation authorization bill (H.R. 22, the FAST Act) and other State and Federal legislative issues.

(For information and discussion only — Kevin Biesty, Deputy Director for Policy)

**ITEM 6: Financial Report**

Staff will provide an update on financing issues and summaries on the items listed below:  
(For information and discussion only — Kristine Ward, Chief Financial Officer)

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

**ITEM 7: Multimodal Planning Division Report**

Staff will present an update on the Planning to Programming Process and the current planning activities pursuant to A.R.S. 28-506.

(For information and discussion only — Michael Kies, Assistant Director, Multimodal Planning Division)

**\*ITEM 8: Priority Planning Advisory Committee (PPAC)****Page 82**

Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2016 - 2020 Statewide Transportation Facilities Construction Program.

(For discussion and possible action — Michael Kies, Assistant Director, Multimodal Planning Division)

**ITEM 9: State Engineer's Report****Page 122**

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

(For information and discussion only — Steve Boschen, Assistant Director, Intermodal Transportation Division)

**\*ITEM 10: Construction Contracts****Page 129**

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

(For discussion and possible action — Steve Boschen, Assistant Director, Intermodal Transportation Division)

**\*ITEM 11: Arizona State Transportation Board Policies**

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The Board shall review, discuss, and adopt the changes to its 2013 Statewide Transportation Policy Statements pursuant to A.R.S. §28-306.

(For information and possible action — Floyd Roehrich, Jr., Executive Officer)

**\*ITEM 12: Transportation Board Organization - Board Chairperson and Vice Chairperson designation for 2016 in accordance with A.R.S. §28-303(B)**

The Board may elect to hold an executive session in accordance with A.R.S. §38-431.03(3), which will not be open to the public, for discussion/consultation for legal advice with the Board's attorney as it relates to this agenda item.

(For discussion and possible action – Floyd Roehrich, Jr., Executive Officer)

**ITEM 13: Suggestions**

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

\*Adjournment

\*ITEMS that may require Board Action

**Items on the Consent Agenda generally consist of the following:**

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

**MINUTES APPROVAL**

- Board Study Session Minutes October 27, 2015

**RIGHT OF WAY RESOLUTION (action as noted)**

ITEM 3a:	RES. NO.	2015-12-A-056
	PROJECT:	093 MO 092 H8804 / 093-B(214)T
	HIGHWAY:	WICKENBURG – KINGMAN
	SECTION:	Cattle Chute Pass Road
	ROUTE NO.:	U. S. Route 93
	ENG. DIST.:	Northwest
	COUNTY:	Mohave
	RECOMMENDATION:	Establish as a state route new right of way to be utilized for drainage improvements necessary to enhance convenience and safety for the traveling public.



**Contracts: (Action as Noted)**

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

\*ITEM 3b: BOARD DISTRICT NO.: 1

Page 135

BIDS OPENED: November 20, 2015

HIGHWAY: CITY OF AVONDALE

SECTION: CENTRAL AVENUE, WESTERN AVENUE TO VAN BUREN STREET

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: CM-AVN-0(214)T : 0000 MA AVN SZ04301C

FUNDING: 40% FEDS 60% LOCAL

LOW BIDDER: COMBS CONSTRUCTION COMPANY, INC.

LOW BID AMOUNT: \$ 2,657,655.72

STATE ESTIMATE: \$ 2,636,400.00

\$ OVER ESTIMATE: \$ 7,462.75

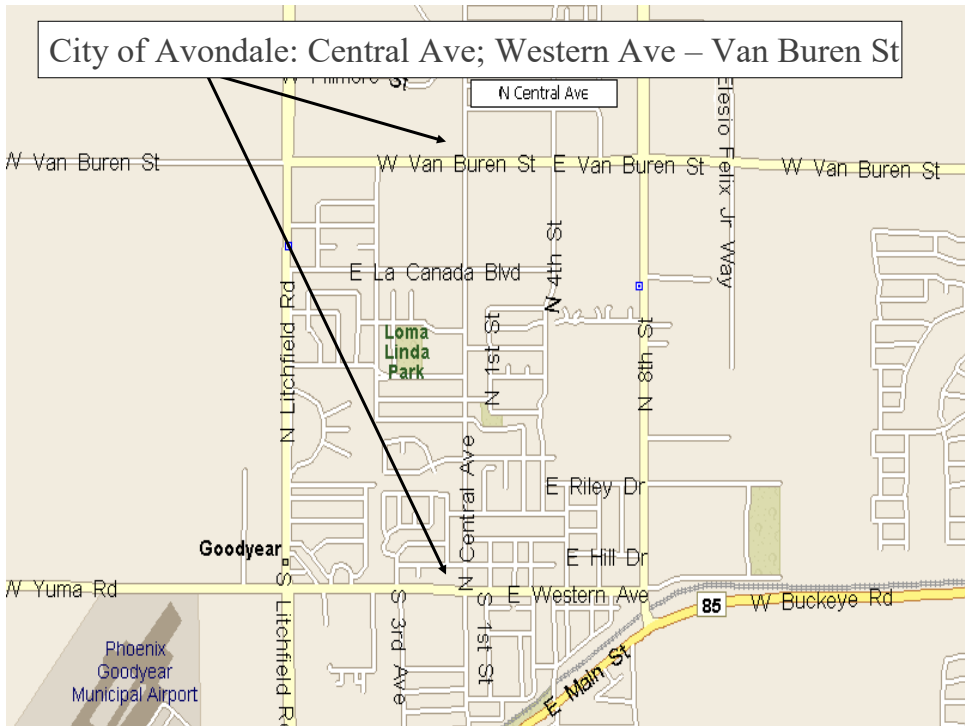
% OVER ESTIMATE: 2.05%

PROJECT DBE GOAL: 12.68%

BIDDER DBE PLEDGE: 15.23%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



\*ITEM 3c:

BOARD DISTRICT NO.: 4

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BIDS OPENED: November 6, 2015

HIGHWAY: CITY OF APACHE JUNCTION  
CITY OF APACHE JUNCTION

SECTION: IRONWOOD DRIVE, BROADWAY AVENUE TO APACHE TRAIL  
IRONWOOD DRIVE, SOUTHERN AVENUE AND IDAHO ROAD

COUNTY: PINAL

ROUTE NO.: LOCAL

PROJECT : TRACS: STP-APJ-0(205)T : 0000 PN APJ SS98401C  
SRTS-APJ-0(206)T: 0000 PN APJ SF00301C

FUNDING: 88% FEDS 12% LOCAL

LOW BIDDER: COMBS CONSTRUCTION COMPANY, INC.

LOW BID AMOUNT: \$ 1,537,434.20

STATE ESTIMATE: \$ 1,698,512.15

\$ UNDER ESTIMATE: (\$ 161,077.95)

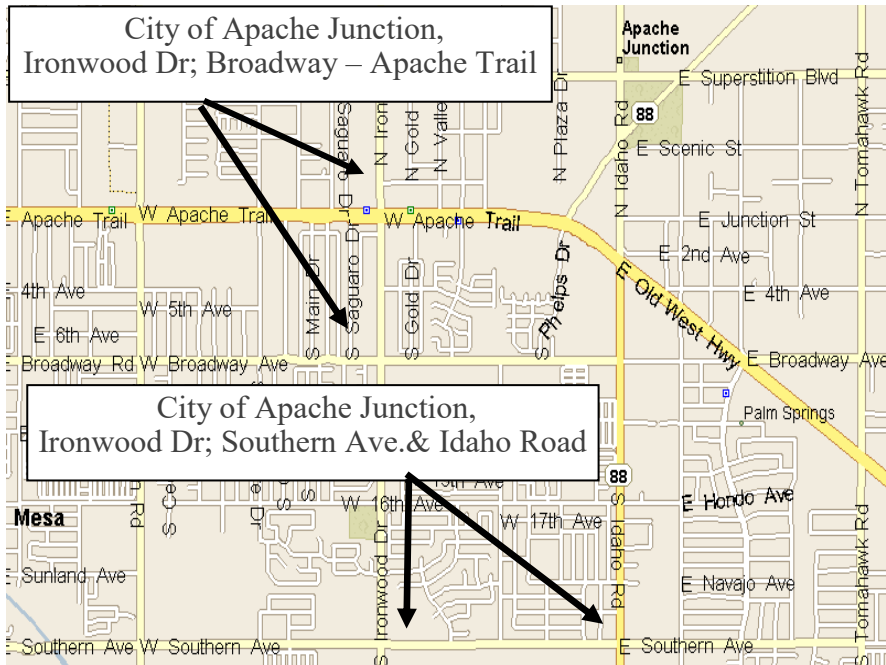
% UNDER ESTIMATE: (9.50%)

PROJECT DBE GOAL: 7.75%

BIDDER DBE PLEDGE: 7.89%

NO. BIDDERS: 10

RECOMMENDATION: AWARD



\*ITEM 3d: BOARD DISTRICT NO.: 6

BIDS OPENED: November 20, 2015

HIGHWAY: CITY OF SOMERTON

SECTION: SOMERTON CANAL MUP; US 95 TO COUNTY 17<sup>TH</sup> STREET

COUNTY: YUMA

ROUTE NO.: LOCAL

PROJECT : TRACS: TEA-SOM-D(201)T : 0000 YU SOM SL68601C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: DPE CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 711,910.00

STATE ESTIMATE: \$ 673,060.55

\$ OVER ESTIMATE: \$ 38,849.45

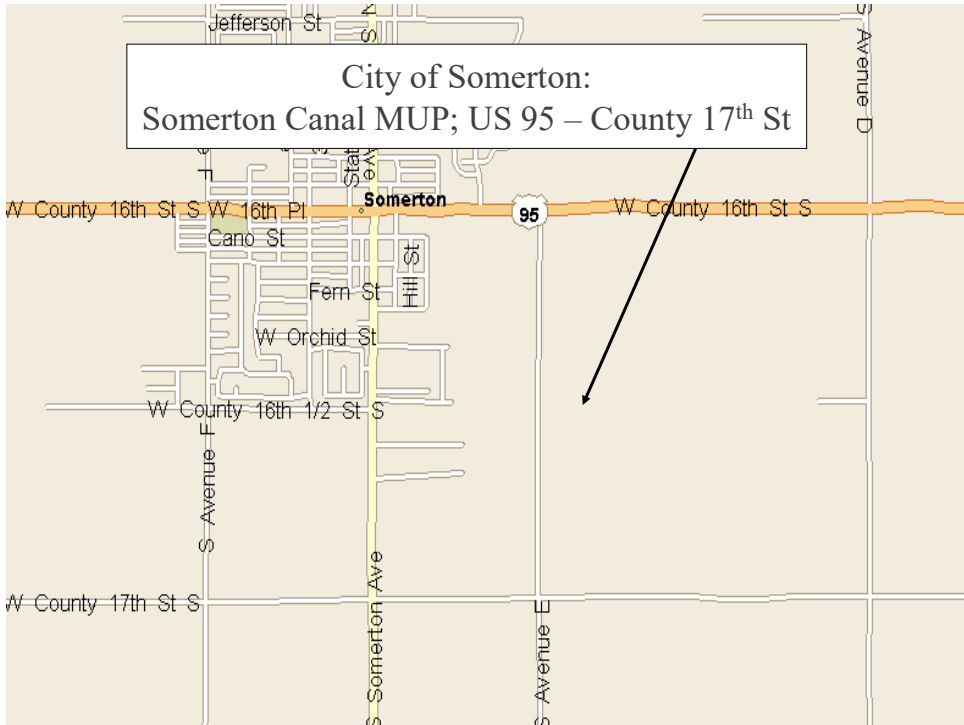
% OVER ESTIMATE: 5.8%

PROJECT DBE GOAL: 8.94%

BIDDER DBE PLEDGE: 11.23%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



\*ITEM 3e: BOARD DISTRICT NO.: 3

BIDS OPENED: November 6, 2015

HIGHWAY: BENSON-STEINS PASS HIGHWAY

SECTION: DRAGOON ROAD TO JOHNSON ROAD, PHASE I

COUNTY: COCHISE

ROUTE NO.: I-10

PROJECT : TRACS: HSIP-010-F(213)T : 010 CH 318 H823001C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: HUNTER CONTRACTING COMPANY

LOW BID AMOUNT: \$ 1,375,489.27

STATE ESTIMATE: \$ 1,253,040.05

\$ OVER ESTIMATE: \$ 122,449.22

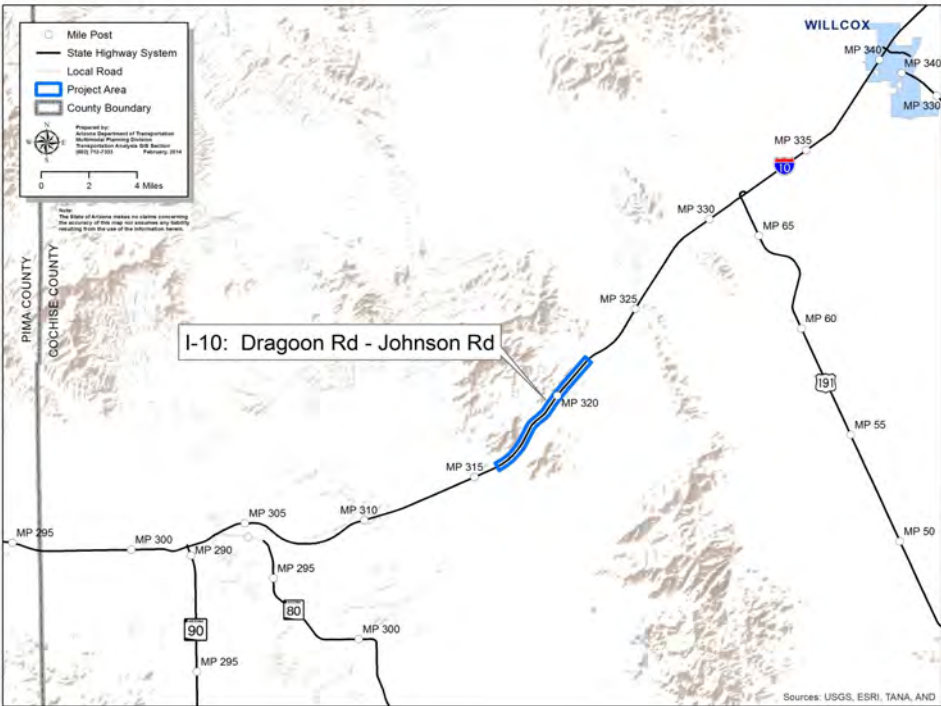
% OVER ESTIMATE: 9.75%

PROJECT DBE GOAL: 9.75%

BIDDER DBE PLEDGE: 13.45%

NO. BIDDERS: 7

RECOMMENDATION: AWARD



\*ITEM 3f: BOARD DISTRICT NO.: 4

BIDS OPENED: November 20, 2015

HIGHWAY: FLORENCE JUNCTION-GLOBE HIGHWAY (US 60)

SECTION: US 60, QUEEN CREEK TUNNEL

COUNTY: PINAL

ROUTE NO.: US 60

PROJECT : TRACS: FA-060-D(202)T : 060 PN 228 HX20701C

FUNDING: 91% FEDS 9% STATE

LOW BIDDER: C S CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 3,069,999.00

STATE ESTIMATE: \$ 3,282,167.74

\$ UNDER ESTIMATE: (\$ 212,168.74)

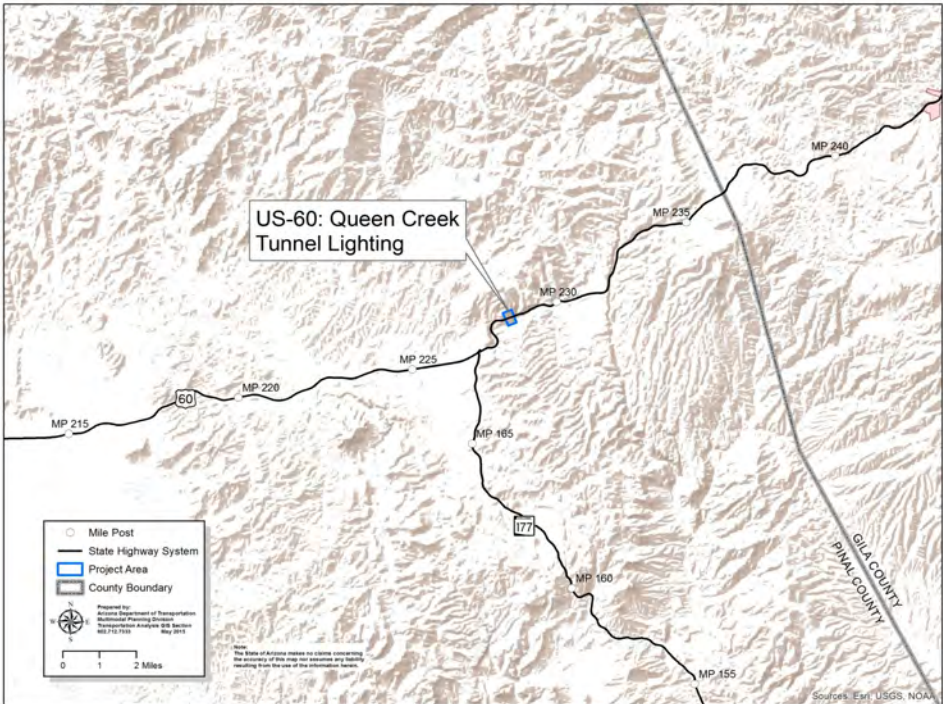
% UNDER ESTIMATE: (6.5%)

PROJECT DBE GOAL: 3.08%

BIDDER DBE PLEDGE: 3.08%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



\*ITEM 3g: BOARD DISTRICT NO.: 1

BIDS OPENED: November 20, 2015

HIGHWAY: SR 85 GILA BEND-BUCKEYE

SECTION: MP 121.52 – MP 130.42

COUNTY: MARICOPA

ROUTE NO.: SR 85

PROJECT : TRACS: NH-085-B(206)T : 085 MA 121 H873801C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: FANN CONTRACTING, INC.

LOW BID AMOUNT: \$ 2,698,338.00

STATE ESTIMATE: \$ 3,028,920.00

\$ UNDR ESTIMATE: (\$ 330,582.00)

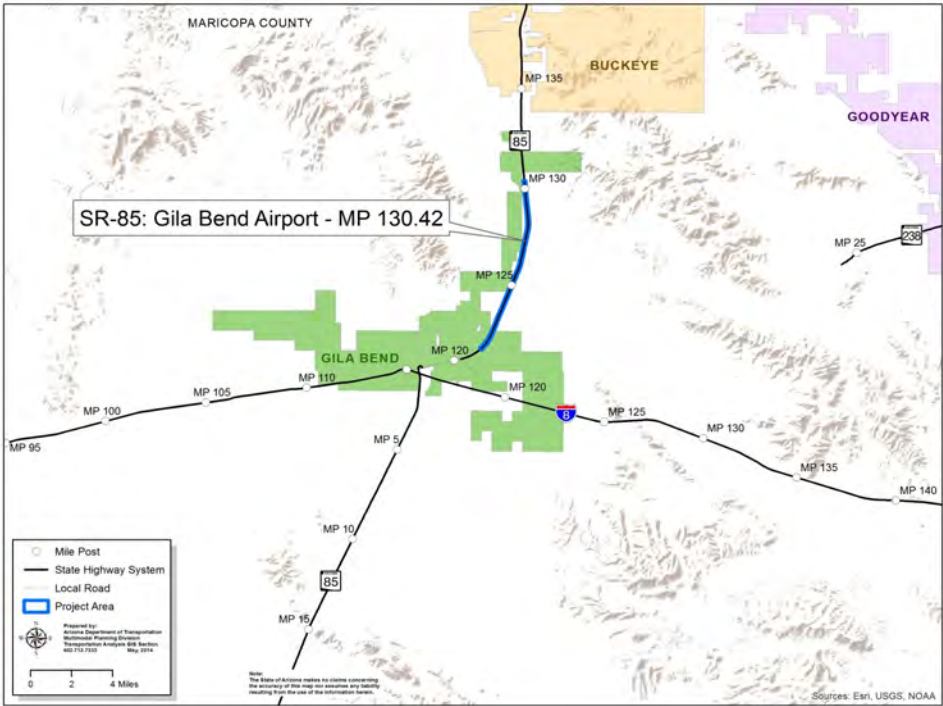
% UNDER ESTIMATE: (10.9%)

PROJECT DBE GOAL: 8.18%

BIDDER DBE PLEDGE: 11.14%

NO. BIDDERS: 7

RECOMMENDATION: AWARD



\*ITEM 3h: BOARD DISTRICT NO.: 2

BIDS OPENED: November 20, 2015

HIGHWAY: WHY-TUCSON HIGHWAY (SR 86)

SECTION: VALENCIA ROAD TO KINNEY ROAD

COUNTY: PIMA

ROUTE NO.: SR 86

PROJECT : TRACS: STP-086-A(210)S : 086 PM 159 H680601C

FUNDING: 86% FEDS 9% STATE 5% LOCAL

LOW BIDDER: THE ASHTON COMPANY, INC. CONTRACTORS & ENGINEERS

LOW BID AMOUNT: \$ 40,960,323.10

STATE ESTIMATE: \$ 41,090,582.77

\$ UNDER ESTIMATE: (\$ 130,259.67)

% UNDER ESTIMATE: (0.3%)

PROJECT DBE GOAL: 10.15%

BIDDER DBE PLEDGE: 10.17%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



\*ITEM 3i: BOARD DISTRICT NO.: 6

BIDS OPENED: November 6, 2015

HIGHWAY: SAN LUIS-YUMA-QUARTZSITE HIGHWAY (US 95)

SECTION: FORTUNA WASH BRIDGE

COUNTY: YUMA

ROUTE NO.: US 95

PROJECT : TRACS: NH-TCSP-095-B(201)T : 095 YU 034 H459901C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: FNF CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 9,290,781.25

STATE ESTIMATE: \$ 10,654,284.09

\$ UNDER ESTIMATE: (\$ 1,363,502.84)

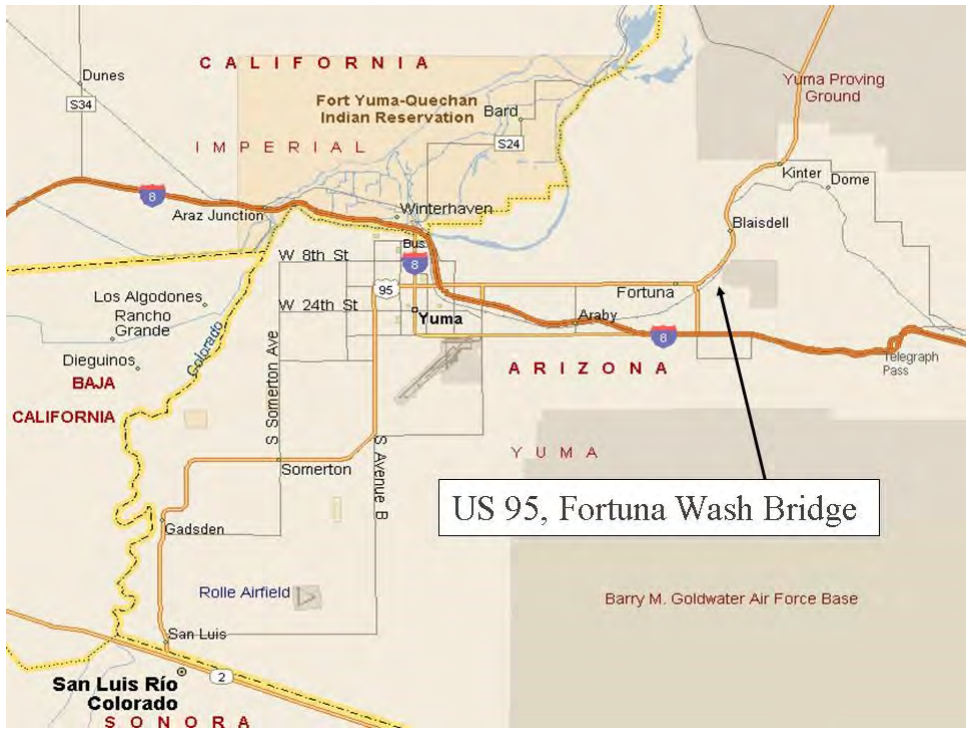
% UNDER ESTIMATE: (12.8%)

PROJECT DBE GOAL: 10.34%

BIDDER DBE PLEDGE: 14.68%

NO. BIDDERS: 5

RECOMMENDATION: AWARD



US 95, Fortuna Wash Bridge



\*ITEM 3j: BOARD DISTRICT NO.: 6

BIDS OPENED: November 20, 2015

HIGHWAY: DEWEY-COPPER CANYON HIGHWAY (SR 169)  
DEWEY-COPPER CANYON HIGHWAY (SR 169)

SECTION: CHERRY CREEK ROAD  
CHERRY ROAD-ORME ROAD

COUNTY: YAVAPAI

ROUTE NO.: SR 169

PROJECT : TRACS: STP-169-A(203)T : 169 YV 009 H851601C  
STP-169-A(205)T : 169 YV 004 H857201C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: MCCORMICK CONSTRUCTION CO.

LOW BID AMOUNT: \$ 1,664,331.86

STATE ESTIMATE: \$ 1,805,194.12

\$ UNDER ESTIMATE: (\$ 140,862.26)

% UNDER ESTIMATE: (7.8%)

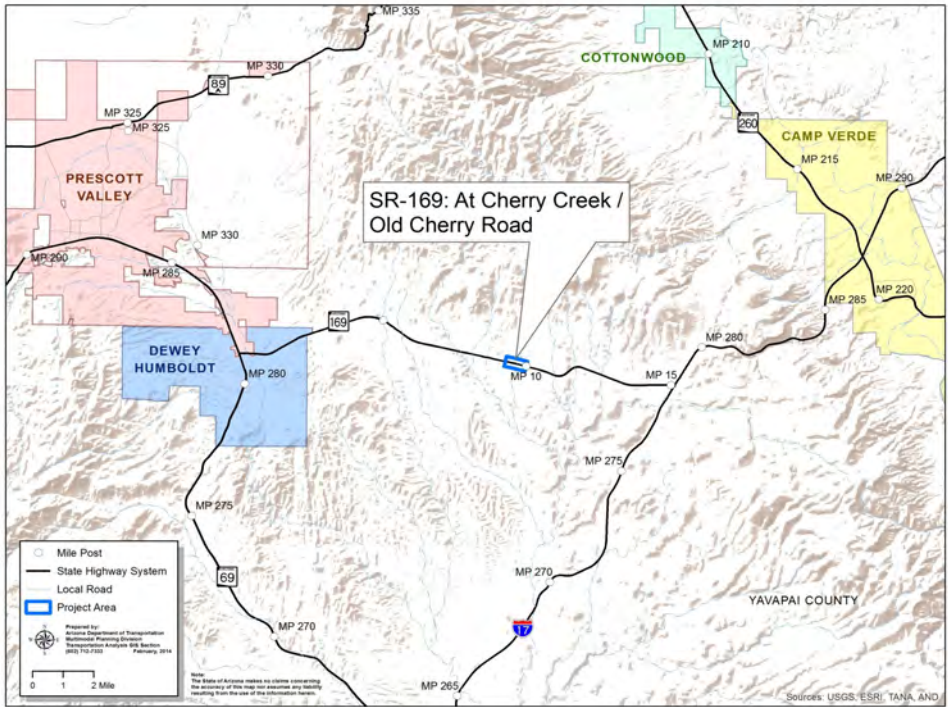
PROJECT DBE GOAL: 9.86%

BIDDER DBE PLEDGE: 10.35%

NO. BIDDERS: 5

RECOMMENDATION: AWARD





\*ITEM 3k: BOARD DISTRICT NO.: 1

BIDS OPENED: November 20, 2015

HIGHWAY: ESTRELLA FREEWAY (SR 303L)

SECTION: I-10/SR 303L T.I. (PHASE II)

COUNTY: MARICOPA

ROUTE NO.: SR 303L

PROJECT : TRACS: IM-303-A(216)S: 303 MA 104 H857701C

FUNDING: 59% FEDS 41% STATE

LOW BIDDER: PULICE CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 63,480,561.74

STATE ESTIMATE: \$ 62,231,305.00

\$ OVER ESTIMATE: \$ 1,249,256.74

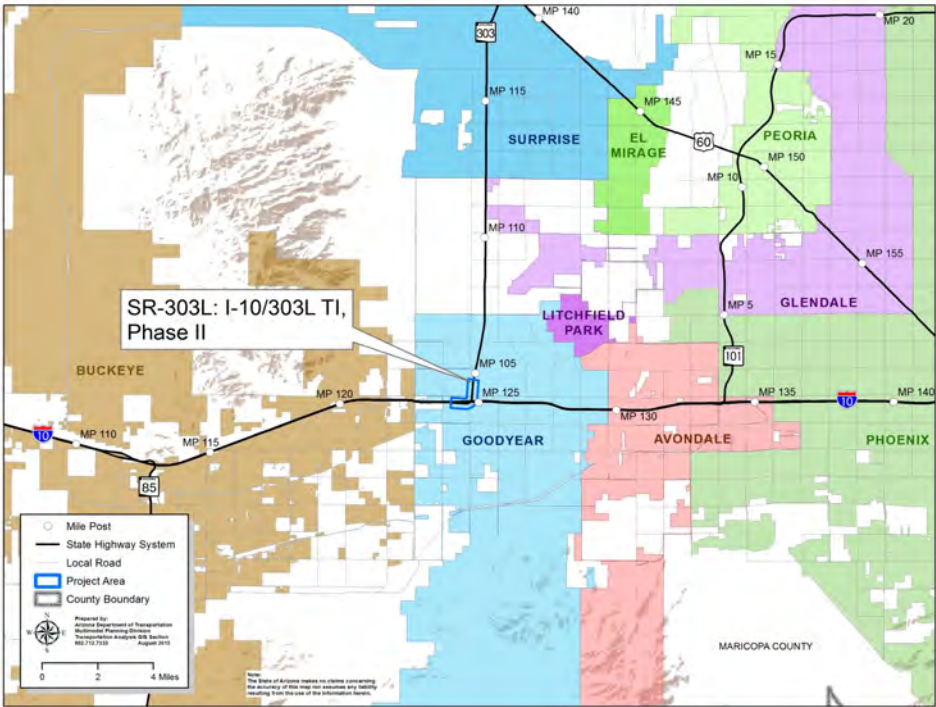
% OVER ESTIMATE: 2.0%

PROJECT DBE GOAL: 10.79%

BIDDER DBE PLEDGE: 11.04%

NO. BIDDERS: 2

RECOMMENDATION: AWARD



**MINUTES**  
**STATE TRANSPORTATION BOARD STUDY SESSION**  
**9:00 a.m., Tuesday, October 27, 2015**  
**Human Resource Development Center (HRDC)**  
**Grand Canyon Room**  
**1130 N. 22nd Ave.**  
**Phoenix, Arizona 85009**

**Pledge**

The Pledge of Allegiance was led by Board member Jack Sellers

**Roll call by Board Secretary Mary Beckley**

**In attendance:** Kelly Anderson, Joe La Rue, Deanna Beaver, William Cuthbertson (telephonically), Jack Sellers and Michael Hammond.

**Absent:** None

**Opening Remarks** – Chairman Anderson welcomed everyone to the Study Session and indicated that Board member Sellers would facilitate the discussion.

**Call to the Audience**

1. Paul Jepson, Intergovernmental Affairs Director, City of Maricopa, re: press release from Rep. Kirkpatrick's office announcing the federal approval of Maricopa's \$15 million TIGER grant application for the 347 grade separation.

**STATE TRANSPORTATION BOARD STUDY SESSION – OCTOBER 27, 2015**

**I N D E X**

**PAGE**

**ITEM 1: WELCOME AND STAKEHOLDER INTRODUCTIONS**  
**(Board Member Jack Sellers) .....3**

**ITEM 2: DISCUSSION ON LONG-TERM TRANSPORTATION FUNDING OPTIONS FOR A STATEWIDE TRANSPORTATION SYSTEM, CURRENT AND NEW SOURCES; EXPANSION MODERNIZATION AND REHABILITATION BETWEEN URBAN AND RURAL REGIONAL PRIORITIES; AND COLLABORATION WITH STAKEHOLDERS.....5**

**ITEM 2a: MARICOPA ASSOCIATION OF GOVERNMENTS (MAG) PRESENTATION ON TRANSPORTATION REVENUE TRENDS AND OPTIONS (Eric Anderson, Transportation Director, MAG).....5**

**ITEM 2b: PIMA ASSOCIATION OF GOVERNMENTS (PAG) TO DISCUSS REGIONAL TRANSPORTATION NEEDS AND LONG RANGE FUNDING (Farhad Moghimi, Executive Director, PAG) .....26**

**ITEM 2c: CENTRAL YAVAPAI METROPOLITAN PLANNING ORGANIZATION (CYMPO) TO DISCUSS RURAL ARIZONA CONCENS REGARDING LONG TERM TRANSPORTATION FUNDING (Christopher Bridges, Administrator, CYMPO) .....43**

**ITEM 2d: ARIZONA CHAMBER OF COMMERCE AND INDUSTRY PRESENTATION ON ACCELERATE ARIZONA (Garrick Taylor, VP of Gov. Relations/Communications for AZ Chamber) .....51**

**SECOND CALL TO THE AUDIENCE .....68**

**ITEM 3: ARIZONA STATE TRANSPORTATION BOARD’S STATUTORY AUTHORITY AND ROLE (Floyd Roehrich, Executive Director and Michelle Kunzman, Board Attorney).....71**

**ITEM 4: OBSERVATIONS AND CONCLUSION (Chairman Anderson) .....101**

1 (Beginning of excerpt.)

2  
3 MR. SELLERS: Okay. Thank you. And I want to  
4 thank all of you for coming out. I know that it takes a lot of  
5 effort to bring everybody in from the far reaches of the state  
6 to do this, but I really feel that this is an important thing  
7 for us to all work together towards a common goal.

8 I first had this thought because I wanted to see  
9 our Board get more engaged with everyone in trying to move our  
10 transportation infrastructure message forward. I -- you know, I  
11 feel like there's a lot of people that are doing a lot of good  
12 things to try to sell this, but we're mostly talking to one  
13 another. And so we need to have a strategy that tells us how we  
14 can get our message out where it really counts to the general  
15 population and to our legislature. So again, my thanks to the  
16 staff. They probably thought that I was crazy. They're only  
17 partly right, but I really feel that this is an important moment  
18 for all of us.

19 I had a meeting last Friday with the Chandler  
20 Chamber of Commerce where I combined a MAG presentation with an  
21 ADOT presentation, because I wanted the message to be here's  
22 what -- here's what's going on in your area, but here's why it's  
23 important for us to connect all the dots all the way across the  
24 state. And I was so pleased that the chairman of the Arizona  
25 Chamber of Commerce was present at that meeting and made a point

1 to everyone from his chair that he really supports what we're  
2 trying to accomplish here.

3 So with that -- and the other thing I'll mention  
4 is -- a couple of things, is this is a study session. There  
5 will be no action items here. We're not going to talk about  
6 specific projects. You know, we're not here to prioritize  
7 specific projects. We're here to talk about generally giving  
8 the Board more information to assist you in what we're trying to  
9 accomplish.

10 And I -- as I said as we started, you know, I  
11 know it's difficult to bring in -- everybody in from all over  
12 the state for these kinds of meetings. So we've also discussed  
13 trying to find other venues that attract people anyway, like  
14 perhaps the Rural Transportation Summit in January, where we  
15 could then have a breakout session and perhaps have another  
16 meaningful topic to discuss there. So think about that and give  
17 us your feedback on that.

18 Okay. So with that I'd like to -- we invited  
19 some of the -- the key stakeholders from the State. We've got  
20 Eric Anderson from MAG who's going to speak. We've got Farhad  
21 Moghimi -- did I pronounce that right, Farhad -- the executive  
22 director of PAG. We've got Christopher Bridges, the  
23 administrator from the Central Yavapai Metropolitan Planning  
24 Organization here to talk about rural Arizona, and we've got  
25 Garrick Taylor from the Arizona Chamber of Commerce to talk a

1 little bit about Accelerate Arizona and how that could help us.  
2 So with that, we will start with Eric Anderson.

3 MR. ERIC ANDERSON: Thank you, Chair Anderson,  
4 Board Member Sellers, the rest of the State Transportation  
5 Board. We really appreciate the opportunity to be here today to  
6 talk about transportation funding. It's always a pleasure to  
7 talk to stakeholders who have a high level of passion for  
8 transportation.

9 I think before I start, what I want to do today  
10 is talk a little bit about why we're in the situation we're in  
11 today, present you some of the funding options that we've  
12 developed, a whole laundry list of different ways to possibly  
13 generate additional revenue, and then close with a little  
14 comment on kind of where we think (inaudible) transportation to.  
15 So one of the things, I think, as we -- we're kind of victims of  
16 our own success in many cases, because although the gas tax  
17 hasn't changed since 1991 in Arizona, and federal funds for the  
18 last number of years have been flat, we continue to make great  
19 progress in building more infrastructure in Arizona, certainly  
20 in Maricopa County. Our asset sales tax certainly has played a  
21 key role in that moving and will continue to moving forward.

22 So first of all, no big surprise where the  
23 Highway User Revenue Fund is. We're finally above where we were  
24 in 2003, 2004. That blue line up there is where we thought  
25 revenues were going to be in the Highway User Revenue Fund when

1 we put our plan together in 2003, 12 years ago, (inaudible). So  
2 a lot of things have happened certainly.

3 But that red line is the revised forecast moving  
4 forward. So it's actuals through 2015, fiscal year 2015, and  
5 then the projection out at the end of our planning period, which  
6 although it says 2023, it's actually 2025 up there. And that  
7 difference there from a statewide perspective, \$9.4 billion less  
8 revenue over that -- over that time period. Tremendous loss in  
9 revenue.

10 And I showed this similar chart for (inaudible)  
11 our asset sales tax revenue. Fiscal year, this year is 2016,  
12 will be the first year we exceed our revenues that we had  
13 (inaudible) 2007. So (inaudible) 390 million, (inaudible)  
14 trough at 291 million, which is a pretty remarkable drop, to say  
15 the least. In this -- once again, this fiscal year, we'll be  
16 back over that \$390 million level. So once again, ten-plus  
17 years of (inaudible) revenue.

18 To put that in context, in Maricopa County, we've  
19 never had a decline in sales tax revenue, annual basis. So it  
20 was really remarkable. We had 30-plus months of negative change  
21 in our sales tax revenue, and so both on HURF, which is  
22 obviously important (inaudible) revenue (inaudible) statewide as  
23 well as the highway system, but also our sales tax revenues were  
24 significantly impacted by the downturn in the recession. So  
25 relative to Maricopa County in particular, and so I've limited

1 our -- the MAG region actually extends into areas in Pinal  
2 County, but this is just the Maricopa County component.

3 The pie chart on the right -- or the left, excuse  
4 me -- is the annual funding that -- approximation of major  
5 funding sources that we have in transportation in this region,  
6 about \$1.4 billion, which is certainly a lot of money. And  
7 that's made up of the -- kind of the (inaudible) green shade  
8 there in that pie chart is the HURF money that goes to the --  
9 all cities of Maricopa County as well as the County, 25 percent  
10 of the annual funding. ADOT funds obviously goes into the state  
11 highway system, about 21 percent. Federal funds, these are  
12 (inaudible) that are suballocated to the MAG area, plus the both  
13 highway funds as well as transit funds; another 12 percent or  
14 167 million.

15 But the one -- the kind of the lime green  
16 (inaudible), the lime green, it is dedicated local and regional  
17 funding for transportation, and, you know, one of the points  
18 that I think is really important to understand is in Maricopa  
19 County anyway, because of the significant local and regional  
20 money for transportation, we've actually been able to make some  
21 pretty good inroads to deal with congestion and expanding our  
22 system here. So you'll see 42 percent of our funds come from  
23 regional global sources, and then the pie chart on the right  
24 shows you how that 576 million gets allocated to different  
25 modes, with the large portion of that, 53 percent, going to the

1 transit component, which is both the capital and operations for  
2 Light Rail, as well as transit capital (inaudible) facilities  
3 and transit operations.

4 The structure is largely the arterial life cycle  
5 component of Proposition 400, about \$43 million, plus there's  
6 STP suballocated, federal (inaudible) highway money in that  
7 portion of the pie. And in the highway component, 36 percent,  
8 that's largely -- actually, that's all made up of both the 15.2  
9 percent funds that are allocated to MAG and PAG or in the state  
10 highway fund, as well as Proposition 400 revenue goes to that  
11 portion of the pie. So a significant amount of funding.

12 And I will say that the City of Phoenix was  
13 successful in the transportation vote in August. Their sales  
14 tax dedicated to transportation is going to go from four-tenths  
15 of a cent to seven-tenths of a cent. That will jump the revenue  
16 from about \$133 million in a year to \$230 million a year. So  
17 very significant increase in funding relative to the City of  
18 Phoenix transit tax. That tax goes through 2050, and so it's  
19 (inaudible). A lot of that funding is going to go to expanding  
20 both the bus system as well as the Light Rail system, too.  
21 There's a small component of that that actually goes into the  
22 (inaudible) become a factor January 1st of 2016.

23 So gas taxes, which is the -- kind of the  
24 workhorse of the Arizona Highway User Revenue Fund. Fuel taxes  
25 represent over half of the revenue in the Highway User Revenue



1 Fund. The yellow states there are those that have combined  
 2 federal and state gas taxes less than 40 cents, and so you'll  
 3 see that Arizona as well as New Mexico are holding up the flag  
 4 among the lowest fuel tax states in the United States.  
 5 California at 59 cents. Actually, I think that might be higher,  
 6 because I think they have additional sales tax on gas in  
 7 California, also.

8 So notable states: Wyoming increased their gas  
 9 tax last year by ten cents a gallon. The legislature did that,  
 10 signed by the governor. So it can happen. It doesn't always  
 11 have to be ballot measure. And many other states have also  
 12 increased their gas taxes over time. In fact, Arizona in -- I  
 13 didn't get a chance to update this, but the national average is  
 14 about 48 cents a gallon. We're at 37.4 cents. So way behind  
 15 the national average.

16 Once again, remember, for every penny of the fuel  
 17 tax increase, it generates in this state about \$35 million, plus  
 18 or minus, so a ten-cent-a-gallon gas -- gas tax increase would  
 19 raise 350 million. Half of that would go to the Arizona  
 20 Department of Transportation. The other half would be  
 21 distributed to cities and counties in the state.

22 That ten-cents-a-gallon gas tax translates into  
 23 about 60 to \$70 a year for the average driver, and so we're  
 24 talking about a \$5-a-month debt, which is, you know, a couple of  
 25 Starbucks coffees. But once again, we haven't increased our tax

1 since 1991. (Inaudible) tracking with inflation, we'd be up  
 2 north of 31, 32, 33 cents a gallon today (inaudible), which  
 3 would generate, obviously, another 15 cents (inaudible) another  
 4 500 million a year (inaudible) highway systems in Arizona. So  
 5 it's something that we really -- this is the workhorse, but we  
 6 also know that it's going to change.

7 It's kind of a complicated graph. Don't worry  
 8 about what all these lines mean, but that -- that top line that  
 9 kind of goes that way refers to the legend on the right-hand  
 10 side, that's (inaudible) average fuel economy projections out  
 11 through 2025, which the industry and this administration have  
 12 agreed that 56 miles per gallon should be the target for 2025  
 13 for new cars entering the fleet. And obviously those new cars  
 14 won't hit the fleet all at one time. As that rolls in to the  
 15 fleet, we (inaudible) replace the fleet -- about 8 percent of  
 16 the fleet gets revised or renewed every year.

17 And so the downward parts of that chart are the  
 18 yield per mile of tax. And so what you'll see is that right  
 19 now, consumers are paying less than 50 cents a mile -- or I'm  
 20 sorry -- half a cent a mile for driving, and that's projected to  
 21 decline, too. And so once again, if we just don't do -- we  
 22 don't do anything in terms of Highway User Revenue Fund and the  
 23 gas tax rates, we think by 2025 we'll see a 25 percent reduction  
 24 in fuel tax revenues, because as the more fuel the efficient  
 25 cars move into the fleet, it will significantly impact one of

1 our revenue streams in the state.

2           The other thing that's happening is significant  
3 increases in fuel economy in the heavy truck fleet. It's  
4 something that we have our eye on. It's a major effort in the  
5 trucking industry. This happens to be -- this is from 2013.  
6 It's actually a fully-loaded 18 wheeler that went from the west  
7 coast to east. It averaged 13.4 miles per gallon. To put that  
8 in context, the typical 18 wheeler might only get five to six  
9 miles per gallon. And so this truck is put together --  
10 obviously it has a different aerodynamic styling on it, reduces  
11 drag, and it also has a more efficient engine and transmission  
12 technologies on it, too. But this is the leading edge. And so  
13 not only are we seeing higher fuel economy on the passenger car  
14 side, the private automobile side. We're also going to see  
15 significant increases in fuel economy for the heavy truck fleet,  
16 which once again will -- will cause decline in usable revenues.

17           And so whatever we do about it, and I'm going to  
18 just talk about three buckets, options here, fuel tax options.  
19 What happens if we increase the fuel tax and it (inaudible)  
20 inflation, those sorts of things. Sales tax options as well as  
21 other options (inaudible).

22           The numbers I'm going to show you are a couple  
23 years old, but I think they give order of magnitude of the  
24 revenue being generated out of each of these. So the first one  
25 there -- I'm not going to go through all these -- all of these

1 individually, just the five cent local option fuel tax in  
2 Maricopa County.

3           So State of Nevada actually has the option for  
4 local sale -- local gasoline taxes in Nevada, and most of the  
5 counties take advantage of that, both Clark County where Las  
6 Vegas is, as well as Washoe County where Reno is located. Both  
7 have (inaudible) fuel taxes, and the unique thing is both of  
8 those towns have now indexed their fuel taxes for inflation, and  
9 not only are they indexing their local gas tax. They're also  
10 indexing the state gas tax and the federal gas tax and keeping  
11 that money within the region. And the philosophy is, well, if  
12 the state's not going to index our gas tax and the feds aren't  
13 going to, we will and we'll keep the money here. And so they  
14 started that. Reno started that in I want to say '07, '08.  
15 Clark County started that just, I think, last year or this year.  
16 I can't remember which. So once again, it's something that we  
17 might want to look at. Once again, it's certainly an option  
18 that should be on the table.

19           The other ones here, you'll see going down the --  
20 the last, the bottom one is adding five cents in indexing state  
21 and federal taxes (inaudible), and so you'll -- you see that  
22 generates over \$400 million a year in additional revenue into  
23 HURF. Once again, half of that would go to the department. The  
24 other half would go to the counties in Arizona.

25           Sales tax options, once again, the top one is

1 replacement fuel tax and the state sales tax, which has been  
 2 talked about. So rather than having a cent-per-gallon gas tax,  
 3 fuel tax, you actually have a percentage price, and it  
 4 introduces tremendous volatility. The revenue stream as fuel  
 5 prices increase and decrease, as we've seen fairly dramatic  
 6 swings, but it does have the advantage of keeping up with  
 7 inflation, both -- as long as fuel prices are tracking,  
 8 (inaudible) rate of inflation. So that's something that  
 9 certainly should be on the table.

10 A half cent state transportation sales tax has  
 11 been talked about in this state for a number of years. The \$605  
 12 million -- once again, these are a couple years old, so these  
 13 numbers actually are probably a little low, because we've had  
 14 some growth in the economy since these were put together.

15 But once again, keep in mind that 67 percent or  
 16 plus of the state sales tax revenue comes out of Maricopa  
 17 County, too, and so you're always going to have this (inaudible)  
 18 issue (inaudible) any kind of statewide issue that will have to  
 19 be addressed. So once again, I think that (inaudible) and the  
 20 fact that the citizens here use the entire state system, I think  
 21 that certainly is (inaudible) the rest of the state to take care  
 22 of our statewide system. (Inaudible.)

23 And some other increase in the license fee, the  
 24 driver's license fee, hasn't changed forever. I went back 20  
 25 years. I think it's been pretty much the same. I think it's

1 \$8. There are some thoughts that maybe some of the registration  
 2 fees, license fees, title fees could be increased, which could  
 3 add revenue to the HURF funding or perhaps provide some  
 4 dedicated funding to DPS for traffic enforcement. So you'll see  
 5 that (inaudible) transportation does a lot (inaudible) property  
 6 taxes used in other states. In some cases, it's not user  
 7 transportation in Arizona.

8 And then this is just a summary of all of those  
 9 you can see. The top one, the driver's license, increase the  
 10 driver's license (inaudible) about 13 million a year. The  
 11 bottom one, adding the state and local sales tax, basically  
 12 broadening sales tax base to include fuel sales, too. That  
 13 money then goes into the HURF fund. It generates about a  
 14 billion dollars a year. So it certainly would make a big  
 15 difference in transportation.

16 So my final slide, just to keep this in mind,  
 17 this is kind of (inaudible), but this is a summary of some  
 18 public opinion polling that's been done going back to September  
 19 of 2010 and through this summer. The transportation one, which  
 20 you probably can't see here -- it's right here -- it's positive,  
 21 but (inaudible).

22 And so what we see here is that immigration,  
 23 border issues in the red. Education certainly is a top  
 24 (inaudible) issue, and jobs in the economic recovery (inaudible)  
 25 the good news is that, you know, people are -- the economy is

1 recovering, and that's also shown in here. But our big  
 2 challenge, quite frankly, is this small line down here that  
 3 people are -- don't see transportation as the core issue in  
 4 terms of the (inaudible). So it's something that jobs,  
 5 infrastructure development, economic development all go  
 6 together, and it's something that we certainly emphasize on a  
 7 regular basis. But once again, you have to get the voters'  
 8 attention and certainly the legislature's attention to  
 9 effectuate a change.

10 So once again, if we don't do anything, at some  
 11 point we're going to have to change the way we collect revenue.  
 12 The fuel tax is really a dying source of revenue. There's  
 13 options out there that are being looked at in other states.  
 14 Unfortunately, in this state, there was a bill that was moving  
 15 through the legislature a couple years ago that just formed a  
 16 study committee to look at gas tax alternatives, and that was  
 17 killed in committee. So I guess studying gas tax options isn't  
 18 an option either.

19 So anyway, we'll continue to fight the fight with  
 20 our -- with our fellow stakeholders here and hope that someone  
 21 in the future will actually be successful (inaudible). Thank  
 22 you very much.

23 MR. SELLERS: Any questions or comments for Eric?

24 CHAIRMAN ANDERSON: Jack?

25 MR. SELLERS: Yes.

1 CHAIRMAN ANDERSON: Eric, is there a -- the new  
 2 board will have the luxury of going through the next five-year  
 3 plan starting next March, and a predominant money component of  
 4 that is the preservation. Is there a -- is there a thought of  
 5 separating expansion from preservation? I think Flagstaff and  
 6 Coconino County, they passed a sales tax, let's improve our  
 7 roads, and it overwhelmingly passed. Is there a thought of  
 8 let's focus on repairing roads, freeing up those preservation  
 9 dollars to do other projects in terms of, you know -- the  
 10 legislature's not going to -- more money for roads, but you've  
 11 got -- I think you've got to separate the two. Any thoughts on  
 12 that?

13 MR. ERIC ANDERSON: Well, pavement preservation,  
 14 we (inaudible) like an ADOT long-range transportation plan. You  
 15 know, preserving your asset is extremely important. But the  
 16 issue comes down to how much is enough and kind of where you --  
 17 because it's a qualitative judgment in terms of where you draw  
 18 that line. Here's where I need to keep my pavement quality to  
 19 make sure that (inaudible) downstream to repair that same sort  
 20 of thing.

21 I'm not a big fan of segregating funding by types  
 22 like that, because it reduces the ongoing flexibility. But it's  
 23 something that as much as we talk about DPS and the dedicated  
 24 funding stream for DPS for traffic enforcement, but the same  
 25 sort of logic could apply to some of the preservation dollars

1 perhaps.

2 But once again, we -- I think if I had a say in  
3 this, I think my top priority would be to get the DPS funding  
4 issue solved long term, and so there's a stream of funding that  
5 supports their activities, and then we can look at some of these  
6 other issues. But in general, I think that the needs across the  
7 state vary. Some are pavement preservation, which is extremely  
8 important. Other cases, expansion plans. (Inaudible) Nogales  
9 extremely important project from a statewide perspective.

10 So I think there's -- I think it's really  
11 difficult to say here's -- we're going to put this money away  
12 for this purpose, and we're going to put this money away for  
13 this purpose, and put this money away for this purpose, because  
14 I think you would lose flexibility.

15 CHAIRMAN ANDERSON: Flexibility in terms of how  
16 the law might be written, or in terms of how the money would  
17 flow, or in terms of what's really needed through the state to  
18 make, you know, the whole program work?

19 MR. ERIC ANDERSON: Well, I think you need to --  
20 you need to pretty clearly articulate what the needs are in the  
21 state, and I know (inaudible) recent audit report attempted to  
22 do that. Unfortunately, there were some issues with how they  
23 dissected the long-range plan, but I think that the more  
24 attention you can get to (inaudible) issues, why pavement  
25 preservation's important and why spending tax dollars is

1 critical for the state to do that, I think, is always going to  
2 be a challenge, because quite frankly, a lot of people like  
3 those expansion projects because it gives them an opportunity to  
4 show, hey (inaudible). So I think that to the extent we can --  
5 we can make a case for pavement preservation and (inaudible).

6 In this region, as we have internal discussions  
7 about (inaudible), I suspect that the highway component in Prop  
8 500, if you will, will include a maintenance component, because  
9 quite frankly, we're seeing maintenance as an ongoing and  
10 increasing need in (inaudible) statewide. And so rather than  
11 just (inaudible) which is freeway explanation, Prop 400 was  
12 multimodal and included the freeway improvements. The next  
13 time, I think it will include a multimodal package, but also  
14 (inaudible). Because it's going to age over time, and we really  
15 have to start looking at this kind of funding requirements  
16 (inaudible).

17 MR. ROEHRICH: Mr. Chair, I do have a thought  
18 following on the thing that you said about the -- limiting  
19 yourself or where (inaudible) system wide. And I think part of  
20 it is it would be too specific or too defined. (Inaudible)  
21 going to establish what these revenues are. It takes away  
22 (inaudible) regional county's authority to flexibly put the  
23 money where it's wanted.

24 If you generally say, we're going to do it for  
25 these transportation improvements, whether it is so much for

1 expansion, so much for preservation or whatever you say, but if  
 2 you define it too much at the time, especially these things  
 3 you're talking about, some of them 20, 30-year time frames and  
 4 that, you lock yourself in at the beginning of it, you're not  
 5 able to really have the agility to prioritize where those  
 6 improvements are in the time frame necessary to get the optimum  
 7 value of that.

8           So I think it's important that we all trust the  
 9 credibility of the public if you're going to ask them to vote  
 10 and give you the funds or whatever, but boards like yourself or  
 11 a council (inaudible), you still need a flexibility of where you  
 12 apply those moneys, when do you apply them and how it matches  
 13 the needs of -- the current needs within a systematic approach  
 14 towards it. And if you'd lock yourself in too tight, your  
 15 building projects, because, you know, you said you'd build this  
 16 one specific project, it might not be your need right now.

17           The second thing that I did want to comment about  
 18 is looking at the trend or where the federal government's going  
 19 with performance measures and performance management issues that  
 20 are being evaluated under the rule making process right now,  
 21 MAP-21, the federal government could direct where a lot of that  
 22 programming and priority planning is going based upon whatever  
 23 they end up with the final rule making that says, if you use the  
 24 federal dollars on the federal system, it has to follow this  
 25 specific process to get a program.

1           MR. SELLERS: Well, I might add, too, that  
 2 another place where I think we need to keep flexibility is that  
 3 as we evaluate safety, we need to -- where you have to blend,  
 4 perhaps, expansion and maintenance together, we need to have the  
 5 flexibility to use that as one of our criteria as well, and  
 6 that's become pretty important in some of our recent decisions.

7           Okay. Thank you, Eric.

8           MR. LA RUE: You know, before Eric goes, Eric, I  
 9 don't know if I can articulate a question, so let me just ramble  
 10 on and maybe (inaudible).

11           But somewhere in one of your presentations at  
 12 MAG, you know, you showed a chart that said, here's what we've  
 13 done in Prop 400 from 2005 to 2015, and my takeaway is a very  
 14 impressive chart. There has been a ton of, you know, freeways  
 15 and improvements and transportation improvements in Maricopa  
 16 County that ADOT and MAG have done jointly on together. I mean,  
 17 it's -- it was very impressive.

18           And so as I talk to people in Maricopa County,  
 19 you know, I'm not surprised that, you know, transportation's  
 20 lying on the stakeholders at the bottom, because it just, you  
 21 know -- my neighbors are like, hey, what's the big deal? You  
 22 know, things are nice. But then when you talk to people who  
 23 travel the state, they're like, man, you know, fix I-17 from  
 24 here to Flag, fix I-10 from Phoenix to Tucson, fix that.

25           But, you know, when you go back to all the

1 buckets that you show, there's really -- there's no -- there's  
 2 no dollars there. So -- and the majority -- the majority of the  
 3 voters are in Maricopa County. So how do we get the message  
 4 out, get it -- and get these funding options out that will  
 5 resonate with enough people that we can actually accomplish  
 6 something?

7 MR. ERIC ANDERSON: I (inaudible) that's a very  
 8 good question, the thing that is -- from my perspective, that's  
 9 one of -- that's at the heart of the statewide transportation  
 10 funding issue, because we -- in this -- in Maricopa County, we  
 11 actually have a fairly good level of satisfaction for the  
 12 transportation system, whether it be our highways or transit  
 13 systems. Yeah, there's always more to do.

14 But I think in -- as I show, you know, we're  
 15 putting over half a billion dollars of additional funding into  
 16 the system, in our transportation system, and it does make a  
 17 difference. Money does make a difference in terms of what you  
 18 can deliver. (Inaudible) about 54 percent of the (inaudible)  
 19 that we had in the program, and we're halfway into it. So  
 20 that's a very good (inaudible) freeway (inaudible) construction  
 21 next year, and I think that will push us, you know, (inaudible)  
 22 smart way toward completion of the entire program.

23 I will say that ADOT's going (inaudible) great  
 24 partner (inaudible) as we continue to look at ways to take costs  
 25 out of the system, you know, we're doing cost risk assessment

1 now, and understanding kind of the project budget and the risks  
 2 associated with those. And so we (inaudible) great progress in  
 3 delivering what I think is a good highway program, even though  
 4 we face these financial difficulties with declining lower HURF  
 5 revenues (inaudible). So we'll continue to do that.

6 Once again, I mean, find creative ways to take  
 7 costs out of the system. Delivering projects that meet needs,  
 8 but may need to be done less expensively (inaudible). I think  
 9 you'd have to make a case for a statewide package, and  
 10 (inaudible) my own opinion is that I think if it was a  
 11 strategically targeted package project from a statewide  
 12 perspective, I think we could (inaudible), but I think when you  
 13 talk about, you know, I certainly heard tens of billions of  
 14 dollars, putting that before the voters, and the voters can say  
 15 (inaudible).

16 So once again, (inaudible) this region, because I  
 17 think the message is here's what we say we can do, and here's  
 18 what we did, and so I think that's always a good thing. It's  
 19 always easy to go back -- easier to go back, in other words, and  
 20 say we told you what we did, we did it. Let us do it again.  
 21 And so once again, a statewide perspective, we really don't have  
 22 (inaudible). I think it's really important to make a strong  
 23 case for some of these key projects around the state that are  
 24 vitally needed from (inaudible) perspective (inaudible).

25 MR. SELLERS: And I think ADOT's done a good job

1 now of preparing a package that says our economy is dependent on  
 2 improving our infrastructure, but I think it's -- where I think  
 3 we need to come in is we need to do a better job of getting that  
 4 message out to the right people, and ADOT can't do the same job  
 5 that we as board members and some of the rest of the people in  
 6 the audience can do influencing our legislature to try to move  
 7 this forward. So that's part of my motivation.

8 MR. ROEHRICH: Mr. Chair, but that's the  
 9 observation I was making as I was staring at this chart just  
 10 now. All this time we've talked about how jobs and the economy  
 11 was just a high priority, but I look at that trend and it's  
 12 dropped so low. We're tying transportation, which we knew was  
 13 at the bottom. (Inaudible) the national trend out of the 50 top  
 14 things nationally, what are -- what's concerning you, a poll  
 15 that was done in 2013, again in 2014. Transportation was, like,  
 16 24, 25 out of the top 50. Jobs and the economy was number one  
 17 both those years. Here, even in Arizona though, people must  
 18 have a better sense of where the economy is, because it's  
 19 dropped pretty drastically. So we're tying transportation to  
 20 the economy, but that's not what's the most important thing on  
 21 people's mind. I still think it's a good message to get out  
 22 there, but I'm interested in what people feel more comfortable  
 23 about the economy and why that dropped so -- so significantly.  
 24 I just...

25 MR. ERIC ANDERSON: Yeah. I think it's a good

1 point, too, and you know, when (inaudible) opinion survey we did  
 2 a couple years ago, but our finding was that people still  
 3 (inaudible) relative to the economy, and I think we did that  
 4 (inaudible) this time period. And so you see that, in fact, the  
 5 sentiment out there has actually improved quite a bit, will  
 6 continue to from an (inaudible) perspective, and obviously the  
 7 education has been a -- has been (inaudible) and has obviously  
 8 (inaudible) the issue today, to say the least. So -- but I  
 9 think it's a good observation. In fact, the concern about the  
 10 economy is (inaudible) relative to public policy issues.

11 MS. BEAVER: I'd like to make a comment.

12 MR. SELLERS: Okay. Deanna.

13 MS. BEAVER: You know, when you look at jobs,  
 14 even though it's dropping in the economy or you look at  
 15 education, they're up there -- that's kind of at the local level  
 16 where, you know, parents are on top of things with regard to  
 17 their kids. Jobs, if you're not bringing home a paycheck,  
 18 there's an issue here. Where with the roads, I think they're  
 19 kind of just taken for granted.

20 And I realize that we are seeming to come into  
 21 the -- you know, the 21st century and the technology and all  
 22 that kind of stuff, but are we reaching out to, like, YouTube  
 23 and things? I mean, everybody is on their whatever anymore, and  
 24 your presentation, I think it was excellent, but I think, how  
 25 does it get out to the proper audience? Are we -- or could we



1 consider using YouTube. That's -- you know, they're little  
 2 videos, and people can go right on their phone and watch it or  
 3 on their computer at home or something like that, but I think --  
 4 and they do it maybe in their pajamas or, you know (inaudible)  
 5 time. So I think if we reached out the way that the younger  
 6 people are using technology today, where they're getting it,  
 7 because --

8 MR. SELLERS: At another conference, Eric  
 9 actually referenced an HBO program where they were talking about  
 10 this kind of thing, and his kid said, now we get it. Why didn't  
 11 you tell us this?

12 MS. BEAVER: (Inaudible.) But I think if we  
 13 could -- would maybe start accessing that, I don't -- I know  
 14 that we've got techies within Arizona Department of  
 15 Transportation. So, you know, maybe we should access them and  
 16 have these little, mini things like the presentation like you  
 17 just gave.

18 MR. ERIC ANDERSON: (Inaudible) conference, John  
 19 Oliver who does an HBO weekly show (inaudible). I would  
 20 encourage you to all watch it. It's funny, but it goes to the  
 21 heart of the issue, because, you know, the politicians are  
 22 talking about, well, we're still looking for funding, we're  
 23 still looking for funding, we're still looking for funding. You  
 24 know, it's like that at times. (Inaudible), I think, but  
 25 there's a -- there's a number of videos out there. I showed

1 another one (inaudible) gas tax. Very simple question, but the  
 2 answers were all over the map. It was like \$2 a gallon, things  
 3 like that.

4 It really shows the disconnect, and it came out  
 5 in our survey is that in general, the public in Arizona and  
 6 (inaudible) nationally don't know how the transportation system  
 7 (inaudible). In our survey, you know, the people thought that  
 8 Light Rail was being funded out of the state. It's not. And so  
 9 there's just a big, a big (inaudible) about how our (inaudible)  
 10 -- how these things happen, and I think you're right, that  
 11 people see a road and they assume it's there and they took it  
 12 for granted. Well, as we know, it just doesn't appear out of  
 13 nowhere. (Inaudible) time and money spent to get these  
 14 construction projects in place. So I think all of that is  
 15 important (inaudible).

16 MR. SELLERS: Okay. Thank you very much.

17 Next we're going to hear from Farad Moghimi, the  
 18 executive director of PAG, to give us a perspective on his area  
 19 of the world.

20 MR. MOGHIMI: Good morning.

21 MR. SELLERS: Good morning.

22 MR. MOGHIMI: Mr. Chair, members of the Board,  
 23 thank you again for having us here, and obviously we coordinate  
 24 closely with MAG and other NPOs across the state. So I  
 25 appreciate the comments that were made by (inaudible). We share

1 a lot of the same concerns, but obviously we want to give you a  
 2 little snapshot of what's happening (inaudible) the PAG region.  
 3 So I'll try to be brief and not repeat some of the things that  
 4 Eric already talked about.

5 But just to give you a quick perspective on  
 6 what's happening in our funding, essentially annually, roughly  
 7 about 60 percent of all the funds go through the regional  
 8 process for programming. The other 39 percent go directly to  
 9 cities and towns and the County, and that's mostly the HURF  
 10 funds.

11 On the regional fund portion of it, you have the  
 12 TAG portion, which is state and the federal funds, and we also  
 13 have the RTA portion. The RTAs are equivalent to the half cent  
 14 sales tax for Pima County. That was passed back in 2006. And  
 15 it's important to know that we tried four times before that and  
 16 it failed. Finally, in 2006, we reached a point that we were  
 17 able to put a package together, and that was acceptable to the  
 18 voters, that they were willing to obviously give us a shot at  
 19 and see how we perform. We're actually in the ninth year.  
 20 We're starting to count down to the tenth year of the salvation  
 21 for accomplishing the RTA projects, and I'll touch on that a  
 22 little bit more in detail. But again, just to give you the  
 23 perspective, that's roughly \$250 million worth of state, federal  
 24 funds and regional funds, but again, I'll come back to this  
 25 topic a little bit later.

1 We do have other minor sources of transportation  
 2 funding (inaudible) fees which (inaudible) sales tax, bonding,  
 3 but (inaudible) those are a lot smaller amounts of funds.

4 As you know, we require to update our reasonable  
 5 transportation plan every four years, and we're going through  
 6 that process as we speak. Our next plan will be for 30 years.  
 7 It will take us through 2045. We're looking at our revenue  
 8 estimates. We're looking at projected cost of projects that we  
 9 want to include in the plan, and unfortunately, it shouldn't be  
 10 any surprise to anybody that we're looking at roughly 47 percent  
 11 of the projects that we hope to include that have no funding  
 12 identified to be able to include in a financially constrained  
 13 plan. So (inaudible) worth of projects that we know we need  
 14 most likely are not going to make it into this plan. Obviously  
 15 that should not be a surprise to anybody (inaudible) alarming to  
 16 recognize that we have that much of a shortfall.

17 And a couple of the projects that are obviously  
 18 significant to us and important to us build up -- build out of  
 19 I-10 in the Pima County region. That was in the previous  
 20 (inaudible) that was approved -- we had funding identified in  
 21 the previous RTV, but now that we're going through our  
 22 (inaudible) projections and looking at it, potential cost, we  
 23 had to push it out of the plan because there was (inaudible).

24 Same thing with the (inaudible), which is our  
 25 solution (inaudible) on I-10 and being able to provide an

1 opportunity to open up (inaudible) airport area. That is a  
 2 significant project for us, but we don't have any funding for  
 3 it. Most likely it's not going to be in the funding category  
 4 for projects that are going to be under RTV for that reason.

5 We talked briefly about that (inaudible) some of  
 6 the comments that were made. Unfortunately, I think we've just  
 7 done a really good job of telling people that maintenance is  
 8 important and you can't defer maintenance. So as a result, the  
 9 RTV that we're coming up with is putting a lot more emphasis on  
 10 maintenance and preserving the system instead of expansion, and  
 11 that's just the reality of the issue. We've delayed maintenance  
 12 and deferred maintenance to the point that I think that even the  
 13 public is demanding that we put more money towards maintenance  
 14 instead of expansion.

15 That draft kind of -- we used that draft to go  
 16 around and tell people that you can't defer maintenance. The  
 17 sooner you would spend money on getting the management, the more  
 18 money you'd save in the long run. Done a good job of educating  
 19 people, and now they're saying, don't do expansion. Do  
 20 maintenance. So now we have to go back and (inaudible) that we  
 21 would have to do. So unfortunately, a good chunk of our RTP is  
 22 going to be for pavement preservation and maintenance.

23 Again, normally if you have funds for your  
 24 expansion, that's -- that's not an issue, but it's really  
 25 pushing projects for expansion out of the 30-year plan and

1 placing it for (inaudible) maintenance.

2 Obviously, again, Eric touched on this. This is  
 3 kind of the snapshot picture of what's happening in the PAG  
 4 region over the last 15 years. Our federal funds, STP. It's  
 5 been relatively stable. I think we had a couple (inaudible)  
 6 funds (inaudible) and the TIGER grant that we received in 2009,  
 7 2010 time frame, you know, gave us a little shot in the arm.

8 The regional funds that go through to the state  
 9 have actually been declining, as we all know, and I'll touch on  
 10 that in a minute. And the RTA that passed in 2006 really was  
 11 our solution as a community to start solving the problem at a  
 12 regional level and not rely on the State or the federal folks to  
 13 solve that problem for us. We just recognized that we had to do  
 14 something.

15 But at the same time, you know, if you look at  
 16 it, the HURF funds over the last -- you know, from 2004 on, and  
 17 more significantly from 2008, after the recession, there's been  
 18 quite a bit of HURF funds that have been reduced from our  
 19 region. Just to give you an example, in 2015 alone, that's  
 20 about \$12 million worth of funding, and we're not receiving what  
 21 we had anticipated on.

22 The worst case side of the equation, \$88 million  
 23 a year average since 2006. That's the non-money that our  
 24 taxpayers agreed to tax themselves (inaudible) to improve  
 25 transportation. So that's -- that's an indication that we feel

1 that people (inaudible), and they were definitely in a position  
2 to help us with that -- with that solution on a regional level.

3 But at the same time, obviously the projection as  
4 for revenue, (inaudible) in 2005 with the plan to improve from  
5 2006, nobody anticipated (inaudible) 2008. So I read the  
6 projections unfortunately were developed before that, and the  
7 actual revenues are (inaudible) lower than what we had  
8 anticipated. At the same time, we're continuing to deliver  
9 projects.

10 In nine short years we've spent \$750 million on  
11 projects. These are mostly expansion projects. Some of them  
12 are transit. The streetcar, that's part of the larger transit  
13 components of our plan. That was completed recently. We had  
14 the traffic interchange at Twin Peaks. That's (inaudible)  
15 opportunity and (inaudible) area that the brand-new outlet  
16 opened recently because of that. So we're looking at  
17 opportunities to make sure that we continue to deliver projects  
18 even though our revenues are not coming in as we anticipated.

19 Eric talked about this a little bit, and I'll  
20 take (inaudible) angle on that topic. Since '91, obviously the  
21 gas tax hasn't increased. So just to put it into perspective  
22 that hopefully the average person would relate to, what is that  
23 doing to us? That -- to combine that with fuel efficiency of  
24 vehicles, we're looking at an average Ford vehicle back in '92  
25 would have produced about \$17 per thousand miles driven. Well,

1 now, fast forward to 2014. Vehicles are much more fuel  
2 efficient. That's roughly about \$14 per 1,000 miles driven, but  
3 if you look at it adjusting that for inflation back to '92, our  
4 purchasing power has been eroded quite a bit. So \$17 back in  
5 '91, really it's only, like, \$8 now. So as the only index gas  
6 tax, at least we would have been in a better shape if we still  
7 had the \$17. So again, that's a common issue. Everybody that's  
8 here hopefully understands that, you know, you can't buy as much  
9 as you could back in '92, and so we're doing the best we can  
10 with the \$8 that we're getting.

11 Obviously, to add to the challenge, as we talk to  
12 folks around the country and our partners, everybody's  
13 recognizing that consumption of the gasoline is going to be less  
14 and less. This is from the Department of Energy. They're  
15 projecting consumption is going to be reduced quite a bit, and  
16 you can see the signs of it as we speak. I mean, if you look at  
17 gas prices just recently, one of the reasons the gas prices are  
18 going down is because production's going up. Demand is going  
19 down. They're reducing the prices. On the way up, we noticed  
20 \$1.98 for gas. I mean, I haven't seen that in years, and  
21 jokingly said, you know, let's just increase it by 10 cents and  
22 no one would notice.

23 So here we are. I was looking at the State share  
24 of HURF funds since 2004. The dark blue is the annual portions  
25 of the HURF funds that were utilized to balance the budget, and

1 the gray-bluish color is (inaudible) totals since 2004. As you  
 2 can see, \$1.2 billion worth of transportation dollars have been  
 3 used to balance the budget, and again, in our opinion, that's  
 4 definitely an easy, easy place to start a conversation. Let's  
 5 make sure that we utilize the existing legislation and protect  
 6 the HURF funds with the HURF funds (inaudible) transportation  
 7 investments, and hopefully, as Eric mentioned, we recognize  
 8 there's a need to obviously budget for DCS, but hopefully  
 9 there's other options to do that at the outtake and from  
 10 infrastructure investments.

11 Just to give you an example of how important that  
 12 is, that \$1.2 billion example is (inaudible) recently did a  
 13 study under (inaudible) essentially saying that \$1 billion worth  
 14 of investments in infrastructure will create 14,000 new jobs,  
 15 and it will (inaudible) 15-year lasting upgrading another 6,000  
 16 jobs. So that's roughly 20,000 jobs that we could have created  
 17 had we kept the HURF funds in -- investing in transportation.

18 More recent example, everybody got excited when  
 19 Tesla came to town. Obviously they were looking at Arizona, and  
 20 we all got excited. We all got together and thought, what kind  
 21 of census can we put together? Well, you look at what happened.  
 22 They ended up going to Nevada. Reno's giving them \$1.3 billion  
 23 worth of incentives. Out of that, 10 million of it was just for  
 24 infrastructure, access to the plant site.

25 When we went back and looked at some of the

1 things that we were able to offer, it was nothing close to this.  
 2 We just couldn't compete. We're not as competitive as some of  
 3 the other states when it comes to being able to attract  
 4 companies that are looking to relocate or expand. (Inaudible)  
 5 set aside those kind of funding opportunities or incentives for  
 6 (inaudible).

7 We had ADOT -- kudos to staff and you all  
 8 (inaudible) that the Key Commerce Corridor study that was  
 9 completed, obviously attempted to answer this question, what can  
 10 we do, how can we improve our economy and grow jobs. Obviously  
 11 one of the solutions was to start investing more in our  
 12 transportation. \$20 billion over the next 20 years, and some of  
 13 the projects that were included in that, obviously I-11 was the  
 14 main -- main one, which our regional council (inaudible)  
 15 resolution from our regional counsel to make sure that I-11 goes  
 16 all the way down to Mariposa port of entry and tied to New  
 17 Mexico to improve commerce and the trade.

18 Obviously separately from that, improving SR-189,  
 19 that's a critical component of connecting I-11 (inaudible) and  
 20 that to SR-410, which is a project that we see in the Pima  
 21 County area that could connect I-10, I-19. These are all  
 22 reasonable investments in infrastructure that hopefully would  
 23 benefit our trade and commerce.

24 So again, Eric touched on this. We got a  
 25 different angle on the conversation here. Nineteen states since

1 2012 have been able to pass some kind of a plan to increase  
 2 their transportation revenues. As you know, some of our  
 3 neighboring states have been able to come up with some  
 4 solutions. They're all unique solutions, different ways of  
 5 dealing with our transportation issues, but it's definitely an  
 6 issue across the country. Everybody's acknowledging it.  
 7 They're solving it at a state level, which we believe that we  
 8 need to do it at the state level, at the federal level. As you  
 9 know, hopefully our Congressional delegates are moving the ball  
 10 as well. As you know, they're hoping that they can pass a bill  
 11 here within the next couple months. We're hopeful to see  
 12 something, but even that, that's not going to solve the  
 13 long-term solution. That's still the short-term solution.

14 So what are we doing instead. Unfortunately,  
 15 again, I don't think this is the best solution, but at the local  
 16 level, everybody is trying to find a way to deal with this.  
 17 City of Tucson in 2012 passed the bond measure to pay for  
 18 projects, (inaudible) projects (inaudible) and collectors that  
 19 normally would have used HURF funds, but now we have our  
 20 residents funding, and property taxes would pay back for the  
 21 bonds. So again, pushing the problem down to the local level,  
 22 having the locals trying to figure out how they're going to  
 23 solve the problems.

24 This is at the City of Tucson level, at the  
 25 county level. Next week when we actually have another measure

1 on the ballot for another \$200 million worth of transportation  
 2 bonds, and again, hopefully that passes. Most of that, 160  
 3 million of that is towards pavement management. I mean, that to  
 4 us, especially in the Pima County region, that is becoming a  
 5 serious issue. I mean, we're hearing it on a regular basis that  
 6 we need to maintain our existing infrastructure. So as you can  
 7 see, \$160 million of that \$200 million is going towards pavement  
 8 management.

9 And also, I should note that the RTP plan that  
 10 we're currently developing for 30 years, the existing RTA tax  
 11 expires in 2026. We are actually assuming that we're going to  
 12 go back and have that reauthorization. So that revenue, as an  
 13 assumption in the plan, if that RTA reauthorization doesn't  
 14 pass, we have about \$102 million worth of gaps. Our gap goes  
 15 from 12 million to \$14 million.

16 So in conclusion, again, thank you again for  
 17 having this session. I think it's really important for the  
 18 board and the staff and other stakeholders to have this  
 19 conversation.

20 I don't think the issues that we're facing are  
 21 unique to any of us. I don't think it's even unique to us as a  
 22 state, but we truly believe for Arizona to be more competitive  
 23 and be able to attract more opportunities for -- if not  
 24 development, but we really need to invest more in our  
 25 infrastructure -- I personally believe there are similar

1 solutions on the table right now. Protecting HURF is one of  
 2 them. Obviously we're going to increase fees easily, and the  
 3 options that Eric laid out -- the options are there. Most of  
 4 that are reasonable options. We just have to figure out what's  
 5 right for Arizona, obviously. Different states have different  
 6 needs and different perspectives, but I think collectively, we  
 7 have enough folks that can get together and come up with a  
 8 solution to make sure Arizona's successful as well. So with  
 9 that, thank you again. I'm open for any questions you may have.

10 MR. SELLERS: Just a quick comment. You talked  
 11 about raising the fuel tax ten cents and maybe nobody would  
 12 notice. Actually, the states that have raised their fuel tax  
 13 said they've gotten virtually no negative feedback. I'm not  
 14 sure we have the courage to do it.

15 UNIDENTIFIED SPEAKER: Who's "we"?

16 MR. SELLERS: Any questions for Farhad?  
 17 Comments?

18 MR. LA RUE: You know, have you -- you're working  
 19 the 2045 plan. Have you done any surveying or polling of your  
 20 (inaudible) --

21 MR. MOGHIMI: Yeah, we've done -- we've done an  
 22 informal engagement to where we actually have an online tool  
 23 that (inaudible) comment. You know, we are over -- almost 2,000  
 24 people had participated because it was interactive. It was  
 25 online. They could do it in the comfort of their own house.

1 Normally we do open houses and you get a handful of people show  
 2 up and provide input. So we had 2,000 people that provided  
 3 really good feedback, but again, because of our unique  
 4 situation, a lot of the feedback we got that they wanted us to  
 5 shift our focus more on maintenance instead of an expansion, and  
 6 that's one of the reasons we're doing what we're doing.

7 (Inaudible) in our opinion there was a productive  
 8 way to get people engaged and have them to talk to hopefully  
 9 neighbors and friends and get the conversation started. People  
 10 will share our link on their Facebook pages, and we got a lot --  
 11 we can track that. You can see that people either got to it on  
 12 Facebook or from our web site. So the conversation started. It  
 13 was a really good start. But again, I go back to the comment  
 14 that the (inaudible). In our case, it's a pot of gold issue.  
 15 It's not an expansion issue, unfortunately. You know, when you  
 16 talk to people, they complain about (inaudible) they're not  
 17 looking at it, they get a different perspective and (inaudible).

18 MR. HAMMOND: More a comment than a question.  
 19 The seven bond issues that are going to be on the ballot next  
 20 week, only the ones on -- the one on (inaudible) issues polled  
 21 initially at a level high enough to say it's probably going to  
 22 pass. The other six were kind of borderline or below, but  
 23 (inaudible) number one issue that voters said they were going to  
 24 vote for (inaudible).

25 MR. MOGHIMI: If I may add, the bond committee

1 that put this package together, they actually spent the last  
 2 seven years, and they've been talking about all these other  
 3 initiatives that Mr. Hammond mentioned. But \$200 million, it  
 4 came up at the eleventh hour, and the board supervisor was the  
 5 one that said, we need to do something about our roads, and they  
 6 added that to the package at the eleventh hour. So that  
 7 (inaudible) those back to -- I think the general public truly  
 8 believes that somebody's got to do something, and at this point  
 9 it's at the regional level or the local level. I personally  
 10 believe that for these (inaudible).

11 MR. LA RUE: Let me make sure I fully comprehend  
 12 that bond package. So that the 200 million, 160 million  
 13 imbedded in it, that's going to be repaid through property  
 14 taxes?

15 MR. MOGHIMI: Pima County property taxes.

16 MR. LA RUE: Of people -- so homeowners, you  
 17 know, assessing, they'll say, wow. So that is -- that's going  
 18 to be an interesting vote.

19 MR. HAMMOND: It was kind of a desperation issue.  
 20 (Inaudible) remains it seemed a little strange. New bond for  
 21 infrastructure.

22 MR. LA RUE: Yeah.

23 MR. HAMMOND: These bonds are intended to be paid  
 24 off fairly quickly so that -- so that we're not, you know,  
 25 tearing the road up and doing something different while we're

1 still paying off the bonds for the maintenance of the road that  
 2 we did 10 years ago. So it's very controversial, but -- you  
 3 know, the (inaudible) did not even want to put it on the ballot  
 4 for that reason. It was a demand of the public (inaudible)  
 5 we've got to do something. We're willing to use the bonding  
 6 (inaudible) to do it (inaudible).

7 MR. MOGHIMI: Well, again, we believe that's an  
 8 indication that people are willing to pay. We just have to give  
 9 them a solution that hopefully works for the entire state.

10 MR. LA RUE: Yeah, and what I find amazing is,  
 11 you know, where I live, we have a hard time bonding just to keep  
 12 the schools open and from crumbling down, and here people are  
 13 bonding -- or taxing their real estate, property, you know,  
 14 homes to pay for the roads. That's (inaudible).

15 MR. MOGHIMI: (Inaudible.)

16 MR. LA RUE: Well, you know, I did want to  
 17 mention that to you, that I only drive on certain streets down  
 18 there because --

19 MR. MOGHIMI: So I have to advocate obviously for  
 20 our City of Tucson (inaudible) Pima County (inaudible), but  
 21 they're doing a great job. (Inaudible). Again, you go back to  
 22 look at those numbers. They're -- you know, \$12 million a year  
 23 for maintenance is a lot of money for our region, and one of the  
 24 reasons we have people do votes is because of that HURF money  
 25 being used (inaudible).



1 MR. LA RUE: Well, and I might just say I think  
2 that's a really gutsy call by those elected officials to, you  
3 know, say, let's do this. I mean, that's pretty amazing.

4 MR. SELLERS: Well, and that's part of the --  
5 part of the motivation for doing this today is I feel like we've  
6 -- we really need to get a broader perspective on the entire  
7 state, the entire state's needs. Certainly it's been  
8 educational to me to be a board member and drive to our board  
9 meetings, because I look at the road system, the infrastructure  
10 now from a whole different perspective than I did when I was  
11 just traveling as a tourist. So I appreciate --

12 MR. MOGHIMI: So the next time you're down in  
13 Tucson, we'll actually take you to the back roads, one of the  
14 roads (inaudible). So you can get a good feel for the  
15 (inaudible).

16 MR. SELLERS: I've been there enough to know that  
17 I avoid those now.

18 MR. LA RUE: And then you've got to call yourself  
19 and complain, right?

20 MR. SELLERS: Right. Okay. Well, thank --

21 MS. BEAVER: You know, there is some -- people --  
22 it's like education. It's high up there. It's because it's  
23 relevant to them. Potholes is relevant to them. They feel  
24 those every day, or if traffic's backed up, they -- they feel  
25 that. So it's those type of things that will get the public

1 engaged in the conversation, I think, is things that make it  
2 relevant to them.

3 MR. LA RUE: Maybe Pima County did the ad or  
4 there's somebody, maybe another state did the ad, but they're  
5 actually making money if you fix the potholes because of the  
6 wear and tear on your car and all the --

7 MR. MOGHIMI: Oh, yeah. \$700 is the estimate  
8 (inaudible).

9 (Speaking simultaneously.)

10 MR. MOGHIMI: We have the numbers. And again,  
11 once you start talking about the average person, they connect  
12 and they're willing to pay more to make sure that hopefully  
13 they're saving time and money from maintaining their vehicle.

14 CHAIRMAN ANDERSON: But I guess have you tried  
15 other -- I was in school down there in the '70s, and it was the  
16 same situation. But it seems like, you know, the disrepair has  
17 been going on for a long, long time, and people have put it off,  
18 put it off, put it off until to the point where it's almost, you  
19 know --

20 MR. MOGHIMI: (Inaudible.)

21 CHAIRMAN ANDERSON: No return. Yeah, until it's  
22 too late.

23 MR. MOGHIMI: (Inaudible.)

24 CHAIRMAN ANDERSON: So we get back to that slide  
25 where, you know, it's \$10 dollars, whatever it is to, you know,

1 to preserve an asset, and that dollar just doesn't go as far.  
 2 That bonding doesn't go as far, and so I think with the Board,  
 3 we're faced here with how do you start now versus, you know, 30  
 4 years later? And that's -- I think that's the issue we all  
 5 face.

6 MR. MOGHIMI: Again, as I mentioned, we tried  
 7 four times before it failed and finally it passed. So had we  
 8 passed the first time back in the '80s, we would have been in  
 9 better shape.

10 CHAIRMAN ANDERSON: I still have a bent rim from  
 11 a pothole.

12 MR. MOGHIMI: Was it in the county or the city?

13 CHAIRMAN ANDERSON: It was in the city.

14 MR. MOGHIMI: The city. All right. (Inaudible.)

15 CHAIRMAN ANDERSON: That was something out of  
 16 Stumble Inn.

17 MR. LA RUE: I think the statute of limitations  
 18 expired.

19 MR. SELLERS: Okay. Well, thank you, Fred.

20 MR. MOGHIMI: Thank you so much. Appreciate it.

21 MR. SELLERS: Okay. Next up, Christopher Bridges  
 22 is going to talk to us about rural Arizona.

23 MR. BRIDGES: Good morning. Thank you for having  
 24 me. Although we're going to present the NPO which contains our  
 25 metropolitan, we are considered early rural (inaudible) region,

1 but (inaudible) wanted to be here today, and unfortunately he  
 2 has to be in New Orleans eating jambalaya and (inaudible). So  
 3 I'm going to do my best (inaudible) for a (inaudible). I like  
 4 to be a little more positive than Kevin.

5 Listening to Eric and Farhad, I think they hit on  
 6 all of the issues as far as, you know, options of funding, where  
 7 we are as a state, and the one that -- one slide that Eric had  
 8 up there that really hit me is we started really looking at  
 9 where we ranked as a state as far as, you know, the revenue for  
 10 gas tax. We're 48th now. You know, probably a year ago, I  
 11 think we were 42nd. In a short period time, we've plummeted to  
 12 almost the bottom -- I'm fairly positive we're not going to  
 13 (inaudible) Alaska at 30 cents. I don't think they'll pass us,  
 14 but we could easily be 49th in the near future.

15 And to me as a state that has the -- you know,  
 16 we're the sixth largest metropolitan area in the country, and  
 17 we're 48th in the country in transportation revenue. That  
 18 doesn't make any sense.

19 So rural perspective. My opinion is (inaudible).  
 20 I kind of wanted to touch, on, you know, Eric and Farhad had  
 21 talked about revenue on the local side, and I'll tell you in the  
 22 CYMPO region, you know, we receive about \$650,000 of STP funds  
 23 each year that we then turn and we come back to you as the State  
 24 Transportation Board and try to partner those in using the  
 25 limited local resources to try to work together to help deliver

1 our (inaudible).

2 We talked about flexibility earlier. To me  
3 flexibility is essential. Some areas might be purely  
4 maintenance driven. Some might be, we need more capacity. I  
5 think the Prescott region itself is both. We've got a high need  
6 for each of those things, and to give you an example, you know,  
7 go to the voter perspective. The Prescott just got an extension  
8 of a one cent sales tax by the voters this last primary  
9 election. Prescott Valley canceled, just approved a half cent  
10 for maintenance purposes last week.

11 We have a Yavapai County regional road half cent  
12 sales tax that was approved back in 1995, but that's not voter  
13 protected at all, and really can be used for any purposes, and  
14 right now, 60 percent of that revenue is being used to pay for  
15 the county jail. That has actually been as high as 80 percent  
16 for the county jail and could possibly end up being 100 percent  
17 for the county jail if they don't get a jail tax passed. So  
18 revenues will go up and down, but you can see the importance in  
19 the region.

20 1995, some of you may be aware, Bill Feldmeyer  
21 (phonetic) was on the county board of supervisors. He's the one  
22 that pushed (inaudible) the state authorized that the county's  
23 (inaudible) half cent sales tax for basically any purpose,  
24 general fund or whatever. He made the push because he has a  
25 strong transportation background, shocker to everybody here, but

1 he wanted 80 percent of that to go into the regional roadway  
2 system and 20 percent to offset property taxes. So, you know,  
3 things (inaudible) back in 1995. We still have that today.  
4 We're lucky. Not all the (inaudible) or the rest of Arizona has  
5 something like.

6 The important thing to remember, though, is that,  
7 you know, we all have a common goal. It doesn't matter if  
8 you're in Parker or if you're in Prescott or if you're in Page  
9 or if you're in Tucson. We want to have a safe and efficient  
10 transportation system, and it takes adequate, sustainable  
11 funding to be able to do that.

12 And in short, you know, I did talk to Kevin  
13 yesterday, so he's influenced me a little bit, but you know, our  
14 local runway system is falling apart. You know, there's a  
15 reason the Prescott Valley council passed that half cent sales  
16 tax for maintenance purposes, and it's for chipseal. It's not  
17 to go out and reconstruct, you know, major roads with sidewalks,  
18 curb and gutter. They don't even have sidewalks and curb and  
19 gutter on most of their roadways. They're falling off into a  
20 ditch. They are not able to maintain their roadways adequately  
21 without that funding.

22 So when we look at the whole district statewide  
23 approach, I think it's important to increase across the board  
24 those HURF revenues, and I promised (inaudible). So sweeps of  
25 the HURF going into DPS, funding DPS (inaudible) makes sense.

1 We can utilize those funds locally to be able -- just for pure  
2 maintenance. But just doing that loan isn't enough.

3 I think we've demonstrated we have more than  
4 enough need out there, and we need a bigger pie. We've always  
5 talked about carving up a pie and maybe doing, like, (inaudible)  
6 doing more maintenance or more expansion or more safety, and the  
7 reality is we need all three of those things.

8 And Mr. Sellers, you talked about, you know, we  
9 need to get this going and what can we do? Eric and John  
10 (inaudible) from PAG put together a draft transportation funding  
11 white paper for the Arizona (inaudible) NPO directors, and at  
12 our next meeting we're actually going to have that on the agenda  
13 to evaluate it and kind of go through there and see what, as COG  
14 and NPO directors, you know, we think that we would be willing  
15 to support together, and a unified backing (inaudible) saying,  
16 hey, these are options that we think we could support, and  
17 hopefully we can get there, and that's something we can then  
18 bring to our state legislators.

19 Speaking of state legislators, we get to the  
20 public education component. I think my transportation planner  
21 (inaudible) always tells me the worst thing (inaudible) which is  
22 weird, is marketing. We don't market. And I'm sitting and  
23 listening to them, you know, (inaudible) did a pretty good job  
24 telling them about maintenance, and now PAG's in the situation  
25 where, oh, (inaudible) maintenance. I think it's a state, we

1 need a statewide strategic marketing plan. We need to be able  
2 to engage the public over a long time and methodically  
3 (inaudible) you understand what it is you're trying to tell  
4 them, when you're trying to tell them and when, and what's the  
5 end goal (inaudible). The end goal, that is to get increased  
6 transportation revenue, and we don't do that. You know, we take  
7 the (inaudible). We've talked about it (inaudible). We can  
8 educate, we can inform, but we can't really market. Somebody's  
9 got to take on that marketing to persuade people. You know, as  
10 a government agency, we don't really do that, and we can't  
11 really do that.

12 The public education (inaudible), when I talked  
13 to representative (inaudible), this was, gosh, almost three  
14 years ago now -- every group that I go and talk to, I get the  
15 same information, and I always ask him, and Eric referenced  
16 earlier, how much do you pay in gas tax? (Inaudible) some  
17 information that ADOT's (inaudible) really good. And I had  
18 everything from \$100 dollars a year to \$15,000 a year, and  
19 seriously, the \$15,000 one (inaudible) \$15,000, and then I  
20 showed him the information. I said, you probably pay about 600,  
21 maybe 650, and he was blown away. He was like, that just can't  
22 be right. I mean, look at the price of gas, and that's exactly  
23 what it is. It was -- at the time it was almost four dollars,  
24 and they'd just think it's all tax. And if it goes to, you  
25 know, really (inaudible), the citizens don't know how roads are

1 built, how they're funded and how long it takes.

2 To Ms. Beaver's point, education's right in your  
3 face. The pothole's right in your face. I watched a pothole  
4 appear over the weekend on the corner of Little Creek Road and  
5 Smoke Tree, right by my house. In a period of three days, it's  
6 now this big around, from nothing. And it's -- boom, it's right  
7 there. If you're going to start to build a road today, you're  
8 lucky if you're going to have that thing (inaudible) in five  
9 years. People don't even know what they're having for dinner  
10 tonight, let alone what's going to happen when their road starts  
11 cracking. They have no clue what that means. I personally  
12 can't enjoy driving across this beautiful state, because I'm  
13 looking at alligator cracking and transverse and longitudinal.  
14 I shouldn't know that but I do, and I -- and maybe to the  
15 detriment of the single board members, when they come with me to  
16 your state board meetings, we're driving down the highway and I  
17 go, see that right there? There's more crack sealant on there.  
18 They're like, you're ruining my drive. But the point is there,  
19 it's everywhere.

20 Anyway, I think (inaudible) the local roadway  
21 network, the state highway system and the interstates are all  
22 important to us across the entire state. It doesn't matter if  
23 you're in Nowhere, Arizona or Phoenix or Tucson or Parker, Page  
24 or it doesn't matter. It's important to all of us, and I think  
25 we need to address this across the state together as a state.

1 And that's all I've got.

2 MR. SELLERS: Thank you. Questions, comments for  
3 Christopher?

4 CHAIRMAN ANDERSON: I've got one. You know,  
5 Chris, whenever we go to your area and you guys are great hosts,  
6 you know, we try to plan something at least once a year up  
7 there. I guess it's the quad cities, right, you referred to?

8 MR. BRIDGES: Yes. Uh-huh.

9 CHAIRMAN ANDERSON: How do you keep the four  
10 entities in a one united vision, here's where we're going to go,  
11 here's how we're going to plan? Because it looks like when you  
12 do come to the board or other meetings, you are unified in that  
13 voice, because you have, like, that plan I mentioned, and you  
14 have -- you can demonstrate the needs for it.

15 MR. BRIDGES: It's not easy, but having vision --  
16 because we always have turnover on our board. There's always  
17 somebody new coming in. I'm probably going to have two new  
18 board members at this time -- by next spring, and it's -- the  
19 second they're on, (inaudible) transportation, and (inaudible)  
20 got that regional approach, and a lot of this stems from the  
21 economic development side. They talk about wanting to partner  
22 on economic development opportunities as a region, as a whole,  
23 but the reality is it's much easier to do it on a roadway and  
24 (inaudible) some benefit to the whole region of the road where  
25 that business goes into the Town of Prescott valley and

1 (inaudible) Prescott (inaudible).

2 So they kind of stole it from the economic  
3 development regional approach, but it really applies in the  
4 transportation system. That 89 that you just saw between Chino  
5 Valley and Prescott, (inaudible), it was on the southeast side.  
6 You would think (inaudible). It takes dedication and somebody  
7 who's really seeing the big picture to be able to come to you  
8 and say, hey guys, (inaudible) together. And we've tried to  
9 maintain that, and it takes a lot of effort. You know, every  
10 now and again we have our discussions (inaudible) maybe they've  
11 gotten (inaudible) it's kind of ingrained into the region.

12 MR. SELLERS: Other questions? Comments?

13 Thank you, Christopher.

14 Next up, we have Garrick Taylor, VP of government  
15 relations and communications for the Arizona Chamber of  
16 Commerce.

17 MR. TAYLOR: Good morning, board members. Thanks  
18 for the invitation. I apologize, because some of the people in  
19 this room have seen this presentation before. In fact, some of  
20 you have been (inaudible) you are intimately familiar with this  
21 presentation, having helped put this together.

22 You're going to see a lot of the themes that  
23 we've discussed here today reflected in this presentation. And  
24 I think it answers the question, what's the business community  
25 doing about this? What do they care about transportation and

1 the state of our roads and (inaudible) in this state?

2 And the Arizona Chamber of Commerce at least has  
3 attempted to answer this question through a project that we're  
4 calling Accelerate Arizona. And we really want to elevate the  
5 issue of transportation in this state and the policy discussion,  
6 because before we go headlong into some public policy  
7 discussion, we really need to know the role that transportation  
8 plays in this economy and how important transportation is. So  
9 from that (inaudible) aspects that you've talked about, letting  
10 people know how important getting widgets from point A to point  
11 B is in strengthening Arizona's economy.

12 So we're doing that through this project,  
13 Accelerate Arizona. And this is not because we're -- we're not  
14 just doing this for our health. We're doing it to keep our  
15 state economically competitive. And you see up there the world  
16 economic forums, elements of what goes into a competitive  
17 economy. And there's all sorts of issues there, things like  
18 (inaudible). What we're going to talk about today in this  
19 context is infrastructure, and when we talk about  
20 infrastructure, that can mean a host of things, roads, rail, air  
21 and ports. And that -- there are -- there's a mix of  
22 jurisdictions there. Some are state. Some are local. Some are  
23 federal. But in (inaudible) we've got -- there's a local  
24 element -- well, it's a state element, and should Congress ever  
25 pass the (inaudible) transportation bill, (inaudible) there's

1 also a federal element as well.

2 Now, what I'm discussing and what the Chamber's  
3 discussing in these public forums such as these and we've done  
4 this around the state, this is not breaking news. We did not  
5 just think up these issues, and I know that you haven't either.  
6 In fact, we go back to 1776 to the publishing of "*The Wealth of*  
7 *Nations*", Adam Smith said, "The good roads, canals and affable  
8 waters by diminishing the expense of carriage are the greatest  
9 of all improvements."

10 And then what about some of our founding fathers?  
11 Thomas Jefferson, improvement of the roads is good for the  
12 direct purview of the Constitution. Goes on to speak to this  
13 again 1808, and it's reflected in the Constitution, Article 1,  
14 Section 8, that Congress shall have the power to establish post  
15 roads. So this is something that's been contemplated since the  
16 beginning of this country.

17 Arizona voters know the importance. Something  
18 you see up on the screen there, the (inaudible) back from 1952  
19 when we first authorized the motor vehicle fuel tax, the  
20 (inaudible) as supporters are some of the same folks that are  
21 major players in state's business and community today. You see  
22 we've got tourism reflected there. You've got the automobile  
23 dealers. You've got something called (inaudible) Manager's  
24 Association. And really, some of the stakeholders there back in  
25 1957 represent the five Cs of Arizona, that -- those legacy

1 things like citrus, cotton, cattle, and though we can't pull it  
2 out of the ground, climate, which drives our tourism economy.

3 Well, think about where Arizona sits  
4 geographically, and the reason that Arizona is now connected to  
5 the rest of the country and eventually the rest of the globe is  
6 through the creation decades ago of the intercontinental  
7 railroad and the national defense highway system, what we  
8 commonly refer to as the interstates.

9 So we talked about the five Cs, but really you  
10 could be talking today about what drives our domestic and  
11 international reach by things like electrical equipment, farm  
12 products, chemicals and allied products. But what's driving all  
13 of this, these products, is the concept of make it here, sell it  
14 there. That's an export-based economy, something you can make  
15 here, sell beyond our borders, and bring that money back here.

16 After all, the imported dollars are the most  
17 important ones. That's why tourism is so important to this  
18 state. After all, when somebody comes to attend a convention or  
19 goes on vacation here, they're not coming here to check out  
20 books at the public library. They're here to spend money in our  
21 stores and restaurants, and the same could be said (inaudible)  
22 other elements of (inaudible).

23 So when we make it here and sell it there, where  
24 does it go? You see how advantageously situated we are on the  
25 map. Major markets to our west in southern California, the rest

1 of California. Then just -- you just hopscotch over to Mexico  
 2 there. To our east, you have Dallas and Houston. In fact, you  
 3 have many of the major markets in north America reflected there,  
 4 certainly in the United States. Only New York and Chicago don't  
 5 show up on that map. And Phoenix, we sit right in the middle of  
 6 it all.

7           These are some of the major corridors. We're all  
 8 familiar with them, and you put I-40 up there as well. But you  
 9 see the linkages there that get us to markets around the  
 10 country. And I-19 south, southbound out of Tucson, and  
 11 northbound out of Nogales, that's our connection to the NAFTA  
 12 marketplace. When we go into (inaudible) going back and forth  
 13 through Long Beach, into California, I-10 west, we talked about  
 14 the markets in Texas. You see all the linkages there.

15           Now, what does the product shipment out of state  
 16 look like? Well, we took some 2009 data and extrapolated it  
 17 forward into 2015, and you see the markets that we have to work  
 18 with. Now, that's \$26.3 billion worth of goods, the westbound  
 19 goods between Arizona and California. You see the eastern  
 20 numbers (inaudible) there. But we go back to these figures,  
 21 this is a -- these are -- these highways really have looked the  
 22 same for decades, yet Arizona's economy has changed dramatically  
 23 from the last several decades, and that's not necessarily  
 24 reflected in the infrastructure that we are -- that we have  
 25 relied on.

1           So why do we care about this stuff? Well,  
 2 because it is central to the state's economic health. You see  
 3 the -- some of the advantages there, the National Association of  
 4 Manufacturers, it's talking about the increase in labor  
 5 productivity in all industries that rely on delivery or service  
 6 vehicles. You see the advantages of getting products around the  
 7 state and around the country and improving that (inaudible)  
 8 market.

9           Well, time is money. You see some statistics  
 10 there, but I want to share with you this anecdote at the bottom  
 11 here that the chief operating officer of UPS was testifying  
 12 about what delay the infrastructure challenges mean to his  
 13 company. He said that a delay of five minutes per day for every  
 14 vehicle would cost UPS over \$100 million annually. That cost  
 15 would be passed on to customers. So the stuff that's on the  
 16 back of the truck, and as you are -- as you're complaining about  
 17 truck traffic, keep in mind those are jobs that are tied to that  
 18 -- to those trucks. And the stuff on there, it doesn't ride for  
 19 free. And if we're not careful about improving freight  
 20 mobility, it becomes a drag on the overall economy of this state  
 21 and on this country.

22           We've already talked about this, and other  
 23 speakers have talked about the challenge we have with the  
 24 Highway User Revenue Fund. That is our primary source of state  
 25 highway funding. Our concern, as reflected by our speakers,



1 we're in a tough position just with maintenance. So as we think  
 2 about the need for new projects, that is a real challenge.  
 3 After all, job growth requires market access. How do we get  
 4 that market access is through things like transportation  
 5 infrastructure.

6 All right. Well, this is some of the things that  
 7 we've been talking about around the state when we do these  
 8 public forums, letting people know this is not Arizona's  
 9 business community (inaudible) vested stakeholders complaining  
 10 about Arizona's infrastructure situation. We are in decent  
 11 shape, but there's -- but we are not unique in having to  
 12 consider what the long term looks like. And you see the states  
 13 up there that have had to deal with this question as well at the  
 14 legislative gubernatorial level, and we've mentioned earlier  
 15 these states that you see up there, they're not exactly tax  
 16 issues that's up there. These are fairly conservative --  
 17 fiscally conservative states that have had to contemplate where  
 18 does the revenue come from to improve state infrastructure.

19 Here's a couple of case studies that we've been  
 20 sharing, and at the end I'll show you a web site where I would  
 21 refer you to. It has a lot of these case studies that you can  
 22 reflect on. Look and see what other states are doing as we  
 23 think about potential public policy solutions there.

24 Texas, Nebraska. Look at that first bullet point  
 25 for Nebraska. They overrode the gubernatorial veto 30 to 16

1 when they increased their gas tax in that. Look at Utah. A  
 2 state that we are often compared to in terms of the vibrancy of  
 3 our two economies. We face similar challenges. They've  
 4 converted their cents-per-gallon tax (inaudible) sales tax.  
 5 Georgia, also the assembly dealt with that, April 2015. Went to  
 6 a new fuel levy. South Dakota also dealing with this.  
 7 (Inaudible) passed with a two-thirds Republican legislature.  
 8 These are bipartisan issues. When you see the desire  
 9 (inaudible) Congress pass a transportation bill, you see the  
 10 desire on both sides of the aisle.

11 All right. This is a how you can track us down  
 12 and see what's going on with this project. I would encourage  
 13 you to check out that web site, because some of case studies  
 14 that I just flew through there, they're up there, and maybe  
 15 there are some things that other states are doing that we can  
 16 use as an example and employ here in Arizona.

17 This is a conversation as I said we've been  
 18 holding around the state, and we've been holding (inaudible)  
 19 where we've been taking the chairman of the Senate  
 20 Transportation Committee and the chairman of the House  
 21 Transportation Committee with us, as well as the legislators  
 22 from their local area. We've gone to places like (inaudible),  
 23 Nogales, Safford and Flagstaff. Let me tell you, you haven't  
 24 lived until you've taken the (inaudible) through a bus wash in  
 25 Flagstaff. I think that was a good time had by all.

1 So it gives a chance for lawmakers to see what's  
2 going on at the local level. We talk about these unique  
3 transportation issues. It's (inaudible). These are what's  
4 happening. Looking at roundabouts off the 17, it's -- that was  
5 a good time had by all. You understand the policy implications  
6 that those things have.

7 So we will continue to travel the state. We'll  
8 talk -- Mr. Sellers, we'll talk to anybody who will have us to  
9 talk about the importance of transportation to Arizona's economy  
10 as we plan for long term. So that's how to get ahold of us, and  
11 have (inaudible) for comments, questions.

12 MR. SELLERS: Okay. Just a quick comment from  
13 me, and that is that as you talk about increasing fuel taxes,  
14 the conversations I've had with our local trucking companies,  
15 they all support increasing fuel tax, because they realize the  
16 value it would mean to them in maintaining and improving the  
17 infrastructure.

18 MR. TAYLOR: Mr. Sellers, I'll tell you that  
19 (inaudible) the probably center right groups like the  
20 U.S. Chamber of Commerce and the American Trucking Association.  
21 They said the same thing. They recognize the same challenges.  
22 They recognize the simplicity. Now, I'm not advocating for  
23 that, because we recognize the perhaps (inaudible) of the sales  
24 tax dollars. We haven't raised the gas tax since back in the  
25 Clinton administration. We're all certainly driving more fuel

1 efficient vehicles now. It's a challenge we've discussed here.

2 So maybe we need to think about something else.  
3 Maybe some of the -- what the other states have proposed,  
4 whether it's an indexed sales tax, some sort of additional levy.  
5 That sort of user fee where it's directed directly to  
6 transportation projects. I think we'd all agree that some  
7 fidelity to the HURF (inaudible) these were intended (inaudible)  
8 transportation projects to try to keep (inaudible) as full as  
9 possible. It would be a good first start.

10 MR. SELLERS: Okay. Are these slides available  
11 to us or did we --

12 MR. TAYLOR: They are, yeah. In fact, I think  
13 they're on our web site, but you see -- you can track us down if  
14 you'd like to have a copy of these. More than happy to share  
15 them with you.

16 MR. SELLERS: Okay.

17 MR. ROEHRICH: Mr. Chair, members of the Board,  
18 we've got copies of all these presentations. We can either  
19 provide them to you or they will be posted on your web site as  
20 we do on -- as a meeting agenda and then the meeting minutes  
21 afterwards. Those will be there as reference materials. So  
22 (inaudible).

23 MS. BEAVER: There's two points I'd (inaudible).  
24 One, if the stakeholders are all supportive of it, I would  
25 somehow like to see all of them incorporated into one. They

1 (inaudible) a little more fade in, fade out (inaudible), but I'm  
 2 looking at marketing -- that marketing aspect to the public  
 3 where we can post it. It costs nothing to put it on YouTube,  
 4 and if you put it on there, people will watch it at their  
 5 leisure. But this kind of gives people an idea of why  
 6 transportation, the highway system is important. I'll have to  
 7 get back on that, too, so I'll pass.

8 CHAIRMAN ANDERSON: Garrick, how resilient is the  
 9 Arizona economy and the national economy in terms of absorbing  
 10 more fees and costs for transportation? Is there a point where  
 11 it just doesn't work? I mean, see where we're going with this?  
 12 I mean, it's just...

13 MR. TAYLOR: (inaudible) how much can the  
 14 taxpayers abstain.

15 CHAIRMAN ANDERSON: Or a trucker, you know, cost,  
 16 you know, so much to deliver, the UPS guy to deliver, passing  
 17 that on to the customer,. Is there a point where a study that's  
 18 been done that --

19 MR. TAYLOR: I would imagine there is, but when  
 20 we -- for example, when we talk about tax (inaudible) my friend  
 21 (inaudible) counsel, (inaudible) but you don't know what it is  
 22 until you get it. So I would caution as to -- let's be  
 23 conservative in the way that we approach these things, and  
 24 (inaudible) not coming up here will nilly saying that we should  
 25 raise taxes and just -- just (inaudible). But I do think we

1 recognize we have a real challenge (inaudible). I think there  
 2 was probably a point where we could do more harm than good.

3 CHAIRMAN ANDERSON: Well, UPS did the study.  
 4 Five minutes delayed cost 100 million?

5 MR. TAYLOR: That's right.

6 CHAIRMAN ANDERSON: And so I'm sure they've  
 7 factored that into their rates per package and what people would  
 8 pay to do that versus Fed Ex. You know, I...

9 MR. TAYLOR: Probably. Yeah. (inaudible) some  
 10 cost benefit analysis there. Look, bottlenecks, congestion,  
 11 they hurt your economy. I don't want the Arizona Commerce  
 12 Authority out there putting on the cover of its brochure, come  
 13 to Arizona. Home of a vibrant economy and traffic jams. We  
 14 need to be able to sell Arizona across the board of all the  
 15 elements that make a great economy, and you saw there in -- at  
 16 the start of the presentation. All those elements that go into  
 17 a competitive economy, one of them is infrastructure and  
 18 transportation.

19 MR. ROEHRICH: Mr. Chair, just to -- on this vein  
 20 you brought that up, Tony Bradley is the president of the  
 21 Arizona Trucking Association, American Trucking Association, the  
 22 Arizona chapter. He was at the first transportation forum that  
 23 Representative Gray had, and he commented about that. It was  
 24 just after I-10 bridge collapse on the California side coming  
 25 here in the eastbound direction. He commented that the trucking

1 industry as a whole that uses that route is losing \$2.7 million  
 2 a day because of the long detour, the effect it was having on  
 3 the delivery over their product. So every day that that  
 4 interstate stretch was closed there eastbound, it was causing  
 5 the trucking industry -- and the industry as a whole, not just  
 6 one company, the whole -- \$2.7 million. So you can imagine as  
 7 each day kept going, that -- just like a clicker, that number  
 8 just kept increasing day after day after day.

9 MS. BEAVER: And that case in point, that  
 10 particular bridge going out, they diverted through our  
 11 community, Parker, and that traffic, to get over into California  
 12 through the community, was backed up two-thirds of the way  
 13 across the town, across the bridge, to a stop sign. And thank  
 14 goodness within three days, they seemed like they were able to  
 15 get, you know, the detoured route temp put in, you know, where  
 16 they could detour around to keep it on the interstate, but I  
 17 mean, it was a mess.

18 MR. ROEHRICH: So that's another part that we  
 19 didn't quantify. It was costing the trucking industry 2.7  
 20 million, but you don't know what impact that the cost was having  
 21 to the local communities and other routes that had to take all  
 22 this increased traffic. Probably routes that were more locally  
 23 owned, whether it's county routes or city routes, not planned  
 24 for that type of traffic, and then what the long-term impact is  
 25 to that. So the cost just starts to increase dramatically, the

1 longer infrastructure's not available.

2 MR. SELLERS: Well, and to the point that the  
 3 chairman was talking about on the fuel tax and where the limits  
 4 are, I think the main point there is -- and I recognize that it  
 5 may be a short -- short-term solution, but we're lower than  
 6 California and New Mexico, and yet the wear and tear  
 7 particularly, like, on Interstate 40 is significant from  
 8 vehicles that are just passing through our state.

9 MR. LA RUE: You're right. We've seen a lot of  
 10 examples where different folks have tried to take, you know, a  
 11 data point and create something very simplistic about it to get  
 12 it down to, like, consider it kind of (inaudible), you know,  
 13 common guy.

14 And I don't know if you guys have done this, but  
 15 I heard -- I think it's Mike Kies that did it, describe what it  
 16 takes to get a six pack of beer, you know, to your grocery  
 17 store. And it's kind of amazing about all the -- you know, all  
 18 of you are members, you know, from the logging companies that  
 19 have to cut the wood to get it -- card -- you know, into the  
 20 wood, get it into cardboard, into the -- all the hops and  
 21 everything that goes into beer. It's really amazing all the  
 22 touch points on the transportation that just one of your members  
 23 takes to actually get it to a consumer. And have you guys  
 24 generated some of those kind of scenarios that could be then  
 25 disseminated to -- because I was at the Cardinal football game

1 yesterday. I'm not sure I saw a fan other than myself that  
2 wasn't drinking a beer.

3 MR. ROEHRICH: I was going to say, did you have a  
4 few beers?

5 MR. LA RUE: I did not. I do not. That's one  
6 thing I don't do. But I'm thing, you know, that might help  
7 educate people, say, you know what it took to get your beer here  
8 in terms of transportation.

9 MS. BEAVER: It's what's relevant.

10 MR. LA RUE: Yeah.

11 MS. BEAVER: I mean, beer as an (inaudible), it's  
12 relevant, so...

13 MR. TAYLOR: You know, look, any time we can use  
14 good anecdotal examples to educate the public, we'll take them.  
15 Everything in this room was at one point on a truck. We all got  
16 here today by using the roads. Mr. Sellers, I think, took his  
17 helicopter today, but the rest of us -- the rest of us took the  
18 roads.

19 MR. SELLERS: I would have brought my private  
20 jet, but there's no landing strip.

21 MR. TAYLOR: We, as a part of these (inaudible)  
22 around the state. We're visiting employers to understand what  
23 their connection is to our transportation system. When we were  
24 up in Flagstaff, we had a group of legislators and  
25 transportation stakeholders. We visited a company called Joy

1 Cone. One of the largest ice cream cone manufacturers in the  
2 country is in Flagstaff, Arizona. They are there because that  
3 is their gateway to the western market especially, and their  
4 location on the 40 and 17, that's what gets them around. If  
5 they can't move their product, they don't have a business.  
6 That's how important it is to them.

7 We -- it's -- our summer road show and  
8 (inaudible) and I, we visited a major brewery, a micro brew in  
9 Flagstaff. Well, their customers -- they can't just serve  
10 Flagstaff and call it a business. They have to get that to  
11 market, and they get it on the 17 and the 40, and when they hit  
12 bottlenecks, when they hit closures, they don't get their  
13 product to their customer, and that negatively affects their  
14 bottom line.

15 So there are all sorts of threats to a business's  
16 profitability, whether it's labor issues or wage issues.  
17 Transportation is -- if you've got to get a product to market,  
18 that's a killer.

19 MR. SELLERS: Okay. Other comments, questions  
20 for Gary?

21 MS. BEAVER: I would just like to comment on the  
22 fact that I think this is a lot of good information that's come  
23 to us, but we maybe do need to look at the term uses, how to  
24 market that information where it gets out there. And the  
25 comment earlier that I let go was the fact that I really think

1 we maybe need to look at -- if we're going to take this  
 2 seriously, we need to look at having these stakeholders' meetings  
 3 more often and where we're all on the same page. If you look at  
 4 PAG down in the Tucson area, they -- they're meeting regular.  
 5 If you look at MAG, they're meeting regular. Well, then if  
 6 we're going to look at this statewide, we need to meet more  
 7 regular and make sure that we're all on the same page with  
 8 regard to how we move forward.

9 MR. SELLERS: Okay. And I think where that might  
 10 fit in is, and Floyd and I have had this conversation, is that  
 11 because it's so difficult to bring together this whole group,  
 12 that we figure out ways to tie specific topics that we want to  
 13 explore and talk about with other meetings, whether it be one of  
 14 our -- you know, before or after our State Transportation Board  
 15 meeting or at a regional transportation summit or whatever, that  
 16 we have -- as long as we have an agenda that we can publish for  
 17 another study session, as a breakout from one of these other  
 18 meetings, I think that's what would make sense, rather than  
 19 having a specific meeting where we try to attract, you know, all  
 20 these people again.

21 MR. HAMMOND: You know, Jack, that's such a good  
 22 point, because when you think about when you get in the car and  
 23 drive to Parker for an ADOT board meeting and it lasts an hour,  
 24 we could certainly take a little extra time, an hour-and-a-half,  
 25 we can certainly take a little extra time to get these kind of

1 -- this kind of information on the agenda (inaudible).

2 MR. SELLERS: And I think that's where our  
 3 stakeholders can help us, by feeding us information that they  
 4 would like to see us hear or discuss.

5 MS. BEAVER: You might also enjoy the area more  
 6 (inaudible) Parker (inaudible).

7 MR. LA RUE: Depends on if a bridge goes out.

8 MR. SELLERS: Okay. Thank you (inaudible).

9 MR. TAYLOR: Mr. Sellers, thank you very much.

10 MR. SHULER: Mr. Chairman, would you accept  
 11 comments from the public at this point (inaudible).

12 CHAIRMAN ANDERSON: I don't think it's agendized.  
 13 Michelle?

14 MS. KUNZMAN: I'm sorry. I did not hear the  
 15 question.

16 CHAIRMAN ANDERSON: There's a question from the  
 17 audience to make comments.

18 MS. KUNZMAN: Michelle, well, I mean, (inaudible)  
 19 then open it up to the floor (inaudible).

20 MR. SELLERS: I personally think that would be  
 21 worthwhile for us. You know, we're not -- we're not -- we don't  
 22 have any action items. We're not making a decision on anything,  
 23 so -- and all these items have been --

24 MR. ROEHRICH: Mr. Chair, what I would recommend  
 25 is if you did want to have more call to the audience

1 (inaudible). But I would ask just so we can get (inaudible) on  
 2 the record and then ensure that we've documented that they could  
 3 at least fill out at a card, at the end of their comment. Make  
 4 their comment, but give us a card with the name and everything  
 5 that stated what their topic was. We will have the transcript  
 6 of it recorded, but they will have documented it so we can at  
 7 least say that we followed a process to take audiences.

8 MR. SELLERS: Sure.

9 MS. BEAVER: Sure. And I would just ask one step  
 10 further. Would it not have to be related to actually what we've  
 11 been talking about?

12 MS. KUNZMAN: Yes. (Inaudible.)

13 MR. SELLERS: Right. Okay.

14 UNIDENTIFIED SPEAKER: (Inaudible) minutes.

15 MR. SHULER: Mr. Chairman, my name is Robert  
 16 Shuler, and I represent a number of agricultural issues  
 17 throughout the rural parts of the state, and I'll keep my  
 18 comments very brief.

19 I disagree to some -- to a point with Eric's  
 20 comments about making it here and some up there. Nothing that  
 21 we make here in Arizona and the central part of the state  
 22 (inaudible) organically, and therefore (inaudible). Everything  
 23 that we grow here, everything that we manufacture and ship out  
 24 of Phoenix comes to these locations from somewhere else, and it  
 25 comes in (inaudible), whether it's agricultural products or

1 whether it's ore, whether it, as Garrick pointed out, it's the  
 2 chairs that you're sitting on. That sort of thing has to come  
 3 in. If you think about where they come from, they come over  
 4 roads that go through some of the small towns like Parker,  
 5 Nogales, Maricopa and other places.

6 I point that out because I can't tell you how  
 7 much we appreciate the work that MAG and PAG and SEGO (phonetic)  
 8 and the Central Planning Organization, state Chamber of Commerce  
 9 and others have done in the recognizing that that is, in fact,  
 10 the case. The comments that have been made about the importance  
 11 of the infrastructure along the border, for example, for the  
 12 need for making sure that we take care of what happens in  
 13 Parker, and to include some of those funds that may be generated  
 14 out of Maricopa County or out of Pima County is significant,  
 15 because those small towns, those small counties can't be asked  
 16 to generate those kind of funds to take care of those roads  
 17 when, in fact, a significant part of the value comes to central  
 18 Arizona and it is exported somewhere else and we can all  
 19 benefit.

20 So those are my comments, sir. I just wanted to  
 21 say that we appreciate the fact that these folks have done that  
 22 planning for so long and are a supporting (inaudible) rural  
 23 interests.

24 MR. SELLERS: Okay. Well, thank you very much.

25 Any other comments?

1 Okay. Our next agenda item is Arizona State  
 2 Transportation Board's statutory authority and role, and you  
 3 know, part of the reason I asked to do this today was because  
 4 when I -- when I was appointed to the State Transportation  
 5 Board, the governor's staff at that time made it very clear to  
 6 me the responsibility that I was taking on, and I guess I'm at a  
 7 point after I'm almost a third of the way through my appointment  
 8 of feeling like by the time I complete my six years on the State  
 9 Transportation Board, I would like to be able to talk about what  
 10 we've accomplished.

11 And so I feel like I -- you know, my motivation  
 12 in doing what we're doing here today is to try to get our board  
 13 more engaged in the -- in the process of long-term planning,  
 14 visioning and marketing our system statewide. So that's really  
 15 why I asked to do this today and why I would like to have some  
 16 discussion around our responsibility and authority so that we  
 17 know what we're supposed to be doing and can get serious about  
 18 it.

19 MR. ROEHRICH: Mr. Sellers, if I could, I know  
 20 I'm kind of on this here to kind of talk about this, and some of  
 21 the thoughts I had after you and I talked about it in the prep  
 22 for this is I don't know if it's so much talk about statutory  
 23 authority. Yes, you know, I brought this in case you wanted to  
 24 talk about the -- you know, the specifics of the statute or  
 25 discussion, but you know, that's a lot. I don't think if the

1 Board feels that their statutory role is something different  
 2 than what's defined here. I don't know if you want to take on  
 3 that argument. With the legislature you get a chain.

4 I guess what I really think the discussion has to  
 5 be, kind of your second point you were making there, is what is  
 6 the (inaudible). And what do they want their role to be? Is it  
 7 individual representatives of their region? Is it the  
 8 collective body that addresses the whole statewide  
 9 responsibilities? I think that the Board had the ability to  
 10 talk through what they thought their roles were, and then how  
 11 they wanted to progress moving forward with that role,  
 12 especially considering, you know, some of what's in here is, you  
 13 know, you advise the director. You're appointed by the  
 14 governor. You're approved by the Senate. You have final say  
 15 over the prioritization of projects, and you deal with financing  
 16 through bonding priorities or through bonding policies and  
 17 things like that. You know, those (inaudible) broader context  
 18 of what it is. Well, what do you individually see, and what do  
 19 you collectively want to accomplish?

20 And I know -- I wanted to check real quick if  
 21 Mr. Cuthbertson was still on the line. Mr. Cuthbertson? I was  
 22 afraid he had to get off, so I don't know how much of this he  
 23 really had a chance to see.

24 So one of the things I got to thinking about is  
 25 the role of Transportation Board. You heard from a number of



1 professionals here today already who represent a great different  
 2 area, major urban areas, rural planning areas, but I believe  
 3 Mr. Chris Bridges said, you know, they are somewhat of a  
 4 metropolitan area. They're on that fringe between rural and a  
 5 metropolitan area, but in working with Kevin Adams, he had this  
 6 great perspective.

7 So you've seen the urban area. You've seen the  
 8 rural area. Now you've heard from a stakeholder in the chamber  
 9 when they talk about what they're doing out there to  
 10 (inaudible), and I know, Mrs. Beaver, you asked quite a bit  
 11 about what's been happening, but we've got a lot of activity  
 12 going on here in the past here to talk about transportation.

13 Between the Arizona town hall, we ran a forum on  
 14 transportation, and some of us in here have participated in  
 15 that, which included a couple of board members. So that started  
 16 the dialogue. You saw in Accelerate Arizona what the state  
 17 chamber is doing. There's a business group out there that is  
 18 partnering with the state chamber, transportation business  
 19 partners to really talk about how to message the transportation  
 20 and the -- the transportation investment for economic  
 21 development. You had all the COGs and NPOs that as you've heard  
 22 have been talking about it, and not just individually, but  
 23 together within their group on how they message it.

24 And the other thing is Representative Gray and  
 25 Senator Worsley in their transportation forums that the chamber

1 and the (inaudible) and Kevin Adam's group have been supporting,  
 2 they've gone around the four places -- they've gotten one or two  
 3 more coming up as a way to try to get legislators to come out  
 4 and attend these -- hear from the locals and ADOT -- ADOT's  
 5 represented all of them -- on the transportation messaging.  
 6 This is a way to lay the foundation going into the next session.

7 And then you've got for two years the director  
 8 and ADOT staff who have been on Key Commerce Corridors, again,  
 9 transportation investment for economic development. Well, when  
 10 the legislature kicks off in January, we've been building up for  
 11 almost a year-and-a-half leading into that. Now I guess my  
 12 question is, and I think part of Michelle's (inaudible) is the  
 13 Transportation Board ready to get involved in that, and how do  
 14 they see this moving forward in a way to continue with the  
 15 message?

16 So that's what I figured this kind of topic was  
 17 in discussion of that, and maybe most of the board members, how  
 18 they would view that.

19 MR. HAMMOND: (Inaudible) newest board member.  
 20 You know, (inaudible) you ask an interesting question, because,  
 21 you know, I'm not sure what our power is. I know we can  
 22 disapprove a contract without a lot of heartburn or, you know,  
 23 ADOT process.

24 My observation is that ADOT is very, very  
 25 professionally staffed, and I've been very pleased with the

1 processes that I see that's inclusive. It tries to hit the  
2 priorities in the communities and that sort of thing.

3           How much -- how much direction does ADOT want  
4 from us? How much do we want to give? And where does -- where  
5 is our power? I do see myself -- because I've seen it  
6 already -- I'm sure all of you have -- this the constituencies  
7 in my area are not (inaudible). They're not asking me to change  
8 the world for them at the next board meeting. So, I mean, and  
9 that's a very important role we play is we listen, and for all  
10 he knows, I'll call up and ask for things or information, and  
11 the staff has been very, very good in answering the questions in  
12 a very detailed manner, sometimes embarrassingly so because  
13 (inaudible) sometimes, so almost over answered, which I really  
14 appreciate, but I go back (inaudible) say, here's what I know.  
15 All very good.

16           But my -- we're almost more advisory, as I -- I  
17 think, as I read the powers of the Board, rather than more, you  
18 know, running staff or may -- we certainly wouldn't run day-to-  
19 day, but I'm talking about really directly influencing policy.  
20 You bring the plan to us, you know, we approve it or disapprove  
21 it or talk about it. I don't know that (inaudible) intimately  
22 involved in the plan (inaudible). So I think the question's a  
23 very good one, on whether we want to (inaudible) as board  
24 members.

25           MR. ROEHRICH: Mr. Chair, Mr. Hammond, literally

1 if you do go to the statute and read Section 28-304,  
2 specifically states the powers and duties of the board,  
3 transportation facilities. It does talk about developing and  
4 adopting a statewide transportation policy statement. So those  
5 are the board policies, and really centered though around, if  
6 you will, adopting a long-range transportation plan,  
7 establishing planning practices, performance-based planning  
8 processes, and the prioritization of the projects within --  
9 which becomes the five-year program.

10           You're right, the Board does not have any  
11 authority over the operation of the state highways. That's the  
12 purview of the director. That's one of the director's  
13 responsibilities, and they cannot have any authority over staff.  
14 Again, that's the director's responsibility. But then they also  
15 have the responsibility of establishing the highway system,  
16 abandoning or taking in routes to make sure that it's a fully  
17 functioning system that that covers the whole state.

18           It's certainly -- literally you can read some of  
19 this, you have responsibility, though, the bonding program. The  
20 bonding program that Kristine Ward, the chief financial officer,  
21 she manages that for the agency and for the Board, but we also  
22 have policies.

23           Again, so it is -- you can advise on  
24 transportation issues, but you have direct authority over the  
25 prioritization of projects, development of the five-year

1 program, what projects get in, what get out. You have  
 2 responsibility over what routes are in the state system, what  
 3 routes are abandoned, again, through a process, and again, the  
 4 policies and the process defines that.

5 MR. HAMMOND: Well, my question's a little  
 6 different though. I know that. I read that stuff fairly  
 7 detailed. I guess -- I think what Jack is asking or maybe not,  
 8 may be words in your mouth, is how much more (inaudible) spend  
 9 before these revenue (inaudible) are brought to us by staff or  
 10 how much more input do we want to give? Because staff does a  
 11 very good job in doing the analysis and more bringing it to us  
 12 rather than, for lack of a better way to say it, dumping the  
 13 issue on us and saying, come back to us with a plan of what the  
 14 Board wants. It's more of the reverse.

15 Again, is this where you're going, Jack, with  
 16 this, or am I --

17 MR. SELLERS: I'm really not suggesting that so  
 18 much that we try to do any of the staff's jobs. What I'm saying  
 19 is that I think we need to play a more active role in assisting  
 20 the staff in accomplishing the goals, and certainly one of those  
 21 areas is how do we find funding to do the things that need to  
 22 get done. And, you know, we do have pretty broad authority for  
 23 planning state highways, but that doesn't mean that we're going  
 24 to take a drawing and start telling the staffs what they should  
 25 look like. You know, the staff does an excellent job with that.

1 I think the place where we really are struggling the most is in  
 2 how do we find the funding and how do we market getting the  
 3 funding to do what we all feel needs to be done?

4 And you know, on the -- and I guess the thing I  
 5 feel the most frustrated about is on the path one today, I don't  
 6 see anything happening in the next four years while I'm on the  
 7 Board. And I think the growth in this state is dependent -- the  
 8 economic growth of this state is dependent on us finding some  
 9 way to accelerate our infrastructure funding.

10 MR. HAMMOND: (Inaudible) are there limitations  
 11 -- I should know this answer. I mean, if I feel passionately  
 12 about something, I know I can e-mail the board (inaudible). Do  
 13 I -- can I even call them one on one (inaudible)? I mean, do we  
 14 -- if we want to get more funding, what can we do as a board  
 15 member versus a private citizen? I know I have all kinds of  
 16 private citizen rights (inaudible) this is more of what you're  
 17 talking about. How do we move the needle on funding --

18 MR. SELLERS: Well --

19 MR. HAMMOND: -- and use our --

20 MR. SELLERS: -- and, you know, I think that all  
 21 of us probably have some pretty close associations with state  
 22 legislators and possibly even our federal Congress people. We  
 23 need to have the information that helps us leverage that access  
 24 to these people to convince them what we need to be doing, and  
 25 that's a reason why I feel like an information format like this

1 can benefit us, if we really do get the information will allow  
 2 us to go to a Congressman or a state legislator and say, gosh,  
 3 we've got to do something about this and here's why.

4 MR. ROEHRICH: I think in regards to the -- your  
 5 comment, Mr. Hammond, our character like this -- you're  
 6 appointed by the governor. You're approved by the Senate. You  
 7 have an advisory role in transportation. Your role should be  
 8 advising people, not lobbying. I don't necessarily think this  
 9 board was set to be a lobbying organization, but you're set as  
 10 an advisory organization.

11 So when you're talking about whether it's  
 12 governor's staff or legislators or local leaders, things like  
 13 that, I say, I think (inaudible). You're there to advise them  
 14 and help inform on transportation issues, and whether you're  
 15 doing that individually as a member, or collectively as a board  
 16 want to decide we're going to develop a strategy to message and  
 17 take it out there (inaudible) in our role in talking with other  
 18 people as a board member, here's how we're going to message and  
 19 provide input, and then you establish something so everybody  
 20 kind of follows it. I think that's something that the board  
 21 could do and establish that within the context of what their  
 22 responsibilities are, or they could just --

23 (Speaking simultaneously.)

24 MR. SELLERS: Well, and I guess my impression  
 25 from what I've read and from the input I've had is that we are

1 -- we have a little more responsibility than just being an  
 2 advisory board.

3 MR. ROEHRICH: You do. You definitely -- on the  
 4 planning area, I mean, there's some things where you very  
 5 specifically have that responsibility. I'm talking in the  
 6 context of --

7 MR. SELLERS: Okay.

8 MR. ROEHRICH: -- funding. I was talking in the  
 9 context of this issue, talking about revenues and funding.  
 10 That's where my comments come from, not the -- this whole --  
 11 like I said, if you want to go through the statute, we can  
 12 define, there's a lot (inaudible.)

13 MR. SELLERS: I don't think that benefits --

14 MR. ROEHRICH: Right.

15 MR. SELLERS: -- any of us.

16 MR. ROEHRICH: I didn't think it was going to  
 17 help this conversation. I'm targeting around this discussion on  
 18 revenues and funding.

19 MR. SELLERS: Okay.

20 MR. ROEHRICH: That's the context of which I'm  
 21 discussing. If you want to expand beyond that, (inaudible).

22 MS. BEAVER: Well, I see us as not only advisory,  
 23 but we can steer the ship a direction. I know that since I've  
 24 been on the Board, Mr. Kies over there, he put together working  
 25 with the State of Nevada with regard to the proposed I-11

1 corridor. And, you know, if we're going to embrace that, we  
 2 need to stay focused on it. We need to direct the ship that  
 3 direction and stay focused on it. You know, whether it starts,  
 4 you know, down in southern Arizona and works north or, you know,  
 5 I know that Nevada has -- they are moving ahead. I believe they  
 6 even had it pass as -- correct me if I'm wrong, they embraced  
 7 the whole proposal of the I-11, and they went ahead and had a  
 8 tax to see that it gets done in their state.

9 MR. ROEHRICH: Eric has made that comment,  
 10 Mr. Anderson (inaudible) the discussion is that county tax have  
 11 the ability locally to establish a revenue source that was given  
 12 to them, and the (inaudible) residential transportation  
 13 authority, (inaudible) Clark County or that area that  
 14 established the tax to finish that stretch around the Boulder  
 15 City bypass, that was done locally.

16 UNIDENTIFIED SPEAKER: That's correct.

17 MS. BEAVER: But whether it is the I-11 or it's  
 18 some other project, I think we have the ability to express our  
 19 feelings towards moving that direction. You know, and with  
 20 regard to when we're talking about funding and how to generate  
 21 revenue -- and I'm just going to put it out there about the  
 22 sweeps, whether it's this or education or whatever. When there  
 23 -- there is a department of state, Arizona Department of  
 24 Transportation, that has a good stewardship with their funds.  
 25 When you go and have a legislature that comes in and sweeps your

1 funds and rearranges them, I think it makes it really hard for  
 2 budgeting purposes and managing your dollars when you don't have  
 3 control over them because you're going to have somebody come in  
 4 behind you, especially if you're taking good care to have funds,  
 5 and sweep them. So (inaudible) statewide --

6 (Speaking simultaneously.)

7 MR. SELLERS: Well, in fact, that's been a  
 8 significant concern when we talk about finding additional  
 9 revenue sources, is what -- what will guarantee that there will  
 10 be a firewall that will keep those from being swept into the  
 11 general fund?

12 MS. BEAVER: And that's a statewide issue. I  
 13 know locally when (inaudible), it's like those sweeps are what  
 14 just drives the constituency crazy, and I don't know what we can  
 15 do to stop that, if there was -- you know, other than if we  
 16 would put some -- you know, a suggestion that something was to  
 17 go out to the voters when we were talking about that tax thing.  
 18 Is there a way that that can be built into the legislation that  
 19 -- because when people support something, like if they support a  
 20 tax for the roads, they want to know that that money is going to  
 21 be used for the roads. They don't want to divert it off to  
 22 something else, and so that's what I just see, and the local  
 23 level frustration.

24 MR. SELLERS: Well, and I guess to circle all the  
 25 way back, you know, we don't have to go be lobbyists as board

1 members, but if we as board members can get the information that  
 2 helps us as individuals to go do whatever we feel is the right  
 3 thing to do to help move these programs forward, then I think  
 4 that's the right thing. But I guess my bottom line is I just  
 5 feel like for us to really understand the needs of a statewide  
 6 program and how it benefits all of us, we need to have more  
 7 information as a board to help us going forward.

8 MR. HAMMOND: You know, that slide we showed  
 9 transportation interest (inaudible) very bottom of the interests  
 10 of the voting public, first of all, is it true? Is that the  
 11 right spot? And if it isn't true, how do we raise the level on  
 12 where it should be in the whole scheme of priorities, because  
 13 we're being, again, very limited (inaudible). And that's really  
 14 the issue. (Inaudible) in the whole scheme of things and how we  
 15 move the awareness up, if it should be up, (inaudible). How do  
 16 we do that? That would be an interesting conversation at the  
 17 board level on how we can help do that.

18 MR. SELLERS: Well, in my involvement in economic  
 19 development areas, you know, the two things I'm told  
 20 consistently is that companies looking to move here are looking  
 21 at education and infrastructure.

22 MR. HAMMOND: You know, as my background is the  
 23 infrastructure side of (inaudible), couldn't agree with you  
 24 more. And education, by the way, turns industry off from coming  
 25 here as much as bad infrastructure, but they're probably right

1 up there at the top. Absolutely.

2 MS. BEAVER: Well, and I think when -- was it  
 3 Chris Bridges was speaking about we're 48th in the country with  
 4 regard to our funding for our highways, we're about 48th with  
 5 regard to education, too, so...

6 MR. HAMMOND: Are we 48th with regard to -- I  
 7 know I've heard about education, but for infrastructure  
 8 planning, too?

9 UNIDENTIFIED SPEAKER: Gas tax.

10 MR. ROEHRICH: (Inaudible) the reference was the  
 11 gas tax.

12 MS. BEAVER: (Inaudible.)

13 MR. ROEHRICH: They rank where they're at in the  
 14 amount of gas tax they collect.

15 MS. BEAVER: Correct.

16 MR. ROEHRICH: I know (inaudible), I know that,  
 17 but I can't tell you, you know -- I'd say that's probably pretty  
 18 close to it.

19 MR. HAMMOND: You know what's interesting is  
 20 the -- you know, the bond issue and in Tucson, (inaudible) about  
 21 putting (inaudible) they were against it because of the bond's  
 22 not good for maintenance. But they said if they -- if we could  
 23 give them cover, they would consider putting it on the ballot  
 24 (inaudible) that showed that the public was behind it, and they  
 25 put it on the ballot because of that reason.

1 And so we said -- well, I asked (inaudible) in  
 2 the bond proposal recommendation. When the bond -- they put it  
 3 on because of the -- they felt they had coverage. So  
 4 (inaudible) how do we give (inaudible) to change the move,  
 5 because they won't even put it to a ballot, much less  
 6 (inaudible) the state level. How do we at least maybe get it to  
 7 the ballot? If the voters decide it isn't important, we're  
 8 overestimating the importance (inaudible). How do we get gas  
 9 tax, for example, on the ballot? If that's a role (inaudible).

10 MR. SELLERS: Well, and of course, I think  
 11 virtually everybody here knows how frustrated I've been with  
 12 this, because in my judgment it's not really a tax. It's a user  
 13 fee, and it's not even paying for maintenance today. But, you  
 14 know, one of our speakers talked about the fact that people have  
 15 no idea how much of -- how much of what they're paying for a  
 16 gallon of gasoline is tax.

17 UNIDENTIFIED SPEAKER: (Inaudible).

18 CHAIRMAN ANDERSON: Michelle, maybe Floyd, you  
 19 guys can help me out, but you know, we are appointed by a  
 20 governor, and as we discuss our roles within that capacity, how  
 21 we interrelate with other elected officials at the state  
 22 capital, I don't know how far we can go before we overstep our  
 23 boundaries in terms of a resolution from the Board, we need to  
 24 raise the gas tax. I think that might be a little far reaching.  
 25 It's a matter of how do we get others to do that for us, and I

1 think that's what you're trying to get at, right, Jack?

2 MR. SELLERS: Yeah.

3 CHAIRMAN ANDERSON: And, you know, what  
 4 (inaudible) that proper, you know, (inaudible) to do that.

5 MR. SELLERS: Well, and I think to that point,  
 6 and the reason it was good that Garrick was here, was that when  
 7 we passed any of the propositions in the past, it's always been  
 8 because we had business community support. And so I think  
 9 that's -- that's a starting point right there is to say how can  
 10 we -- how can we help the Arizona Chamber and whoever else is  
 11 involved in this to do what they can do for us.

12 MS. BEAVER: Well, --

13 MR. SELLERS: But yeah.

14 MS. BEAVER: Excuse me (inaudible). When --  
 15 under our former governor, you know, the educational tax, there  
 16 was a sunset. I believe it was for three years, but, you know,  
 17 I think when it went to the voters, the voters decided what was  
 18 important to them, and so I think getting it to go to the  
 19 voters, if we don't have state government that's willing to do  
 20 it on their own, I (inaudible) to go to the voters, and they'll  
 21 tell us, either it's important or it's not.

22 MR. SELLERS: I guess I wouldn't mind hearing an  
 23 answer to Kelly's question. Can the board have a resolution  
 24 that says we'd like to see the fuel tax increased?

25 MS. KUNZMAN: Honestly, I'd probably have to

1 research that question.

2 MR. SELLERS: Okay. I think that would be a  
3 valid thing for us to know.

4 MR. HAMMOND: That's a good start. That's a good  
5 question. I mean, I know we all have the backyard communities  
6 we sit on, you know, and organizations (inaudible)  
7 transportation committees, and we're bringing, you know, the  
8 input of what we hear here to those committees. But again, what  
9 can we do as a board?

10 MR. SELLERS: Exactly.

11 MS. BEAVER: Well, if it was to come as a  
12 recommendation or, you know, I mean --

13 MR. SELLERS: I think that's what we're asking is  
14 can we do that.

15 MS. KUNZMAN: I can research that for you and get  
16 back to you on that.

17 MR. ROEHRICH: Yes. And if it goes against the  
18 (inaudible). The answer, and that is this past session the  
19 governor -- a law was passed that payable said boards and  
20 commissions, the people attending them are -- they're at the  
21 discretion of the governor -- whoever the governor is at the  
22 time.

23 UNIDENTIFIED SPEAKER: Right.

24 MR. ROEHRICH: Not the governor who appointed  
25 you. It's the governor who's ever there at that time. There's

1 already been examples of people who have been removed from  
2 boards because of differences in opinion and thought. So  
3 something, again, for consideration. That's why I made the  
4 point not to talk (inaudible). We're all appointed by the  
5 governor, so I think the thing to remember is collectively or  
6 individually, however you move forward, is you're (inaudible)  
7 principles and however you (inaudible) that appointment that you  
8 were given.

9 MR. HAMMOND: You know, what you're saying Floyd  
10 (inaudible).

11 MS. KUNZMAN: Well, I think --

12 MR. HAMMOND: For that kind of activity.

13 MS. KUNZMAN: Well, I think what Floyd is trying  
14 to say (inaudible), but everything (inaudible) talked about  
15 prior to this, prior to the statutory authority (inaudible) are  
16 very rough. But when it comes to the idea of influencing  
17 (inaudible) legislature, I think Jack's right. I think the  
18 Board's role is more to, you know, work with your constituents  
19 and work with MAG and PAG to actually have them do more of the  
20 work, because you really (inaudible) advisory, but (inaudible)  
21 all of them have authority to steer the ship. So -- but as far  
22 as a specific lobbying piece that you're talking about, I think  
23 that does probably cause minor -- I don't want to give you an  
24 answer without actually researching it, but I think that's an  
25 important thing for you to know --



1 MR. SELLERS: Yes. I agree.

2 MS. KUNZMAN: -- where that line is.

3 MR. ROEHRICH: And Mr. Chair, (inaudible) there's  
4 a couple things I've been hedging on, some of the comments here.  
5 So I'm not entirely sure where to leave this. So a moment in  
6 time, my thoughts, and whatever happens, happens.

7 (Inaudible) we're right now in an environment  
8 politically where the controlling party is almost to a person  
9 (inaudible) said, no new taxes for whatever reason. Whether  
10 they say they've taken the pledge or they've done whatever, yet  
11 (inaudible) on that. I think it's important to -- as a  
12 consideration, as I've attended all four of the Representative  
13 Gray transportation forums, and to -- almost every one of the  
14 legislators who've attended -- and there's only been a few -- I  
15 think there might have been five attended was the most, but  
16 usually it's around two or three, maybe four legislators -- to a  
17 person (inaudible) we will not get in front of any type of tax  
18 increase. I ran against that. I'm not raising taxes. You  
19 public or you business, you've got to get out there and you've  
20 got to lead this charge, and you got to give -- we're  
21 (inaudible) give us the coverage to do it, because we're not --  
22 nobody's going to step out and say, we need to do this. To a  
23 (inaudible) they all agree, we need more transportation. We'd  
24 like to give you more revenues, but we are not going to deal  
25 with it as a legislature, to your point.

1 And the other point they make is with the issues  
2 dealing with the education, trying to get that -- and I  
3 understood now that it might be special session -- maybe  
4 education will solve itself going into the session, this next  
5 session or not. But between that and the continuing discussion  
6 of health care (inaudible) continuing discussion of immigration,  
7 and you saw it was reflective in the poll, mirrored very similar  
8 to what we're hearing from legislators is the (inaudible) put up  
9 there, it's kind of (inaudible) transportation's just not on  
10 people's agenda.

11 Will it be something this session? Well,  
12 Representative Gray was hoping so. That's why he was holding  
13 these, trying to (inaudible) and build some momentum. That's  
14 why he's asked the state chamber and these business communities  
15 to get involved. So they're out there right now trying to do  
16 that messaging and trying to raise that, that awareness  
17 (inaudible) will it lead to (inaudible) starts? I'm not too  
18 sure. I have no idea.

19 Two more points. ADOT does not create revenue.  
20 We collect it. Creation of revenue has to come through  
21 legislation, through the authority to do fees or some other type  
22 of generation, or it's done through (inaudible) done through  
23 taxing by the -- by the citizens, through some type of  
24 initiative. That initiative either is referred by the  
25 legislature or the citizens' initiative that comes through the

1 signature process that gets it on the ballot.

2           So one of the kind of steps we have to do,  
3 (inaudible) see that reports to -- to the governor as in a  
4 cabinet position, and again, his position is we're not  
5 (inaudible) taxes. ADOT's not out there talking about raising  
6 revenues or raising taxes. We're only out there talking about  
7 what the transportation system, the current system is, the needs  
8 and what the long-term costs associated with that are, and  
9 that's really the part we're taking.

10           If the Transportation Board individually,  
11 collectively wants to continue to expand and work on that role,  
12 I think it's something to have. I didn't know how to answer the  
13 question of continuing resolution or not. (Inaudible) send out.  
14 So I'm glad Michelle's looking at that. I'd tell you just go  
15 ahead and do it if you feel comfortable, and what the hell ever  
16 happens, happens, you know. But again, that's because my name  
17 won't be on it. But I think it's (inaudible) consideration.

18           I know I'm kind of going off a little bit, but I  
19 think (inaudible) consideration. You're all strong  
20 professionals. That's why you were asked to be part of this,  
21 and I know you all want to have a desire to do something. But I  
22 think collectively, you guys have got to figure out what that  
23 something is, what you're comfortable doing, and then really the  
24 strategy to how to move it forward.

25           I know Mr. Sellers, you keep asking, give us

1 information, you know, so we can move something forward. Once,  
2 I think, staff knows the direction you want to go and what  
3 (inaudible) we can provide information, because a lot of what  
4 you were given today, I think, if you present -- take that out  
5 and just present it to legislators or the public, you really  
6 need the context of where it is, or do you want to focus in on a  
7 let's take a strategy of, you know, two or three things to  
8 generate funding as opposed to giving them a menu of 90 items or  
9 whatever it is. And so (inaudible) I think as you talk through  
10 this and you decide the direction you want to go, obviously  
11 we're there to support and to do whatever we can, but I think  
12 there's just some things for consideration as you decide  
13 collectively how you want to precede.

14           MR. HAMMOND: Floyd, you sent or somebody did,  
15 sent out some information just in the last 14 days that had what  
16 other states are doing (inaudible).

17           (Speaking simultaneously.)

18           MR. HAMMOND: I'm assuming that's not  
19 confidential. I hope not.

20           MR. ROEHRICH: No.

21           MR. HAMMOND: Because I've already sent it out.  
22 I mean, (inaudible) information that I think we as board members  
23 can get out there, and if we read between the lines, they talk  
24 about what other states are doing on taxes (inaudible) to solve  
25 some of these issues. So that kind of information is absolutely

1 spectacular, and I do send it out to my constituents  
2 (inaudible).

3 MR. ROEHRICH: Once -- yeah, once Mr. Sellers  
4 asked for this, I kind of keep my eye open. When I something  
5 from AASHTO or I see a report that comes through that talks  
6 about that, I get it to Mary and she makes sure to distribute it  
7 (inaudible) too much information, tell us to stop, we will, but  
8 I knew that we were going to talk about revenues, you were going  
9 to talk about what's going on. So as I see stuff like that or  
10 something comes across our desk, Mary has been collecting it and  
11 getting it out as a way just, again, for general education and  
12 information.

13 MS. BEAVER: Well, I -- because I also believe  
14 we're a citizens advisory. We're not elected officials, and so  
15 we are voices from around the state, just like when we travel  
16 around the state, and I don't feel that for myself whether it's  
17 -- I just don't think we should always make our decisions based  
18 on fear that we're going to be removed, you know, because I'm  
19 just a citizen, and I'm just giving my perspective from my  
20 vantage point.

21 MR. SELLERS: Think of the salary you'd give up  
22 if they removed you from (inaudible).

23 UNIDENTIFIED SPEAKER: I would get removed.  
24 Actually, my wife (inaudible).

25 MS. BEAVER: But I just don't think we should

1 base -- you know, I think we should be respectful, but at the  
2 same time if --

3 MR. SELLERS: I agree.

4 MS. BEAVER: -- we're seeing something that we're  
5 seeing maybe needs to be considered, even though it may not  
6 be -- maybe I look at things too much through rose-colored  
7 glasses or something. I don't know. But, you know, for me, I'm  
8 not doing it to be vindictive. I'm not doing it to be  
9 difficult. It is we're seeing that there's a need and we  
10 absolutely are underfunded. Then when the funds get swept, then  
11 we're even more underfunded, and we have just mounting things  
12 that need to be done, including potholes on I-40, and I saw two  
13 on I-17 coming in.

14 So, you know, and that's not even taking into  
15 account the new things that need to be done, new projects, you  
16 know. It's like with the I-11. If that was to be actually  
17 something that's to come to fruition, which I don't know, I  
18 don't see it in the near future, because I look at just up in  
19 the area of Kingman. There's a lot of money that would be going  
20 to make -- you know, making an intersection -- or an interchange  
21 up there work. So, I mean, you know, we're still out some ways  
22 if there isn't any new dollars coming in.

23 MR. SELLERS: Well, and I agree with that, and to  
24 that point, I think, you know, we all recognize that I-11 is a  
25 very, very significant part of our future economic growth in

1 this state, but the funding's not even on the calendar right  
 2 now. And I think something over 50 percent of the right of way  
 3 for I-11 is government-owned property. And is there a way that  
 4 that can be leveraged, or is that just another big hassle? I  
 5 don't know. But those are the kind of things that I'd like to  
 6 learn more about and know how we can be more benefit to ADOT.

7 MS. BEAVER: But if there are certain topics that  
 8 are of interest to us collectively as a board, could we not ask  
 9 staff to look into it and bring their suggestions?

10 MR. ROEHRICH: Every month, at the end of every  
 11 board meeting, what do I ask? What topics do you want on future  
 12 board meetings? And occasionally somebody might say something,  
 13 but I think if this board wants to hold more sessions and have  
 14 more conference discussions, absolutely. I mean, that's the  
 15 purpose.

16 MR. SELLERS: Well, and I'll kind of wrap this up  
 17 and turn it back to the chairman, because I probably talked  
 18 already more than I should have, but I really do think this was  
 19 a good session. I appreciate the effort that everybody put into  
 20 this. I appreciate the input that we had. I really feel it's  
 21 very worthwhile. I look forward to doing some more things,  
 22 maybe as a breakout from other meetings so that it won't be  
 23 standalone.

24 But I'll just close before I turn it back to  
 25 Kelly with -- I mentioned early on that I made this presentation

1 to the Chandler Chamber of Commerce last week where I combined a  
 2 MAG presentation and an ADOT presentation so that I could have  
 3 them see things that they could really focus on from the  
 4 locality, but realize how it all ties together in a statewide  
 5 need, and emphasized to them the importance of us having a plan  
 6 for moving forward. And I closed with this statement, a  
 7 quotation from Yogi Berra. "The reason why you need a plan, if  
 8 you don't know where you're going, you might end up someplace  
 9 else."

10 MR. ROEHRICH: Mr. Chair, I've got one more  
 11 observation with this.

12 MR. SELLERS: Floyd, yeah.

13 MR. ROEHRICH: I know that we've talked a lot  
 14 about how to get all of this information and pull things  
 15 together to get this message out here. I think that would be a  
 16 maybe great exercise to kind of work through that, because  
 17 you've got a great (inaudible) of people out there who are  
 18 advocates for transportation, who are doing things that you're  
 19 just hearing about probably today. Some of you may have heard  
 20 before, but you're seeing more specific today.

21 I think a way to maybe channel a lot of that and  
 22 to try to get it more related together so the message broadens,  
 23 you know, (inaudible). We have been using multimedia. You  
 24 know, ADOT has established a blog site. We have Twitter's  
 25 account. We post YouTube videos all the time. Key Commerce

1 Corridors. The director's posted stuff. The web site, you  
 2 know, we've updated our web site. We've (inaudible) the Board  
 3 of Transportation web site as a way to get additional media out  
 4 there. We've established Facebook accounts so we can put things  
 5 out.

6 You know, we're looking for every way that we  
 7 can. I just think probably, you know, we're not on a match.com,  
 8 but maybe we'll try to do that. You know, transportation  
 9 professionals need to date.

10 But (inaudible) we're getting the message out  
 11 there, but you're right. You look at how low it is. People are  
 12 -- you know, (inaudible) thousands of hits on Twitter, things  
 13 like that. We're not getting 50 million because we're not  
 14 posting Kim Kardashian's posterior, you know.

15 But anyway, the issue is we get the (inaudible)  
 16 out there. We use the multimedia that we can, but unless  
 17 (inaudible) people are looking for it, it is a tough message  
 18 (inaudible).

19 UNIDENTIFIED SPEAKER: Okay. Floyd, now you're  
 20 making the attorney nervous.

21 MR. LA RUE: Before Chair, before you take it  
 22 back, you know, Jack, I think as I've listened to what you're  
 23 asking in the comments, I think really what you've organized  
 24 today is really that start. I mean, you've brought very  
 25 qualified individuals that we all touched, brought us together,

1 you know, all heard the information the same, and I think the  
 2 suggestion you made, and let's all commit to work on that is  
 3 next year as we're traveling around the state at our meetings,  
 4 how can we, you know, associate with or interact with others  
 5 around the state in the things that they're doing so that our  
 6 awareness is enhanced as we go through and travel the state,  
 7 which we do on an annual basis, and there's got to be a lot of  
 8 things, if we all think about our representative areas, what's  
 9 going on, because I know we're all showing up at different  
 10 meetings throughout the state, and maybe what we need to do is  
 11 just try to get their (inaudible) and meetings collectively, and  
 12 how do we combine those with --

13 MR. SELLERS: Yeah, I agree, and I think that  
 14 goes back even to something I said earlier, and that is that,  
 15 you know, when we go to these locations, we typically hear about  
 16 projects that they're concerned about accelerating the priority  
 17 on or things like that, rather than a general presentation on  
 18 their needs for that area.

19 MR. HAMMOND: Yeah. I think with the message  
 20 (inaudible) getting this information out, and staff maybe  
 21 (inaudible) maybe once a month or every so often (inaudible)  
 22 about finding something, and might be of general interest, so  
 23 I'm moving (inaudible) forward and, you know (inaudible) to the  
 24 organizations I'm involved with, maybe we can raise this  
 25 awareness (inaudible).

1 MR. LA RUE: And I think for me personally what  
 2 will help me connect, if you notice some of these organizations,  
 3 because where I struggle is while I think I can -- you know,  
 4 I've created my own description of the why, why, you know, I sit  
 5 on the ADOT board, you know, anybody (inaudible) and all this  
 6 stuff on YouTube. You know, you ask everybody to think about,  
 7 you know, what is your why, or if you're with an organization,  
 8 what is that organization's why? And I think I can come up with  
 9 that for a why I sit on ADOT.

10 But what's interesting is while it's -- you know,  
 11 it revolves around, you know, envisioning and planning and  
 12 implementing, funding, constructing a statewide multimodal  
 13 transportation system, you've still got to ask the question and  
 14 say, well, why are we doing that? I mean, what is the Arizona  
 15 we truly want, and then isn't that the infrastructure that then  
 16 we need to start planning and building? And so we need to -- we  
 17 need to -- to really carry this out, I think we really need to  
 18 connect with those organizations that are carrying the message  
 19 of the Arizona we want, which is what we heard from the Chamber  
 20 and some of these different folks today. I mean, that's really  
 21 what we're pursuing, is creating the infrastructure for the  
 22 Arizona we want, and how do we then deliver that message and  
 23 make sure it resonates with the voters, because it's the ones --  
 24 they're the ones that are going to, you know, vote the revenues  
 25 in to develop the Arizona we want.

1 MR. ROEHRICH: Mr. Chairman, we've talked to some  
 2 members in the past, but if you're asked to speak at events, if  
 3 you're asked to (inaudible) in you capacity as a board member  
 4 (inaudible,) we have the ability to -- I know tell people we  
 5 talk in points. We've helped with presentations. We can  
 6 continue to do that as long as you know the messaging that you  
 7 want to do, how you want to relate it to either something that  
 8 the director's been doing or if it's targeted toward an  
 9 audience, towards an audience that you're going to, as long as  
 10 we get coordinated with you on that information, we can  
 11 (inaudible) stuff prepared, you know, ready for you and make  
 12 sure that as you're going out, you're at least having the  
 13 ability to present the system type messaging that you want to  
 14 mention. We can help develop (inaudible).

15 CHAIRMAN ANDERSON: You know, I did various  
 16 rotary and Lions Clubs, and Floyd's right. I had the department  
 17 do that for me. They put it on a little flash drive, and people  
 18 were really amazed how -- you know, what situation Arizona in --  
 19 is in, but most of them don't want, you know, a toll road. They  
 20 want to be taxed. They don't want to be -- you know, pay for  
 21 whatever.

22 MR. LA RUE: Yeah, but I think you've got to tie  
 23 it, because you saw where immigration's rings high. Well,  
 24 immigration's going to have an infrastructure component to it.  
 25 You know, we see education rings very high. I can tell you some

1 of the people that have bugged me about I-17 and have bugged me  
 2 about I-10 have kids both at NAU and U of A. In fact, one of  
 3 them went up to a homecoming to NAU and got caught in some  
 4 traffic. Man, you know, I don't care what you do in Maricopa  
 5 County. It's kind of cool here, but can you fix -- because, you  
 6 know, getting up there to see my daughter is a pain. And I  
 7 said, well, let me tell the -- you know, and after an hour  
 8 explanation of the state of funding for transportation, they  
 9 were like, okay, (inaudible) tell me what I should vote for more  
 10 dollars, and the same with people that went to the homecoming U  
 11 of A or some game they had down there recently. You know, same  
 12 questions. I think we've got to link it back to those areas  
 13 where it's important to people so that we elevate, you know, the  
 14 transportation needs, you know, through the state.

15 MR. HAMMOND: You know, Floyd, as far as tax  
 16 responsiveness, I don't think it could be better from my  
 17 perspective. (Inaudible) I've had questions (inaudible).

18 MR. ROEHRICH: (Inaudible). You know, we're here  
 19 to help you all function as best you can.

20 CHAIRMAN ANDERSON: What you're asking about, a  
 21 little less than a year ago, you came to me and I think Joe as  
 22 well to try to put something like this together, and I think  
 23 it's worked well. A lot of times we do that the night before  
 24 the Friday meeting in, you know, some watering hole, but this is  
 25 a little more structured, and it's nice to have that dialogue,

1 and I've learned a lot today, and some of it's TMI. Floyd does  
 2 have a sense of humor, which is good.

3 MR. ROEHRICH: (Inaudible).

4 CHAIRMAN ANDERSON: Well, it's been -- I got two  
 5 meetings left.

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7 (End of excerpt.)

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***A motion to adjourn the October 27, 2015 Study Session was made by Michael Hammond and seconded by Deanna Beaver. In a voice vote, the motion carries.***

**Meeting adjourned at 11:30 a.m. MST**

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Kelly O. Anderson, Chairman  
State Transportation Board

---

Floyd P. Roehrich, Executive Officer  
Arizona Department of Transportation



December 18, 2015

RES. NO. 2015-12-A-056  
PROJECT: 093 MO 098 H8804 / 093-B(214)T  
HIGHWAY: WICKENBURG - KINGMAN  
SECTION: Cattle Chute Pass Road  
ROUTE NO.: U. S. Route 93  
ENG. DIST.: Northwest  
COUNTY: Mohave

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment and improvement of U. S. Route 93 within the above referenced project.

The existing alignment was previously established as a state route by Resolution of the Arizona State Highway Commission, dated December 27, 1940, entered on Page 95 of its Official Minutes; and was established as a state highway, designated U. S. Route 93, by the Resolution dated October 11, 1946, shown on Page 41 of the Official Minutes. The Resolution dated July 03, 1953, set forth on Page 192 of Official Minutes authorized acquisition of new right of way for the location, relocation, alteration, widening and establishment of this segment as a state highway, therein designating it as the Wickenburg - Kingman Highway. Thereafter, Arizona State Transportation Board Resolution 2001-08-A-063, dated August 17, 2001, established the State Route Plan for the relocation and improvement of a future controlled access state highway; and Resolution 2004-02-A-008, dated February 20, 2004, accommodated design changes, therein establishing a refined State Route Plan, and a controlled access state route and state highway, including the additional right of way necessary. In Resolution 2006-06-A-029, dated June 23, 2006, for further design refinements, additional areas of right of way were established as part of the state route and state highway.

December 18, 2015

RES. NO. 2015-12-A-056  
PROJECT: 093 MO 098 H8804 / 093-B(214)T  
HIGHWAY: WICKENBURG - KINGMAN  
SECTION: Cattle Chute Pass Road  
ROUTE NO.: U. S. Route 93  
ENG. DIST.: Northwest  
COUNTY: Mohave

New right of way is now needed for drainage improvements necessary to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "60% Design Plans, dated May of 2015, WICKENBURG - KINGMAN HIGHWAY, Cattle Chute Pass Road, Project 093 MO 098 H8804 / 093-B(214)T", and as incorporated in and depicted on those certain maps and plans entitled: "Right of Way Plans of the WICKENBURG - KINGMAN HIGHWAY, Hackberry Spring - Jct. U. S. 93, Project 093 MO 092 H5924 01R / U 093-B-804"; and on those entitled: "60% Design Plans, dated April 2015, WICKENBURG - KINGMAN HIGHWAY, U. S. 93, Cattle Chute Pass Road, Project 093 MO 098 H8804 / 093-B(214)T".

In the interest of public safety, necessity and convenience, I recommend that the new right of way depicted in Appendix "A" be established and improved as a state route and that access be controlled, and that the new right of way shall be established as a state highway prior to construction.

I further recommend the acquisition of the new right of way pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094, an estate in fee, or such other interest as required, including advance, future and early acquisition, access control, exchanges donations, and material for construction, haul roads and various easements necessary for or incidental to the improvements as delineated on said maps and plans.

December 18, 2015

RES. NO. 2015-12-A-056  
PROJECT: 093 MO 098 H8804 / 093-B(214)T  
HIGHWAY: WICKENBURG - KINGMAN  
SECTION: Cattle Chute Pass Road  
ROUTE NO.: U. S. Route 93  
ENG. DIST.: Northwest  
COUNTY: Mohave

Pursuant to Arizona Revised Statutes Section 28-7046, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION  
205 South 17th Avenue  
R/W Titles Section, MD 612E  
Phoenix, AZ 85007-3212

December 18, 2015

RES. NO. 2015-12-A-056  
PROJECT: 093 MO 098 H8804 / 093-B(214)T  
HIGHWAY: WICKENBURG - KINGMAN  
SECTION: Cattle Chute Pass Road  
ROUTE NO.: U. S. Route 93  
ENG. DIST.: Northwest  
COUNTY: Mohave

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on December 18, 2015, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment and acquisition of new right of way for the improvement of U. S. Route 93, as set forth in the above referenced project.

New right of way is now needed for drainage improvements necessary to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "60% Design Plans, dated May of 2015, WICKENBURG - KINGMAN HIGHWAY, Cattle Chute Pass Road, Project 093 MO 098 H8804 / 093-B(214)T", and as incorporated in and depicted on those certain maps and plans entitled: "Right of Way Plans of the WICKENBURG - KINGMAN HIGHWAY, Hackberry Spring - Jct. U. S. 93, Project 093 MO 092 H5924 01R / U 093-B-804"; and on those entitled: "60% Design Plans, dated April 2015, WICKENBURG - KINGMAN HIGHWAY, U. S. 93, Cattle Chute Pass Road, Project 093 MO 098 H8804 / 093-B(214)T".

December 18, 2015

RES. NO. 2015-12-A-056  
PROJECT: 093 MO 098 H8804 / 093-B(214)T  
HIGHWAY: WICKENBURG - KINGMAN  
SECTION: Cattle Chute Pass Road  
ROUTE NO.: U. S. Route 93  
ENG. DIST.: Northwest  
COUNTY: Mohave

WHEREAS establishment as a state route, and acquisition of the new right of way as an estate in fee, or such other interest as required, is necessary for this improvement, with authorization pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094 to include advance, future and early acquisition, access control, exchanges, donations and material for construction, haul roads and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended establishment and acquisition of the new right of way needed for this improvement and that access to the highway be controlled as delineated on the maps and plans; therefore, be it

RESOLVED that the recommendation of the Director is adopted and made part of this resolution; be it further

RESOLVED that the new right of way as depicted in Appendix "A" is hereby designated a controlled access state route, and that the new right of way shall be established as a state highway prior to construction, and that ingress and egress to and from the highway and to and from abutting, adjacent, or other lands be denied, controlled or regulated as indicated by the maps and plans. Where no access is shown, none will be allowed to exist; be it further

December 18, 2015

RES. NO. 2015-12-A-056  
PROJECT: 093 MO 098 H8804 / 093-B(214)T  
HIGHWAY: WICKENBURG - KINGMAN  
SECTION: Cattle Chute Pass Road  
ROUTE NO.: U. S. Route 93  
ENG. DIST.: Northwest  
COUNTY: Mohave

RESOLVED that the Director is hereby authorized to acquire by lawful means pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094, an estate in fee, or such other interest as required, to include advance, future and early acquisition, access control, exchanges, donations and material for construction, haul roads, and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans; be it further

RESOLVED that the Director secure an appraisal of the property to be acquired and that necessary parties be compensated. Upon failure to acquire said lands by other lawful means, the Director is authorized to initiate condemnation proceedings.

December 18, 2015

RES. NO. 2015-12-A-056  
PROJECT: 093 MO 098 H8804 / 093-B(214)T  
HIGHWAY: WICKENBURG - KINGMAN  
SECTION: Cattle Chute Pass Road  
ROUTE NO.: U. S. Route 93  
ENG. DIST.: Northwest  
COUNTY: Mohave

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on December 18, 2015.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on December 18, 2015.

APPROVED

*Ron J. Aschenbach*

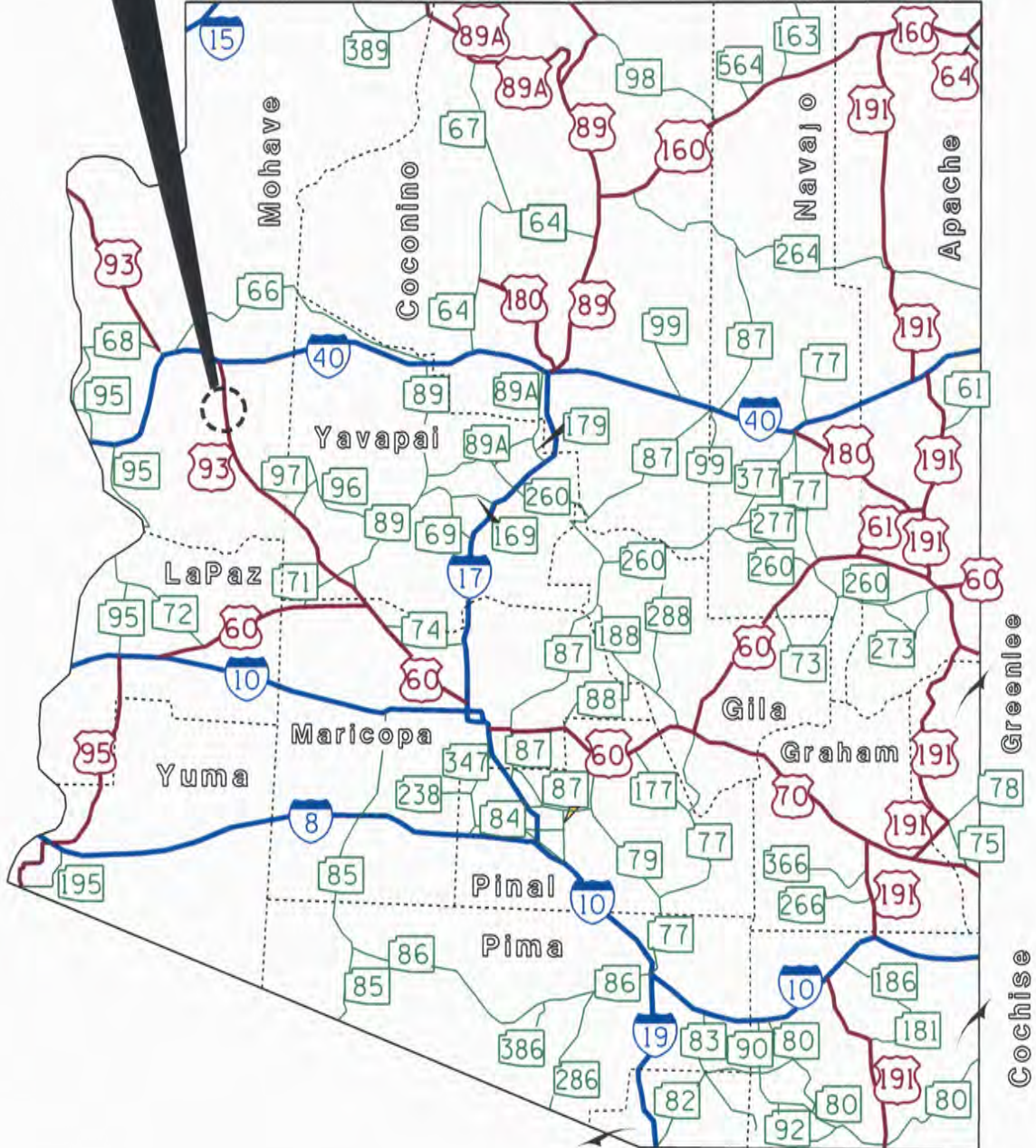
Assistant Attorney General  
Attorney for Department  
of Transportation

Date

*12/3/15*

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

AREA OF ESTABLISHMENT  
 SEE SHEET 2 OF 2  
 FOR DETAILS



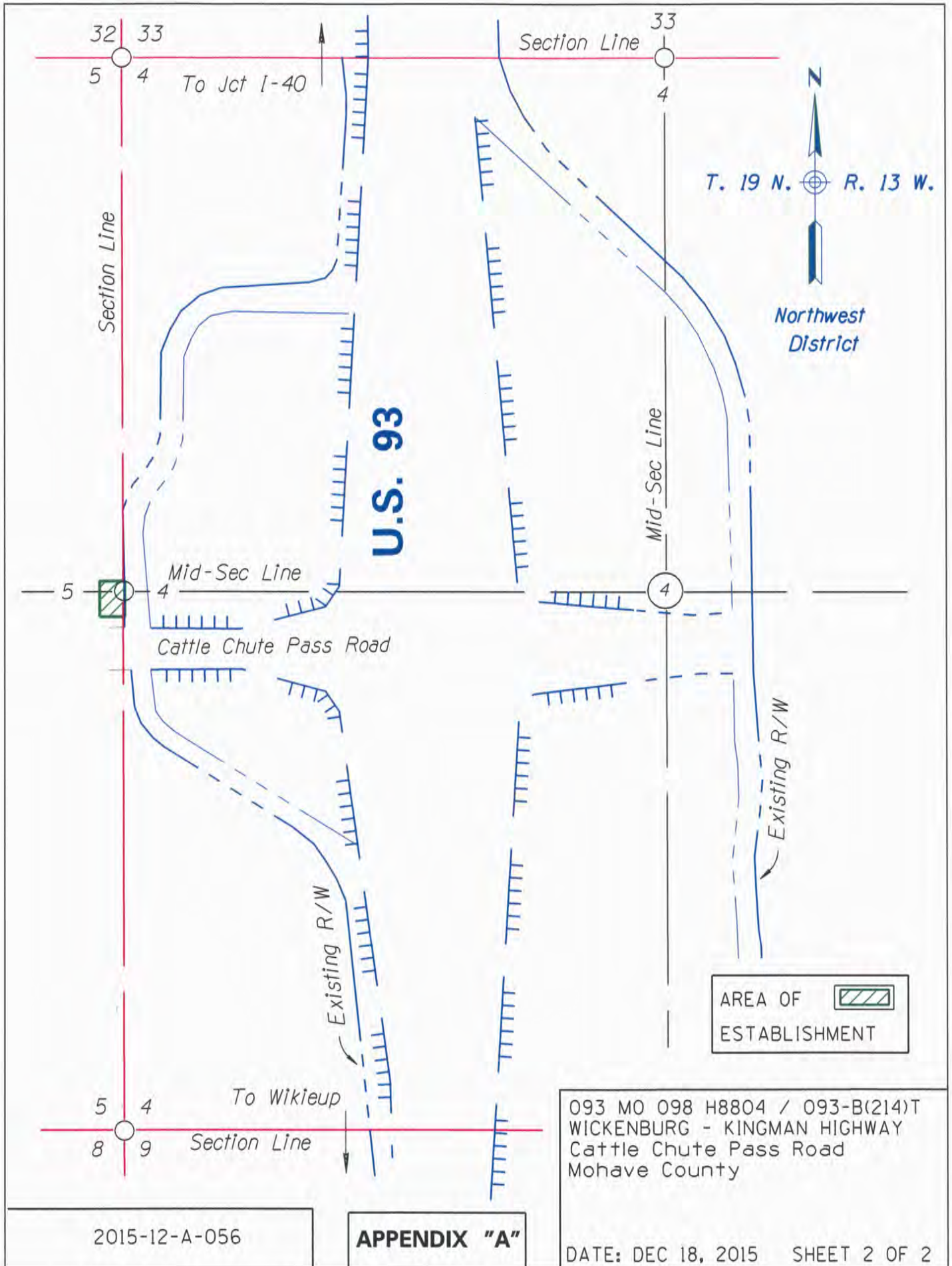
093 MO 098 H8804 / 093-B(214)T  
 WICKENBURG - KINGMAN HIGHWAY  
 Cattle Chute Pass Road  
 Mohave County

2015-12-A-056

**APPENDIX "A"**

DATE: DEC 18, 2015 SHEET 1 OF 2





**PRIORITY PLANNING ADVISORY COMMITTEE (PPAC)**

**Project Modifications** – \*Items 8a through 8l

**New Projects** – \*Items 8m and 8n

\*ITEM 8a.

ROUTE NO: SR 24 @ MP 6.0

Page 94

COUNTY: Pinal

DISTRICT: Tucson

SCHEDULE: FY 2016

SECTION: Williams Gateway Freeway, Ironwood - Florence Jct.

TYPE OF WORK: DCR plus EA

PROGRAM AMOUNT: \$ 3,949,000

PROJECT MANAGER: Asadul Karim

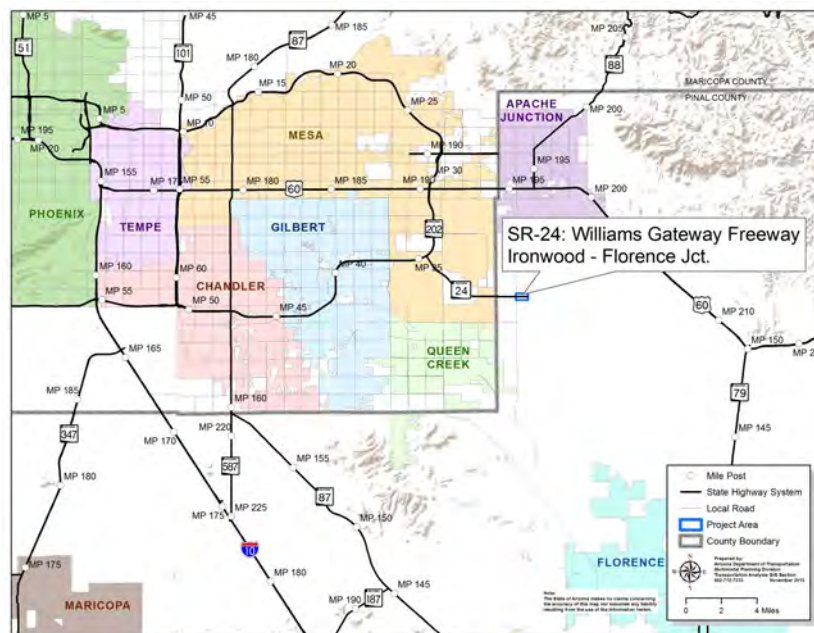
PROJECT: H723601L, ADOT TIP 4277

REQUESTED ACTION: Decrease the DCR and EA by \$2,296,000 to \$1,653,000 in the Highway Construction Program.

**Transfer funds to the FY 2016 Construction Preparation: Technical Engineering Group Fund #70016.**

NEW PROGRAM AMOUNT:

\$ 1,653,000



\*ITEM 8b. COUNTY: Pinal Page 96  
 DISTRICT: Tucson  
 SCHEDULE: FY 2016  
 SECTION: North - South Corridor Study  
 TYPE OF WORK: DCR Plus EIS  
 PROGRAM AMOUNT: \$ 6,841,000  
 PROJECT MANAGER: Victor Yang  
 PROJECT: H745401L, Item # 15808, ADOT TIP 7647  
 REQUESTED ACTION: Increase the study by \$1,517,000 to \$8,358,000 in the Highway Construction Program. **Funds are available from the FY 2016 Construction Preparation: Technical Engineering Group Fund #70016.**  
 NEW PROGRAM AMOUNT: \$ 8,358,000

\*ITEM 8c. COUNTY: Maricopa Page 98  
 DISTRICT: Phoenix Construction  
 SCHEDULE: FY 2016  
 SECTION: Traffic and Criminal Software (TraCS) – Town of Paradise Valley  
 TYPE OF WORK: XML Schema for Electronic Crash Data Transmission  
 PROGRAM AMOUNT: \$ 25,000  
 PROJECT MANAGER: Pradeep Tiwari  
 PROJECT: M514601X, Item # 32614, ADOT TIP 7673  
 JPA: 14-04231-I with Town of Paradise Valley Police Dept.  
 REQUESTED ACTION: Increase the project by \$25,000 to \$50,000 in the Highway Construction Program. **Funds are available from the FY 2016 Modernization of Projects Fund #70116.**  
 NEW PROGRAM AMOUNT: \$ 50,000

\*ITEM 8d.

ROUTE NO: I-40 @ MP 354.0

Page 100

COUNTY: Apache

DISTRICT: Holbrook

SCHEDULE: 2017

SECTION: Allentown Road - State Line

TYPE OF WORK: Pavement Preservation

ADVERTISEMENT DATE: January 13, 2016

PROGRAM AMOUNT: \$ 11,500,000

PROJECT MANAGER: Suzanne Deitering

PROJECT: H878101C, Item # 11917, ADOT TIP 4801

REQUESTED ACTION: Advance the construction project from FY 2017 to FY 2016 in the Highway Construction Program. Establish the construction project for \$11,500,000. **Funds are available from the FY 2016 Pavement Preservation Fund #72516.**

NEW PROGRAM AMOUNT:

\$ 11,500,000



\*ITEM 8e.

ROUTE NO: US 70 @ MP 329.8

Page 102

COUNTY: Graham

DISTRICT: Safford

SCHEDULE: FY 2016

SECTION: Tripp Canyon - 300 West

TYPE OF WORK: Design Pedestrian Bridge Extension

PROGRAM AMOUNT: \$ 356,000

PROJECT MANAGER: Susan Webber

PROJECT: H839701D, Item # 51214, ADOT TIP 5012

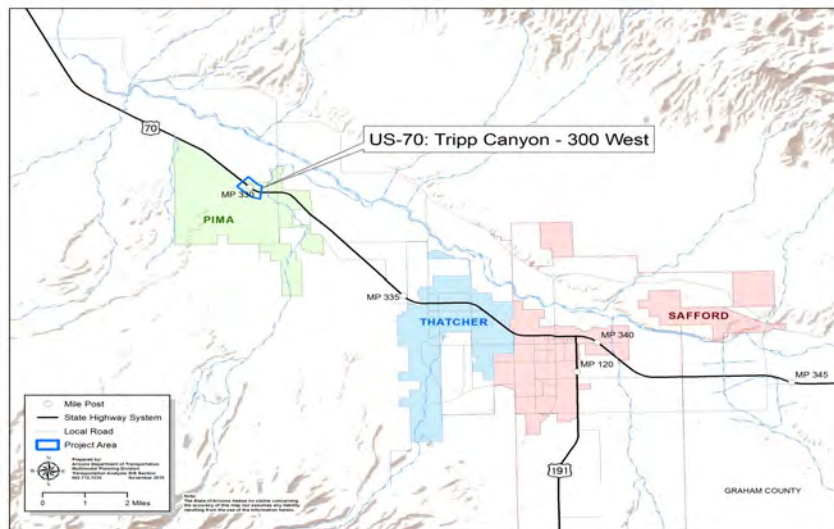
JPA: 11-188-I with Town of Pima

REQUESTED ACTION: Increase the design project by \$61,000 to \$417,000 in the Highway Construction Program.

**Funds are available from the FY 2016 Transportation Alternatives Fund #71616.**

NEW PROGRAM AMOUNT:

\$ 417,000



\*ITEM 8f.

ROUTE NO: I-10 @ MP 153.0

Page 104

COUNTY: Maricopa

DISTRICT: Phoenix Construction

SCHEDULE: FY 2016

SECTION: I-10 Near Term Improvements (SR 143 - SR 202L Santan)

TYPE OF WORK: DCR / Environmental Study

PROGRAM AMOUNT: \$ 1,902,000

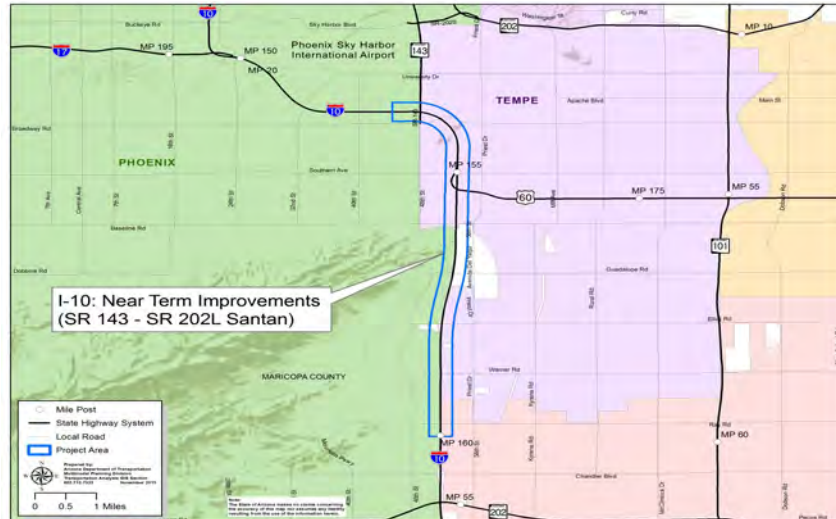
PROJECT MANAGER: Ronald McCally

PROJECT: H876801L, ADOT TIP 7664

REQUESTED ACTION: Increase the study by \$180,000 to \$2,082,000 in the Highway Construction Program. **Funds are available from the FY 2016 MAG Preliminary Engineering (Management Consultants, 30% Plans Design) #42216.** Funding source identified in the MAG TIP as DOT 16-419.

NEW PROGRAM AMOUNT:

\$ 2,082,000



\*ITEM 8g.

ROUTE NO: I-40 @ MP 279.2

Page 106

COUNTY: Navajo

DISTRICT: Holbrook

SCHEDULE: FY 2016

SECTION: MP 279.2 - MP 279.7

TYPE OF WORK: Rockfall Mitigation

ADVERTISEMENT DATE: April 29, 2016

PROGRAM AMOUNT: \$ 1,200,000

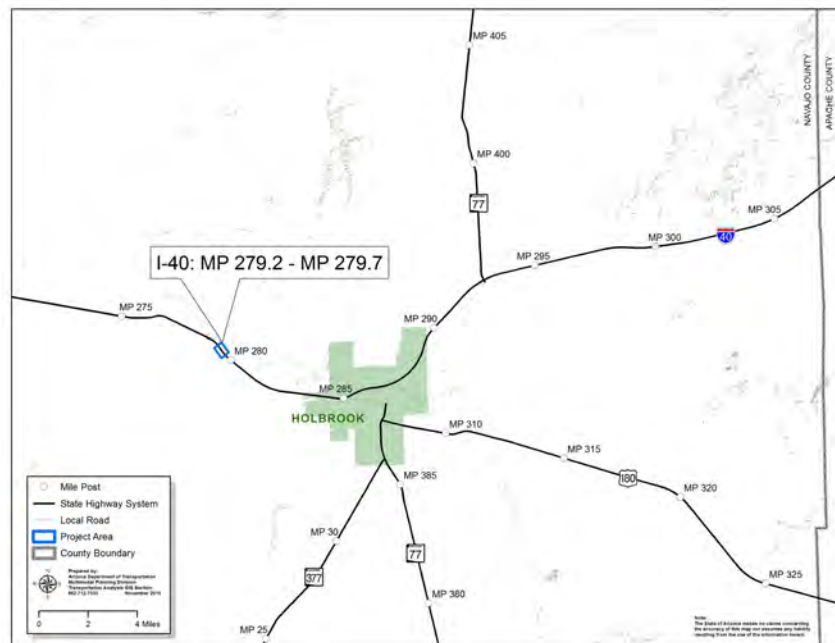
PROJECT MANAGER: Brian Park

PROJECT: H832101C, Item # 20216, ADOT TIP 7651

REQUESTED ACTION: Increase the construction project by \$654,000 to \$1,854,000 in the Highway Construction Program. **Funds are available from the FY 2016 Statewide Contingency Fund #72316.**

NEW PROGRAM AMOUNT:

\$ 1,854,000



\*ITEM 8h.

ROUTE NO: SR 260 @ MP 211.0

Page 108

COUNTY: Yavapai

DISTRICT: Prescott

SCHEDULE: FY 2016

SECTION: Thousand Trails to I-17

TYPE OF WORK: Design Improvements

ADVERTISEMENT DATE: March 16, 2016

PROGRAM AMOUNT: \$ 4,000,000

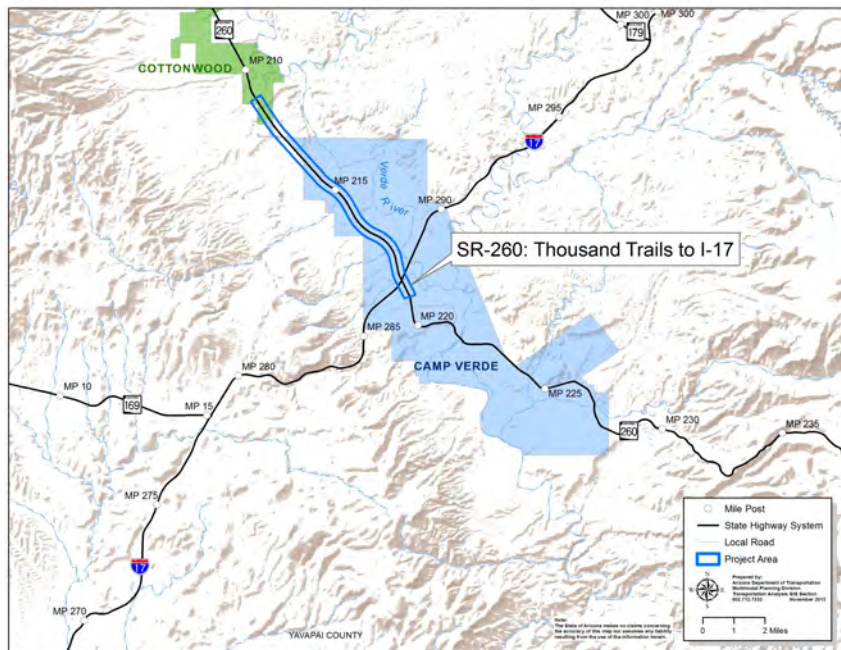
PROJECT MANAGER: John Dickson

PROJECT: H869901D, Item # 11115, ADOT TIP 3601

REQUESTED ACTION: Increase the design project by \$526,000 to \$4,526,000 in the Highway Construction Program.  
**Funds are available from the FY 2016 Construction Preparation: Technical Engineering Group #70016.**

NEW PROGRAM AMOUNT:

\$ 4,526,000





\*ITEM 8i.

ROUTE NO: I-10 @ MP 248.0

Page 110

COUNTY: Pima

DISTRICT: Tucson

SCHEDULE: FY 2016

SECTION: Ina Road TI

TYPE OF WORK: Right of Way

ADVERTISEMENT DATE: May 31, 2016

PROGRAM AMOUNT: \$ 10,737,000

PROJECT MANAGER: Alfred Rodriguez

PROJECT: H847902R, ADOT TIP 3459

REQUESTED ACTION: Increase the right of way project by \$880,000 to \$11,617,000 in the Highway Construction Program. **Funds are available from the FY 2016 Right of Way Acquisition, Appraisal and Plans Fund #71016.** This will be State funded.

NEW PROGRAM AMOUNT:

\$ 11,617,000



\*ITEM 8j.

ROUTE NO: I-10 @ MP 309.0

Page 112

COUNTY: Cochise

DISTRICT: Safford

SCHEDULE: FY 2016

SECTION: Adams Peak Wash Strs #1604 and 1605

TYPE OF WORK: Design Scour Retrofit

PROGRAM AMOUNT: \$ 80,000

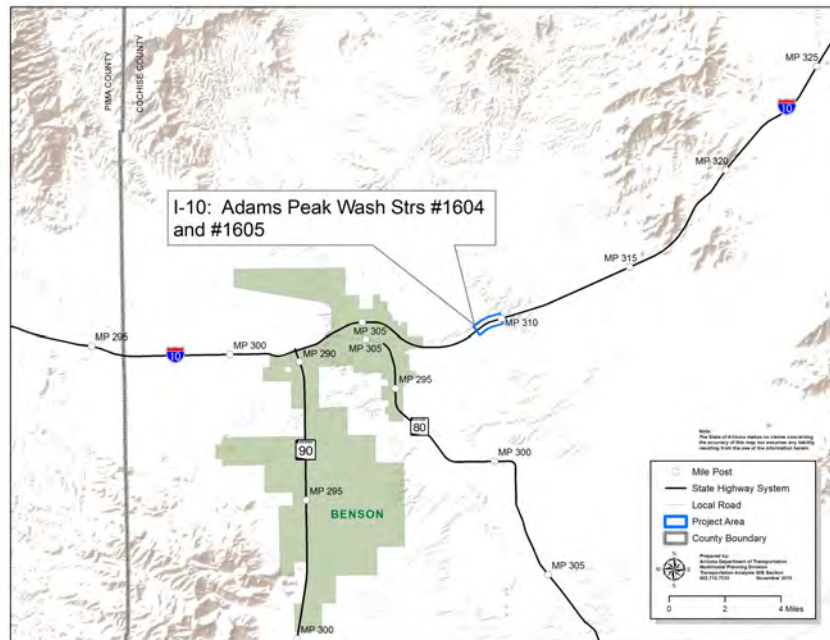
PROJECT MANAGER: Tricia Brown

PROJECT: H854501D, ADOT TIP 3251

REQUESTED ACTION: Increase the design project by \$111,000 to \$191,000 in the Highway Construction Program. **Funds are available from the FY 2016 Construction Preparation: Technical Engineering Group Fund #70016.**

NEW PROGRAM AMOUNT:

\$ 191,000



\*ITEM 8k. ROUTE NO: I-40 @ MP 22.74 Page 114  
 COUNTY: Mohave  
 DISTRICT: Kingman  
 SCHEDULE: FY 2016  
 SECTION: Haviland Rest Area Parking Area  
 TYPE OF WORK: Design Pavement Preservation  
 PROGRAM AMOUNT: \$ 100,000  
 PROJECT MANAGER: Kevin Robertson  
 PROJECT: H876401D, ADOT TIP 7630  
 REQUESTED ACTION: Increase the design project by \$35,000 to \$135,000 in the Highway Construction Program. **Funds are available from the FY 2016 Minor and Preventative Pavement Preservation Fund #74816.**  
 NEW PROGRAM AMOUNT: \$ 135,000

\*ITEM 8l. ROUTE NO: I-40 @ MP 22.74 Page 116  
 COUNTY: Mohave  
 DISTRICT: Kingman  
 SCHEDULE: FY 2016  
 SECTION: Haviland Rest Area Parking Area  
 TYPE OF WORK: Pavement Preservation  
 ADVERTISEMENT DATE: February 1, 2016  
 PROGRAM AMOUNT: \$ 475,000  
 PROJECT MANAGER: Kevin Robertson  
 PROJECT: H876401C, ADOT TIP 7630  
 REQUESTED ACTION: Increase the construction project by \$1,175,000 to \$1,650,000 in the Highway Construction Program. **Funding sources are listed below.**  
 FY 2016 Minor and Preventative Pavement Preservation Fund #74816 \$ 960,000  
 FY 2016 Rest Area Preservation Fund #79116 \$ 215,000  
 NEW PROGRAM AMOUNT: \$ 1,650,000



**NEW PROJECTS**

\*ITEM 8m.

Page 118

ROUTE NO: SR 260 @ MP 282.5

COUNTY: Coconino

DISTRICT: Flagstaff

SCHEDULE: New Project Request

SECTION: Woods Canyon Lake Rd - Forest Lakes

TYPE OF WORK: Pavement Preservation

ADVERTISEMENT DATE: January 8, 2016

PROGRAM AMOUNT: New Project

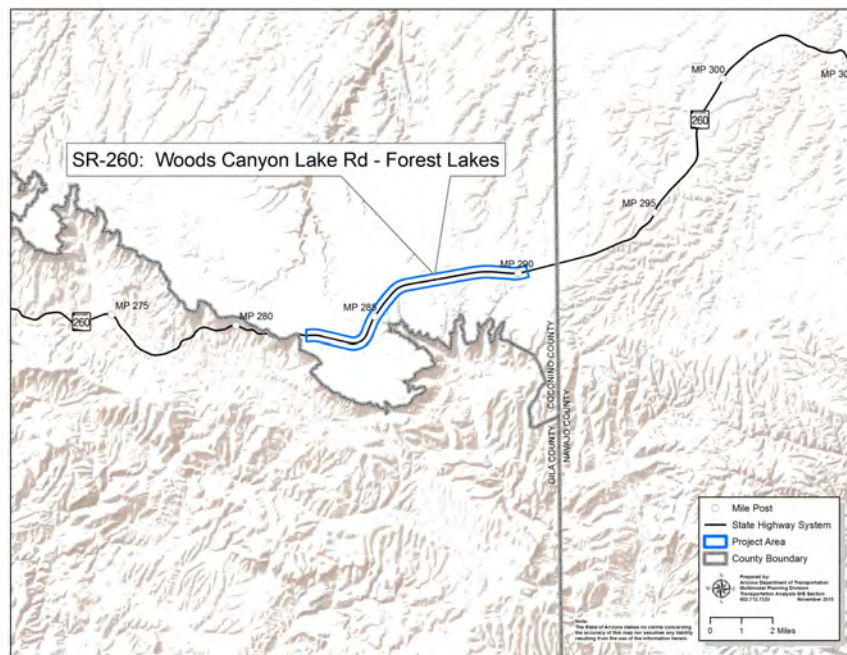
PROJECT MANAGER: Kevin Robertson

PROJECT: H889201C, ADOT TIP 6448

REQUESTED ACTION: Establish the pavement preservation project for \$2,100,000 in the Highway Construction Program. **Funds are available from the FY 2016 Minor and Preventative Pavement Preservation Fund #74816.** The project is 7.8 miles in length.

NEW PROGRAM AMOUNT:

\$ 2,100,000



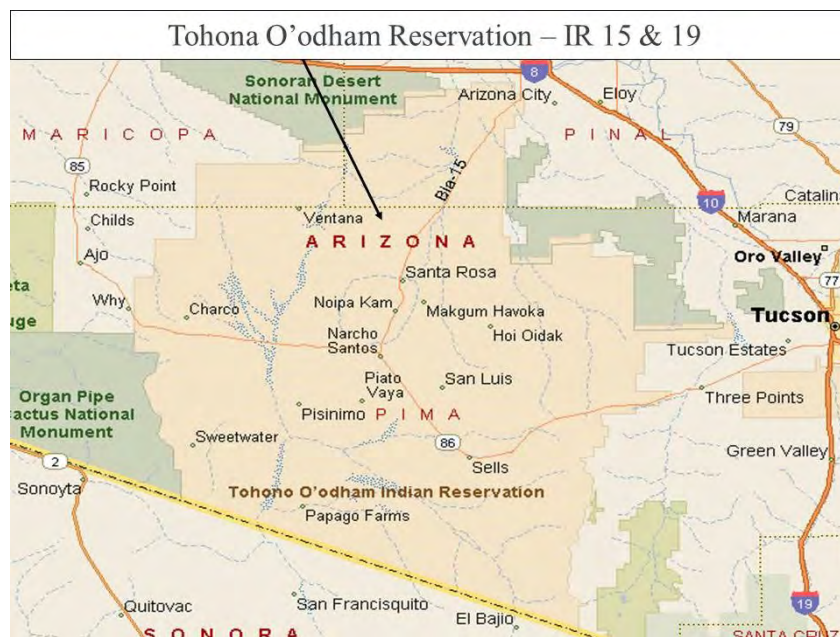
\*ITEM 8n.

Page 120

COUNTY: Pima  
 DISTRICT: Tucson  
 SCHEDULE: New Project Request  
 SECTION: Tohono O'odham Reservation - IR 15 and 19  
 TYPE OF WORK: Construction of Guardrail and End Treatment  
 ADVERTISEMENT DATE: January 15, 2016  
 PROGRAM AMOUNT: New Project  
 PROJECT MANAGER: Kaveh Behbahani  
 PROJECT: SH56101C, ADOT TIP 4139  
 JPA: 12-030 with the Tohono O'odham Reservation  
 REQUESTED ACTION: Establish the new construction project for \$757,000 in the Highway Construction Program. **Funds are available from the FY 2016 Modernization of Projects Fund #70116.** Identified in the PAG TIP as 16.12.

NEW PROGRAM AMOUNT:

\$ 757,000





**ARIZONA DEPARTMENT OF TRANSPORTATION  
INTERMODAL TRANSPORTATION DIVISION  
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:11/10/2015

2. Phone Teleconference?No  
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

**GENERAL INFORMATION**

**3. Form Date:**

11/24/2015

**4. Project Manager / Presenter Information:**

Asadul Karim

(602) 712-6799

**5. Form Created By:**

Asadul Karim

4210 MPD PLANNING TEAM

205 S 17th Ave, 370, 615E

**PROJECT INFORMATION**

**6. Project Location / Name:**

Williams Gateway Freeway, Ironwood to Florence Jct

**7. Type of Work:**

DCR plus EA

**8. CPS Id:**

ZE1H

**9. District:**

Tucson

**10. Route:**

24

**11. County:**

Pinal

**12. Beg MP:**

006

**13. TRACS #:**

H723601L

**14. Len (mi.):**

**15. Fed ID #:**

STP

999-A(366)A

**PROJECT REQUEST SUMMARY**

**16. Original Program Budget (in \$000):**

**18. Current Approved**

**Program Budget (in \$000):**

3,949

**17. Original Program Item # (Current 5 Yr Program):**

**18a. (+/-) Program Budget**

**Request (in \$000):**

-2,296

**18b. Total Program Budget**

**After Request (in \$000):**

1,653

**19. Currently Approved Budget Funding List:**

**19a. New / Budget Change Request Funding List:**

**Amount (in \$000):** 3,949      **Fund Item #:** 16407

**Comments:**  
**Details:**  
FY:0--.

**Amount (in \$000):** -2,296

**Fund Item #:** 70016  
**Comments:**  
**Details:**  
FY:2016-ENGINEERING  
SUPPORT-Construction  
Preparation: Technical  
Engineering Group

**20. JPA #s:**

**CURRENTLY APPROVED SCHEDULE**

**21. Current Fiscal Year:**

**22. Current Bid Pkg Ready Date:**

**23. Current Bid Adv Date:**

**CHANGE REQUEST / NEW PROJECT SCHEDULE**

**21a. Request Fiscal Year to:**

**22a. Request Bid Pkg Ready Date to:**

**23a. Request Bid Adv Date to:**

**ADDITIONAL DETAILS**

**24a. Scope Changed?**No

**24b. Project Name/Location Changed?**No

**Have ENVIRONMENTAL Clearance?**NO

**Have U&RR Clearance?**NO

**Have R/W Clearance?**NO

**Scoping Document Completed?**NO

**24c. Work Type Changed?**No

**24d. What is the current Stage?**N/A

**Have MATERIALS Memo?**NO

**Have C&S Approval?**NO

**Have CUSTOMIZED Schedule?**NO

**25. DESCRIPTION OF REQUEST:**

Decrease budget and scope of work.

**26. JUSTIFICATION:**

The scope of this project in Pinal county needs to be moved to the North - South Corridor Study (H7454).

The existing SR 24 DCR/EA (H723601L) will be closed. Funds for SR 24 will be de-obligated.

**27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:**

**28. OTHER ALTERNATIVES:**

**REQUESTED ACTIONS:**  
Request to be in PPAC Agenda for 12/2/2015 .  
Change in Budget.

**APPROVED/RECOMMENDED ACTIONS:**  
Item(s) Approved. Subject to PPAC Approval.

**PRB APPROVED**



**ARIZONA DEPARTMENT OF TRANSPORTATION  
INTERMODAL TRANSPORTATION DIVISION  
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:11/10/2015

2. Phone Teleconference?No  
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

**GENERAL INFORMATION**

**3. Form Date:**

11/24/2015

**4. Project Manager / Presenter Information:**

Victor Yang

(602) 712-8715

**5. Form Created By:**

Victor Yang

4210 MPD PLANNING TEAM

205 S 17th Ave, 370A, 605E

**PROJECT INFORMATION**

**6. Project Location / Name:**

NORTH - SOUTH CORRIDOR STUDY

**7. Type of Work:**

DCR PLUS EIS

**8. CPS Id:**

PN1J

**9. District:**

Tucson

**10. Route:**

999

**11. County:**

Pinal

**12. Beg MP:**

0.0

**13. TRACS #:**

H745401L

**14. Len (mi.):**

45

**15. Fed ID #:**

STP  
999-A(365)A

**PROJECT REQUEST SUMMARY**

**16. Original Program Budget (in \$000):**

**17. Original Program Item # (Current 5 Yr Program):**

15808

**18. Current Approved**

**Program Budget (in \$000):**

6,841

**18a. (+/-) Program Budget**

**Request (in \$000):**

1,517

**18b. Total Program Budget**

**After Request (in \$000):**

8,358

**19. Currently Approved Budget Funding List:**

**19a. New / Budget Change Request Funding List:**

**Amount (in \$000):** 5,427      **Fund Item #:** 15808

**Comments:**  
**Details:**  
FY:0--.

**Amount (in \$000):** 1,517      **Fund Item #:** 70016

**Comments:**  
**Details:**  
FY:2016-ENGINEERING  
SUPPORT-Construction  
Preparation: Technical  
Engineering Group

**Amount (in \$000):** 1,414      **Fund Item #:** 73512

**Comments:**  
**Details:**  
FY:0--.

**20. JPA #s:**

**CURRENTLY APPROVED SCHEDULE**

**CHANGE REQUEST / NEW PROJECT SCHEDULE**

**21. Current Fiscal Year:**

**22. Current Bid Pkg Ready Date:**

**23. Current Bid Adv Date:**

**21a. Request Fiscal Year to:**

**22a. Request Bid Pkg Ready Date to:**

**23a. Request Bid Adv Date to:**

**ADDITIONAL DETAILS**

**24a. Scope Changed?**Yes

**24b. Project Name/Location Changed?**No

**Have ENVIRONMENTAL Clearance?**NO

**Have U&RR Clearance?**NO

**Have R/W Clearance?**NO

**Scoping Document Completed?**NO

**24c. Work Type Changed?**No

**24d. What is the current Stage?**Pre Stage II

**Have MATERIALS Memo?**NO

**Have C&S Approval?**NO

**Have CUSTOMIZED Schedule?**NO

**25. DESCRIPTION OF REQUEST:**

Increase budget and scope of work.

**26. JUSTIFICATION:**

Request to move scope from SR 24 Study to North South Corridor study in order for NS Corridor study to include SR 24 tasks.

North South corridor Study(H7454 01L) will take over/include the SR 24 tasks as part of the DCR/EIS.

Consultant \$1,211K  
ADOT Staff \$163K  
ICAP \$143K  
Total \$1,517K



**27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:**

**28. OTHER ALTERNATIVES:**

**REQUESTED ACTIONS:**

Change in Scope.  
Request to be in PPAC Agenda for 12/2/2015 .  
Change in Budget.

**APPROVED/RECOMMENDED ACTIONS:**

Item(s) Approved. Subject to PPAC Approval.

**PRB APPROVED**



**ARIZONA DEPARTMENT OF TRANSPORTATION  
INTERMODAL TRANSPORTATION DIVISION  
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:11/24/2015  
 2. Phone Teleconference?No      At Phone #:  
 Video Teleconference?No      [Click here to view all previous PRB Actions for this project](#)

**GENERAL INFORMATION**

**3. Form Date:** 11/25/2015      **4. Project Manager / Presenter Information:** Pradeep Tiwari (602) 712-4472  
**5. Form Created By:** Pradeep Tiwari      9620 Traffic HSIP      1615 W Jackson St, 55, 065R

**PROJECT INFORMATION**

**6. Project Location / Name:** Traffic and Criminal Software (TraCS) / Town of Paradise Valley      **7. Type of Work:** XML schema for electronic crash data transmission  
**8. CPS Id:** UM1N      **9. District:** Phoenix      **10. Route:** 999      **11. County:** Maricopa      **12. Beg MP:**      **13. TRACS #:** M514601X      **14. Len (mi.):**      **15. Fed ID #:** 999-M(128)T

**PROJECT REQUEST SUMMARY**

**16. Original Program Budget (in \$000):**      **17. Original Program Item # (Current 5 Yr Program):** 32614  
**18. Current Approved Program Budget (in \$000):** 25      **18a. (+/-) Program Budget Request (in \$000):** 25      **18b. Total Program Budget After Request (in \$000):** 50

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
<b>Amount (in \$000):</b> 25	<b>Fund Item #:</b> 72815	<b>Amount (in \$000):</b> 25	<b>Fund Item #:</b> 70116
<b>Comments:</b>	<b>Details:</b> FY:0--.	<b>Comments:</b>	<b>Details:</b> FY:2016-MODERNIZATION FY 2016-Modernization of Projects

**I certify that I have verified AND received approval for ALL of the new Funding Sources listed above.**

**20. JPA #s:** 14-0004231-I  
**ALL of the JPA(s) been signed?** Yes      **ADOT will advertise this project?** No  
**CURRENTLY APPROVED SCHEDULE**      **CHANGE REQUEST / NEW PROJECT SCHEDULE**  
**21. Current Fiscal Year:** 16      **21a. Request Fiscal Year to:**  
**22. Current Bid Pkg Ready Date:**      **22a. Request Bid Pkg Ready Date to:**  
**23. Current Bid Adv Date:**      **23a. Request Bid Adv Date to:**

**ADDITIONAL DETAILS**

<b>24a. Scope Changed?</b> No	<b>24c. Work Type Changed?</b> No
<b>24b. Project Name/Location Changed?</b> No	<b>24d. What is the current Stage?</b> N/A
<b>Have ENVIRONMENTAL Clearance?</b> YES	<b>Have MATERIALS Memo?</b> NA
<b>Have U&amp;RR Clearance?</b> NA	<b>Have C&amp;S Approval?</b> NA
<b>Have R/W Clearance?</b> NA	<b>Have CUSTOMIZED Schedule?</b> NA
<b>Scoping Document Completed?</b> NA	

**25. DESCRIPTION OF REQUEST:**

Increase budget.

**26. JUSTIFICATION:**

An IGA (JPA:14-0004231-I) was originally signed with the Paradise Valley Police Department for \$50,000 to assist them to write XML interface for electronic transfer of crash data from the City's Record Management System (RMS) to ADOT's crash record system. However, as part of Phase 1 TraCS projects, only \$25,000 was inadvertently requested. This request is to fully fund the project as was originally intended and agreed to.

**27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:**

**28. OTHER ALTERNATIVES:**

**REQUESTED ACTIONS:**  
Change in Budget.

**APPROVED/RECOMMENDED ACTIONS:**  
Item(s) Approved. Subject to PPAC Approval.

**PRB APPROVED**



**ARIZONA DEPARTMENT OF TRANSPORTATION  
INTERMODAL TRANSPORTATION DIVISION  
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:11/17/2015  
 2. Phone Teleconference?No      At Phone #:  
 Video Teleconference?No      [Click here to view all previous PRB Actions for this project](#)

**GENERAL INFORMATION**

**3. Form Date:** 11/17/2015      **4. Project Manager / Presenter Information:** Suzanne Deitering (602) 712-7038  
**5. Form Created By:** Suzanne Deitering      205 S 17th Ave, , 614E

**PROJECT INFORMATION**

**6. Project Location / Name:** ALLENTOWN ROAD - STATE LINE      **7. Type of Work:** PAVEMENT PRESERVATION

**8. CPS Id:** EM1N      **9. District:** Holbrook      **10. Route:** 40      **11. County:** Apache      **12. Beg MP:** 354      **13. TRACS #:** H878101C      **14. Len (mi.):** 6.0      **15. Fed ID #:** FA 040-E(218)T

**PROJECT REQUEST SUMMARY**

**16. Original Program Budget (in \$000):**      **17. Original Program Item # (Current 5 Yr Program):** 11917

**18. Current Approved Program Budget (in \$000):** 11,500      **18a. (+/-) Program Budget Request (in \$000):** 0      **18b. Total Program Budget After Request (in \$000):** 11,500

<b>19. Currently Approved Budget Funding List:</b>		<b>19a. New / Budget Change Request Funding List:</b>	
<b>Amount (in \$000):</b> 11,500	<b>Fund Item #:</b> 11917	<b>Amount (in \$000):</b> -11,500	<b>Fund Item #:</b> 72517
<b>Comments:</b>	<b>Details:</b> FY:2016-ALLENTOWN ROAD - STATE LINE-Pavement Preservation	<b>Comments:</b>	<b>Details:</b> FY:2017-PRESERVATION-Pre servation
		<b>Amount (in \$000):</b> 11,500	<b>Fund Item #:</b> 72516
		<b>Comments:</b>	<b>Details:</b> FY:2016-PRESERVATION-Pre servation

**20. JPA #s:**

<b>CURRENTLY APPROVED SCHEDULE</b>		<b>CHANGE REQUEST / NEW PROJECT SCHEDULE</b>	
<b>21. Current Fiscal Year:</b> 17		<b>21a. Request Fiscal Year to:</b> 16	
<b>22. Current Bid Pkg Ready Date:</b> 09/28/2015		<b>22a. Request Bid Pkg Ready Date to:</b> 11/03/2015	
<b>23. Current Bid Adv Date:</b> 01/03/2017		<b>23a. Request Bid Adv Date to:</b> 01/13/2016	

**ADDITIONAL DETAILS**

<b>24a. Scope Changed?</b> No	<b>24c. Work Type Changed?</b> No
<b>24b. Project Name/Location Changed?</b> No	<b>24d. What is the current Stage?</b> Post Stage IV
<b>Have ENVIRONMENTAL Clearance?</b> YES	<b>Have MATERIALS Memo?</b> YES
<b>Have U&amp;RR Clearance?</b> YES	<b>Have C&amp;S Approval?</b> YES
<b>Have R/W Clearance?</b> YES	<b>Have CUSTOMIZED Schedule?</b> NO
<b>Scoping Document Completed?</b> YES	

**25. DESCRIPTION OF REQUEST:**

Establish the project in FY 16

**26. JUSTIFICATION:**

Project is at post 95pct and can be delivered in FY16  
 District requests to advance this project and funding is available.  
 Pavement is failing. This project will mill and replace sections of pavement along w/full depth pavement replacement in various locations. The project will also replace outdated bridge railings w/barriers at 6 locations (3TIs); and bring GR end treatments up to standard.

**27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:**

**28. OTHER ALTERNATIVES:**

**REQUESTED ACTIONS:**

Establish a New Project.  
Request to be in PPAC Agenda for 12/2/2015 .

**APPROVED/RECOMMENDED ACTIONS:**

Item(s) Approved. Subject to PPAC Approval.

**PRB APPROVED**



**ARIZONA DEPARTMENT OF TRANSPORTATION  
INTERMODAL TRANSPORTATION DIVISION  
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:10/27/2015

2. Phone Teleconference?No  
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

**GENERAL INFORMATION**

**3. Form Date:**

10/27/2015

**4. Project Manager / Presenter Information:**

Susan Webber

(602) 712-7607

**5. Form Created By:**

Susan Webber

4983 STATEWIDE PROJECT MANAGEMENT

205 S 17th Ave, 205, 614E

**PROJECT INFORMATION**

**6. Project Location / Name:**

TRIPP CANYON - 300 WEST

**7. Type of Work:**

DESIGN PEDESTRIAN BRIDGE EXTENSION

**8. CPS Id:**

EZ1M

**9. District:**

Safford

**10. Route:**

70

**11. County:**

Graham

**12. Beg MP:**

329.8

**13. TRACS #:**

H839701D

**14. Len (mi.):**

0.5

**15. Fed ID #:**

TEA  
070-A(211)T

**PROJECT REQUEST SUMMARY**

**16. Original Program Budget (in \$000):**

356

**17. Original Program Item # (Current 5 Yr Program):**

51214

**18. Current Approved**

**Program Budget (in \$000):**

**18a. (+/-) Program Budget**

**Request (in \$000):**

61

**18b. Total Program Budget**

**After Request (in \$000):**

417

**19. Currently Approved Budget Funding List:**

**19a. New / Budget Change Request Funding List:**

**Amount (in \$000):** 189      **Fund Item #:** 75312  
**Comments:**                      **Details:**  
FY:0--.

**Amount (in \$000):** 61      **Fund Item #:** 71616  
**Comments:**                      **Details:**  
FY:2016-TRANSPORTATION  
ALTERNATIVES-Projects of  
Opportunity Local TA Projects

**Amount (in \$000):** 167      **Fund Item #:** 71614  
**Comments:**                      **Details:**  
FY:0--.

**20. JPA #s:** 11-188I

**ALL of the JPA(s) been signed?** Yes

**ADOT will advertise this project?** Yes

**CURRENTLY APPROVED SCHEDULE**

**CHANGE REQUEST / NEW PROJECT SCHEDULE**

**21. Current Fiscal Year:** 16

**21a. Request Fiscal Year to:**

**22. Current Bid Pkg Ready Date:** 05/13/2015

**22a. Request Bid Pkg Ready Date to:**

**23. Current Bid Adv Date:** 07/01/2016

**23a. Request Bid Adv Date to:**

**ADDITIONAL DETAILS**

<b>24a. Scope Changed?</b> No	<b>24c. Work Type Changed?</b> No
<b>24b. Project Name/Location Changed?</b> No	<b>24d. What is the current Stage?</b> Stage IV
<b>Have ENVIRONMENTAL Clearance?</b> YES	<b>Have MATERIALS Memo?</b> YES
<b>Have U&amp;RR Clearance?</b> NO	<b>Have C&amp;S Approval?</b> NO
<b>Have R/W Clearance?</b> NO	<b>Have CUSTOMIZED Schedule?</b> YES
<b>Scoping Document Completed?</b> YES	

**25. DESCRIPTION OF REQUEST:**

Increase Design budget

**26. JUSTIFICATION:**

This project is located on the west side of the Town of Pima, and includes the design and construction of a concrete sidewalk and a 233-foot-long pedestrian bridge across Cottonwood Wash, parallel to US 70.

The Round 17 project was approved in 2009 for \$805,790: \$210,000 for Design and \$595,790 for Construction. However, when the sub-phases were established in FY12, only \$189,042 was budgeted and authorized. An additional \$167,000 of design funds were authorized in FY14. The Project Manager at that time did not account for a \$34,423 contract modification for the Environmental On Call Consultant. A contract modification revision was processed in FY15 for \$15,541 for the On Call consultant to develop an existing condition model of Cottonwood wash (necessary for the completing the Bridge Hydraulic Memo).

ICAP rates between FY12 and FY16 have ranged from 5.16pct to 10.39pct; the resulting additional ICAP expenditures have been approximately \$3,700.

TCE`s were not originally anticipated; the estimated costs for acquisition are \$30,500.

Originally budgeted for Design:	\$189,042
Funds added in FY14:	\$167,000
Total Design budget:	\$356,042

Expended to date:	- \$263,105
Needed for TCE`s:	- \$ 30,500
Remaining available budget:	\$ 62,437

**REMAINING COSTS:**

Consultant	\$ 57,000
Staff charges	\$ 54,000
ICAP	\$ 12,000
TOTAL	\$123,000
Remaining available budget:	- \$ 62,000
FUNDS NEEDED:	\$ 61,000

This request is for approval of \$61,000 for completion of the design of the project.

**27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:**

**28. OTHER ALTERNATIVES:**

<b>REQUESTED ACTIONS:</b> Request to be in PPAC Agenda for 12/2/2015 . Change in Budget.	<b>APPROVED/RECOMMENDED ACTIONS:</b> Item(s) Approved. Subject to PPAC Approval. <div style="text-align: right; font-size: 2em; font-weight: bold; color: red; margin-top: 10px;">PRB APPROVED</div>
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**ARIZONA DEPARTMENT OF TRANSPORTATION  
INTERMODAL TRANSPORTATION DIVISION  
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:11/17/2015

2. Phone Teleconference?No  
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

**GENERAL INFORMATION**

**3. Form Date:**

11/25/2015

**4. Project Manager / Presenter Information:**

Ronald Mccally

(602) 712-7646

**5. Form Created By:**

Ronald Mccally

4984 URBAN PROJECT MANAGEMENT

1611 W Jackson St, , EM01

**PROJECT INFORMATION**

**6. Project Location / Name:**

I-10 Near Term Improvements (SR143-SR202 Santan)

**7. Type of Work:**

DCR/Environmental Study

**8. CPS Id:**

E11N

**9. District:**

Phoenix

**10. Route:**

I-10

**11. County:**

Maricopa

**12. Beg MP:**

153

**13. TRACS #:**

H876801L

**14. Len (mi.):**

7

**15. Fed ID #:**

**PROJECT REQUEST SUMMARY**

**16. Original Program Budget (in \$000):**

1,902

**17. Original Program Item # (Current 5 Yr Program):**

**18. Current Approved**

**Program Budget (in \$000):**

**18a. (+/-) Program Budget**

**Request (in \$000):**

180

**18b. Total Program Budget**

**After Request (in \$000):**

2,082

**19. Currently Approved Budget Funding List:**

**Amount (in \$000):** 1,902

**Fund Item #:** 42214

**Comments:**  
MC Task Orders FY 2014

**Details:**  
FY:0--.

**19a. New / Budget Change Request Funding List:**

**Amount (in \$000):** 180

**Fund Item #:** 42216

**Comments:**  
MC Task Orders FY2016

**Details:**  
FY:2016-MAG  
REGIONWIDE-Preliminary  
Engineering (Management  
Consultants, 30% Plans  
Design)

**I certify that I have verified AND received approval for ALL of the new Funding Sources listed above.**

**20. JPA #s:**

**CURRENTLY APPROVED SCHEDULE**

**21. Current Fiscal Year:**

**22. Current Bid Pkg Ready Date:**

**23. Current Bid Adv Date:**

**CHANGE REQUEST / NEW PROJECT SCHEDULE**

**21a. Request Fiscal Year to:**

**22a. Request Bid Pkg Ready Date to:**

**23a. Request Bid Adv Date to:**

**ADDITIONAL DETAILS**

**24a. Scope Changed?**Yes

**24b. Project Name/Location Changed?**No

**Have ENVIRONMENTAL Clearance?**NO

**Have U&RR Clearance?**NO

**Have R/W Clearance?**NO

**Scoping Document Completed?**NO

**24c. Work Type Changed?**No

**24d. What is the current Stage?**Pre Stage II

**Have MATERIALS Memo?**NO

**Have C&S Approval?**NO

**Have CUSTOMIZED Schedule?**YES

**25. DESCRIPTION OF REQUEST:**

Increase budget  
Change in Scope



**26. JUSTIFICATION:**

Additional Environmental efforts are required for the increased area of potential effect for the extended western limits of the project. The WB C-D Road entrance ramp connection to WB I-10 (near 48th Street) will be modified to provide a parallel entrance configuration that will transition into an additional general-purpose lane that extends west to approximately 36th Street. Additional Environmental efforts are required to prepare a CE for an Advanced Acquisition parcel. An ADA Compliance and Feasibility Report is required for proposed construction areas within Study limits. Additional Structural Engineering is required to evaluate retrofit fencing and ADA modifications. Roadway Design modification to the preferred Alternative are required along with additional Traffic Engineering elements. Additional Utility Coordination meetings with public Utilities/Cities are required given the degree of potential conflicts and relocation concepts.

Staff \$23K  
Consultant \$140K  
ICAP \$17K

**27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:**

**28. OTHER ALTERNATIVES:**

**REQUESTED ACTIONS:**

Change in Scope.  
Request to be in PPAC Agenda for 12/2/2015 .  
Change in Budget.

**APPROVED/RECOMMENDED ACTIONS:**

Item(s) Approved. Subject to PPAC Approval.

**PRB APPROVED**



**ARIZONA DEPARTMENT OF TRANSPORTATION  
INTERMODAL TRANSPORTATION DIVISION  
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:11/17/2015

2. Phone Teleconference?No  
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

**GENERAL INFORMATION**

**3. Form Date:**

11/25/2015

**4. Project Manager / Presenter Information:**

Brian Park

(602) 712-8987

**5. Form Created By:**

Brian Park

4983 STATEWIDE PROJECT MANAGEMENT

205 S 17th Ave, 295, 614E

**PROJECT INFORMATION**

**6. Project Location / Name:**

I-40 MP 279.2 - 279.7

**7. Type of Work:**

ROCKFALL MITIGATION

**8. CPS Id:**

FS1L

**9. District:**

Holbrook

**10. Route:**

40

**11. County:**

Navajo

**12. Beg MP:**

279.2

**13. TRACS #:**

H832101C

(Tracs# not in Adv)

**14. Len (mi.):**

0.5

**15. Fed ID #:**

FA

040-D(218)T

**PROJECT REQUEST SUMMARY**

**16. Original Program Budget (in \$000):**

1,200

**17. Original Program Item # (Current 5 Yr Program):**

20216

**18. Current Approved**

**Program Budget (in \$000):**

**18a. (+/-) Program Budget**

**Request (in \$000):**

654

**18b. Total Program Budget**

**After Request (in \$000):**

1,854

**19. Currently Approved Budget Funding List:**

**19a. New / Budget Change Request Funding List:**

**Amount (in \$000):** 1,200

**Fund Item #:** 20216

**Comments:**

**Details:**  
FY:2016-MP 279.2 - MP  
279.7-Rockfall Mitigation

**Amount (in \$000):** 654

**Comments:**

**Fund Item #:** 72316

**Details:**

FY:2016-CONTINGENCY-Pro  
gram Cost Adjustments

**20. JPA #s:**

**CURRENTLY APPROVED SCHEDULE**

**21. Current Fiscal Year:**

16

**22. Current Bid Pkg Ready Date:**

02/01/2016

**23. Current Bid Adv Date:**

04/29/2016

**CHANGE REQUEST / NEW PROJECT SCHEDULE**

**21a. Request Fiscal Year to:**

**22a. Request Bid Pkg Ready Date to:**

**23a. Request Bid Adv Date to:**

**ADDITIONAL DETAILS**

**24a. Scope Changed?No**

**24b. Project Name/Location Changed?No**

**Have ENVIRONMENTAL Clearance?YES**

**Have U&RR Clearance?YES**

**Have R/W Clearance?NO**

**Scoping Document Completed?YES**

**24c. Work Type Changed?No**

**24d. What is the current Stage?Post Stage IV**

**Have MATERIALS Memo?NA**

**Have C&S Approval?YES**

**Have CUSTOMIZED Schedule?YES**

**25. DESCRIPTION OF REQUEST:**

Increase construction budget

**26. JUSTIFICATION:**

Additional funds are needed for the 01C construction subphase of the project. By recommendation of the consultant and confirmation from the District, it was determined that the construction of an access road would be the safest, most efficient way to perform the work. Also, because the composition of the top one-third of the bluffs are relatively unknown, a contingency amount was added to the construction estimate to cover costs to mitigate that portion of the bluffs. Costs for the access road were not anticipated and therefore not included in the original Project Assessment. In addition to the budget needed for the access road, the Project Assessment used an ICAP rate of 5.19 pct and the ICAP rate is currently 10.35 pct which amounts to about \$110k.

**27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:**

**28. OTHER ALTERNATIVES:**

**REQUESTED ACTIONS:**  
Request to be in PPAC Agenda for 12/2/2015 .  
Change in Budget.

**APPROVED/RECOMMENDED ACTIONS:**  
Item(s) Approved. Subject to PPAC Approval.

**PRB APPROVED**



**ARIZONA DEPARTMENT OF TRANSPORTATION  
INTERMODAL TRANSPORTATION DIVISION  
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:11/17/2015

2. Phone Teleconference?No  
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

**GENERAL INFORMATION**

**3. Form Date:**

11/25/2015

**4. Project Manager / Presenter Information:**

John Dickson

(602) 712-8683

**5. Form Created By:**

John Dickson

4983 STATEWIDE PROJECT MANAGEMENT

205 S 17th Ave, 295, 614E

**PROJECT INFORMATION**

**6. Project Location / Name:**

THOUSAND TRAILS TO I-17

**7. Type of Work:**

Design Improvements

**8. CPS Id:**

WW1M

**9. District:**

Prescott

**10. Route:**

260

**11. County:**

Yavapai

**12. Beg MP:**

211.0

**13. TRACS #:**

H869901D

**14. Len (mi.):**

8.0

**15. Fed ID #:**

STP

260-A(208)T

**PROJECT REQUEST SUMMARY**

**16. Original Program Budget (in \$000):**

4,000

**17. Original Program Item # (Current 5 Yr Program):**

11115

**18. Current Approved**

**Program Budget (in \$000):**

**18a. (+/-) Program Budget**

**Request (in \$000):**

526

**18b. Total Program Budget**

**After Request (in \$000):**

4,526

**19. Currently Approved Budget Funding List:**

**19a. New / Budget Change Request Funding List:**

**Amount (in \$000):** 4,000

**Fund Item #:** 11115

**Comments:**

**Details:**

FY:0--.

**Amount (in \$000):** 526

**Fund Item #:** 70016

**Comments:**

**Details:**

FY:2016-ENGINEERING  
SUPPORT-Construction  
Preparation: Technical  
Engineering Group

**I certify that I have verified AND received approval for ALL of the new Funding Sources listed above.**

**20. JPA #s:**

**CURRENTLY APPROVED SCHEDULE**

**21. Current Fiscal Year:**

16

**22. Current Bid Pkg Ready Date:**

01/15/2016

**23. Current Bid Adv Date:**

03/16/2016

**CHANGE REQUEST / NEW PROJECT SCHEDULE**

**21a. Request Fiscal Year to:**

**22a. Request Bid Pkg Ready Date to:**

**23a. Request Bid Adv Date to:**

**ADDITIONAL DETAILS**

**24a. Scope Changed?**Yes

**24b. Project Name/Location Changed?**No

**Have ENVIRONMENTAL Clearance?**YES

**Have U&RR Clearance?**NO

**Have R/W Clearance?**NO

**Scoping Document Completed?**YES

**24c. Work Type Changed?**No

**24d. What is the current Stage?**Stage III

**Have MATERIALS Memo?**YES

**Have C&S Approval?**NO

**Have CUSTOMIZED Schedule?**YES

**25. DESCRIPTION OF REQUEST:**

Change in Budget

Change in Scope

**26. JUSTIFICATION:**

The project is the main artery between I-17 and Cottonwood, while also serving Clarkdale, Jerome and Sedona. Construction sequencing and traffic control is complicated, especially through seven roundabouts, and it is necessary to maintain this connectivity during construction. There is a need to add scope items that include Construction Sequence Phasing plans, and Temporary Roadway Design. These items were left off the original scope for the Designer. Traffic control sequencing and temporary roadway design items are necessary due to multiple phases of work including several traffic shifts through seven roundabouts during construction.

Since the inception of the project back in the early 2000's, the project has always included a Conditional Letter of Map Revision (CLOMR)/Letter of Map Revision (LOMR) due to the addition of a new bridge upstream of the original bridge, but was never performed in the past as the project stalled due to lack of support. Bridge Group, who is designing the new bridge in-house, has made the project team aware of the missing CLOMR/LOMR requirement and the need to perform. Internal staff does not have the resources at this time to perform these services.

Overall Staff time for the project was underestimated and significant work to be performed has been identified in Bridge, Geotech C&S, and Utilities.

Consultant: \$312K

Staff: \$164K

ICAP: \$50K

**27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:**

**28. OTHER ALTERNATIVES:**

<b>REQUESTED ACTIONS:</b> Change in Scope. Request to be in PPAC Agenda for 12/2/2015 . Change in Budget.	<b>APPROVED/RECOMMENDED ACTIONS:</b> Item(s) Approved. Subject to PPAC Approval. <b>PRB APPROVED</b>
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**ARIZONA DEPARTMENT OF TRANSPORTATION  
INTERMODAL TRANSPORTATION DIVISION  
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:11/24/2015

2. Phone Teleconference?No  
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

**GENERAL INFORMATION**

**3. Form Date:**

11/24/2015

**4. Project Manager / Presenter Information:**

Alfred Rodriguez

(520) 388-4265

**5. Form Created By:**

Alfred Rodriguez

9019 Valley Proj Const Direct

1221 S 2nd Ave, , T100

**PROJECT INFORMATION**

**6. Project Location / Name:**

INA ROAD TI

**7. Type of Work:**

RIGHT OF WAY

**8. CPS Id:**

PJ1F

**9. District:**

Tucson

**10. Route:**

10

**11. County:**

Pima

**12. Beg MP:**

248.0

**13. TRACS #:**

H847902R

**14. Len (mi.):**

1.5

**15. Fed ID #:**

NH\*  
010-D(216)S

**PROJECT REQUEST SUMMARY**

**16. Original Program Budget (in \$000)**

**18. Current Approved**

**Program Budget (in \$000):**

10,737

**17. Original Program Item # (Current 5 Yr Program):**

**18a. (+/-) Program Budget**

**Request (in \$000):**

880

**18b. Total Program Budget**

**After Request (in \$000):**

11,617

**19. Currently Approved Budget Funding List:**

**19a. New / Budget Change Request Funding List:**

**Amount (in \$000):** 3,343      **Fund Item #:** 14712  
**Comments:** Right Of Way  
**Details:** FY:0--.

**Amount (in \$000):** 880      **Fund Item #:** 71016  
**Comments:**      **Details:** FY:2016-R/W ACQUISITION, APPRAISAL & PLANS-Right-Of-Way Acquisition, Appraisal & Plans & Titles Preparation

**Amount (in \$000):** 66      **Fund Item #:** 71015  
**Comments:** .  
**Details:** FY:0--.

**Amount (in \$000):** 7,328      **Fund Item #:** 72314  
**Comments:** .  
**Details:** FY:0--.

**I certify that I have verified AND received approval for ALL of the new Funding Sources listed above.**

**20. JPA #s:**

**CURRENTLY APPROVED SCHEDULE**

**21. Current Fiscal Year:** 16  
**22. Current Bid Pkg Ready Date:** 04/29/2016  
**23. Current Bid Adv Date:** 05/31/2016

**CHANGE REQUEST / NEW PROJECT SCHEDULE**

**21a. Request Fiscal Year to:**  
**22a. Request Bid Pkg Ready Date to:**  
**23a. Request Bid Adv Date to:**

**ADDITIONAL DETAILS**

<b>24a. Scope Changed?</b> No	<b>24c. Work Type Changed?</b> No
<b>24b. Project Name/Location Changed?</b> No	<b>24d. What is the current Stage?</b> N/A
<b>Have ENVIRONMENTAL Clearance?</b> NO	<b>Have MATERIALS Memo?</b> NO
<b>Have U&amp;RR Clearance?</b> NO	<b>Have C&amp;S Approval?</b> NO
<b>Have R/W Clearance?</b> NO	<b>Have CUSTOMIZED Schedule?</b> NO
<b>Scoping Document Completed?</b> NO	

**25. DESCRIPTION OF REQUEST:**

Increase budget.  
Additional funding needed for 02R.

**26. JUSTIFICATION:**

Several properties (Waffle House, Enterprize Rent-a-Car, Circle K & Freedom Storage) were not anticipated to be total take acquisitions, thus increasing demolition costs. Funds are needed to demo buildings and properties acquired for the project. We are requesting state funds to do this work prior to construction. State funds are requested due to the fact that current demolition contracts do not contain the necessary language needed for federal reimbursement. No state funds were set aside for R/W acquisition in past STIPs.

**27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:**

**28. OTHER ALTERNATIVES:**

<b>REQUESTED ACTIONS:</b> Request to be in PPAC Agenda for 12/2/2015 . Change in Budget.	<b>APPROVED/RECOMMENDED ACTIONS:</b> Item(s) Approved. Subject to PPAC Approval. 
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**ARIZONA DEPARTMENT OF TRANSPORTATION  
INTERMODAL TRANSPORTATION DIVISION  
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:11/10/2015  
 2. Phone Teleconference?No      At Phone #:  
 Video Teleconference?No      [Click here to view all previous PRB Actions for this project](#)

**GENERAL INFORMATION**

**3. Form Date:** 11/13/2015      **4. Project Manager / Presenter Information:** Tricia Brown (602) 712-7046  
**5. Form Created By:** Tricia Brown      205 S 17th Avenue, 614E

**PROJECT INFORMATION**

**6. Project Location / Name:** Adams Peak Wash Str#1604 & 1605      **7. Type of Work:** Design Scour Retrofit

**8. CPS Id:** ZF1L      **9. District:** Safford      **10. Route:** 10      **11. County:** Cochise      **12. Beg MP:** 309      **13. TRACS #:** H854501D      **14. Len (mi.):** 1      **15. Fed ID #:** 010-F(221)T

**PROJECT REQUEST SUMMARY**

**16. Original Program Budget (in \$000):** 80      **17. Original Program Item # (Current 5 Yr Program):** 111

**18. Current Approved Program Budget (in \$000):** 80      **18a. (+/-) Program Budget Request (in \$000):** 111      **18b. Total Program Budget After Request (in \$000):** 191

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
<b>Amount (in \$000):</b> 80	<b>Fund Item #:</b> 76212	<b>Amount (in \$000):</b> 111	<b>Fund Item #:</b> 70016
<b>Comments:</b>	<b>Details:</b> FY:0--.	<b>Comments:</b>	<b>Details:</b> FY:2016-ENGINEERING SUPPORT-Construction Preparation: Technical Engineering Group

**I certify that I have verified AND received approval for ALL of the new Funding Sources listed above.**

**20. JPA #s:**

CURRENTLY APPROVED SCHEDULE	CHANGE REQUEST / NEW PROJECT SCHEDULE
<b>21. Current Fiscal Year:</b> 2016	<b>21a. Request Fiscal Year to:</b>
<b>22. Current Bid Pkg Ready Date:</b>	<b>22a. Request Bid Pkg Ready Date to:</b>
<b>23. Current Bid Adv Date:</b>	<b>23a. Request Bid Adv Date to:</b>

**ADDITIONAL DETAILS**

<b>24a. Scope Changed?</b> No	<b>24c. Work Type Changed?</b> No
<b>24b. Project Name/Location Changed?</b> No	<b>24d. What is the current Stage?</b> Pre Stage II
<b>Have ENVIRONMENTAL Clearance?</b> NO	<b>Have MATERIALS Memo?</b> NO
<b>Have U&amp;RR Clearance?</b> NO	<b>Have C&amp;S Approval?</b> NO
<b>Have R/W Clearance?</b> NO	<b>Have CUSTOMIZED Schedule?</b> NO
<b>Scoping Document Completed?</b> YES	

**25. DESCRIPTION OF REQUEST:**

Increase budget.

**26. JUSTIFICATION:**

Original budget request was for scoping and stage II bridge plans. Current funding request is for final design.

Env Consultant \$40K  
 Staff \$60K  
 ICAP \$11K  
 TOTAL \$111K

**27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:**



**28. OTHER ALTERNATIVES:**

**REQUESTED ACTIONS:**

Request to be in PPAC Agenda for 12/2/2015 .  
Change in Budget.

**APPROVED/RECOMMENDED ACTIONS:**

Item(s) Approved. Subject to PPAC Approval.

**PRB APPROVED**



**ARIZONA DEPARTMENT OF TRANSPORTATION  
INTERMODAL TRANSPORTATION DIVISION  
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:11/10/2015

2. Phone Teleconference?No  
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

**GENERAL INFORMATION**

**3. Form Date:**

12/03/2015

**4. Project Manager / Presenter Information:**

Kevin Robertson

(602) 712-3131

**5. Form Created By:**

Kevin Robertson

9975 Materials Group-Cons Chrgs

1221 N 21st Ave, , 068R

**PROJECT INFORMATION**

**6. Project Location / Name:**

Haviland Rest Area Parking Area

**7. Type of Work:**

DESIGN PAVEMENT PRESERVATION

**8. CPS Id:**

DE1N

**9. District:**

Kingman

**10. Route:**

40

**11. County:**

Mohave

**12. Beg MP:**

22.74

**13. TRACS #:**

H876401D

**14. Len (mi.):**

0.4

**15. Fed ID #:**

040-A(379)T

**PROJECT REQUEST SUMMARY**

**16. Original Program Budget (in \$000):**

100

**17. Original Program Item # (Current 5 Yr Program):**

35

**18. Current Approved**

**Program Budget (in \$000):**

**18a. (+/-) Program Budget**

**Request (in \$000):**

**18b. Total Program Budget**

**After Request (in \$000):**

135

**19. Currently Approved Budget Funding List:**

**Amount (in \$000):** 100

**Fund Item #:** 74814

**Comments:**

**Details:**  
FY:0--.

**19a. New / Budget Change Request Funding List:**

**Amount (in \$000):** 35

**Fund Item #:** 74816

**Comments:**

**Details:**  
FY:2016-MINOR &  
PREVENTATIVE PAVEMENT  
PRESERVATION-Minor &  
Preventative Pavement  
Preservation

**I certify that I have verified AND received approval for ALL of the new Funding Sources listed above.**

**20. JPA #s:**

**CURRENTLY APPROVED SCHEDULE**

**21. Current Fiscal Year:** 16  
**22. Current Bid Pkg Ready Date:** 11/02/2015  
**23. Current Bid Adv Date:** 12/01/2015

**CHANGE REQUEST / NEW PROJECT SCHEDULE**

**21a. Request Fiscal Year to:**  
**22a. Request Bid Pkg Ready Date to:** 01/01/2016  
**23a. Request Bid Adv Date to:** 02/01/2016

**ADDITIONAL DETAILS**

<b>24a. Scope Changed?No</b>	<b>24c. Work Type Changed?No</b>
<b>24b. Project Name/Location Changed?No</b>	<b>24d. What is the current Stage?Stage IV</b>
<b>Have ENVIRONMENTAL Clearance?4()</b>	<b>Have MATERIALS Memo?4()</b>
<b>Have U&amp;RR Clearance?+.</b>	<b>Have C&amp;S Approval?+.</b>
<b>Have R/W Clearance?+.</b>	<b>Have CUSTOMIZED Schedule?+.\$</b>
<b>Scoping Document Completed?+.\$</b>	

**25. DESCRIPTION OF REQUEST:**

Increase Design Budget  
Move Project to 3rd Quarter

**26. JUSTIFICATION:**

The original scope of work was repair the tractor trailer parking areas by replacing the deteriorated asphalt pavement with a concrete parking area with an estimated design cost of \$100,000 and an estimated construction cost of \$475,000. After the design funds were established and design work had begun it was determined that a greatly expanded scope of work was required so that the entire parking area, ramps and ADA features were upgraded to current standards. That changed the project into a major rest area parking area rehabilitation project that fixed the existing ramp, parking and ADA issues. Additional work and project time was required by the design teams when the project scope changed. Due to the change in scope the originally approved design budget for the project has been exceeded. Additional design funds are required for C&S, Roadway Design, Traffic Design, Utility Clearances and Right-of-Way Clearances.

\$31K – Staff

\$4K - ICAP

**27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:**

**28. OTHER ALTERNATIVES:**

<b>REQUESTED ACTIONS:</b> Update/Establish Schedule. Request to be in PPAC Agenda for 12/2/2015 . Change in Budget.	<b>APPROVED/RECOMMENDED ACTIONS:</b> Item(s) Approved. Subject to PPAC Approval. <b>PRB APPROVED</b>
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**ARIZONA DEPARTMENT OF TRANSPORTATION  
INTERMODAL TRANSPORTATION DIVISION  
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:11/17/2015

2. Phone Teleconference?No  
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

**GENERAL INFORMATION**

**3. Form Date:**

11/17/2015

**4. Project Manager / Presenter Information:**

Kevin Robertson

(602) 712-3131

**5. Form Created By:**

Kevin Robertson

9975 Materials Group-Cons Chrgs

1221 N 21st Ave, , 068R

**PROJECT INFORMATION**

**6. Project Location / Name:**

Haviland Rest Area Parking Area

**7. Type of Work:**

PAVEMENT PRESERVATION (PARKING LOT RESURFACING)

**8. CPS Id:**

DE1N

**9. District:**

Kingman

**10. Route:**

40

**11. County:**

Mohave

**12. Beg MP:**

22.74

**13. TRACS #:**

H876401C

**14. Len (mi.):**

0.4

**15. Fed ID #:**

040-A(379)T

(Tracs# not in Adv)

**PROJECT REQUEST SUMMARY**

**16. Original Program Budget (in \$000):**

475

**17. Original Program Item # (Current 5 Yr Program):**

7630

**18. Current Approved**

**Program Budget (in \$000):**

**18a. (+/-) Program Budget**

**Request (in \$000):**

1,175

**18b. Total Program Budget**

**After Request (in \$000):**

1,650

**19. Currently Approved Budget Funding List:**

**Amount (in \$000):** 475

**Fund Item #:** 12416

**Comments:**

**Details:**  
FY:0--.

**19a. New / Budget Change Request Funding List:**

**Amount (in \$000):** 215

**Fund Item #:** 79116

**Comments:**

**Details:**  
FY:2016-REST AREA  
PRESERVATION-Rest Area  
Preservation

**Amount (in \$000):** 960

**Fund Item #:** 74816

**Comments:**

**Details:**  
FY:2016-MINOR &  
PREVENTATIVE PAVEMENT  
PRESERVATION-Minor &  
Preventative Pavement  
Preservation

**I certify that I have verified AND received approval for ALL of the new Funding Sources listed above.**

**20. JPA #s:**

**CURRENTLY APPROVED SCHEDULE**

**21. Current Fiscal Year:**

16

**22. Current Bid Pkg Ready Date:**

**23. Current Bid Adv Date:**

**CHANGE REQUEST / NEW PROJECT SCHEDULE**

**21a. Request Fiscal Year to:**

**22a. Request Bid Pkg Ready Date to:**

01/08/2016

**23a. Request Bid Adv Date to:**

02/01/2016

**ADDITIONAL DETAILS**

**24a. Scope Changed?**Yes

**24b. Project Name/Location Changed?**No

**Have ENVIRONMENTAL Clearance?**YES

**Have U&RR Clearance?**NO

**Have R/W Clearance?**NO

**Scoping Document Completed?**NA

**24c. Work Type Changed?**No

**24d. What is the current Stage?**Stage IV

**Have MATERIALS Memo?**YES

**Have C&S Approval?**NO

**Have CUSTOMIZED Schedule?**NA

**25. DESCRIPTION OF REQUEST:**

Increase Scope.

Increase project budget.

**26. JUSTIFICATION:**

The original scope of work was repair the tractor trailer parking areas by replacing the deteriorated asphalt pavement with a concrete parking area with an estimated construction cost of \$475,000. After the project design work had begun it was determined that a greatly expanded scope of work was required so that the entire parking area, entrance and exit ramps and ADA features had to be upgraded to current ADOT and ADA standards. That changed the project into a major rest area parking area rehabilitation project that fixed the existing ramp, parking and ADA issues. Additional items of work were added to the project by the design teams when the project scope changed. Due to the change in scope the originally approved construction budget for the project has been exceeded. Additional construction funds are required to complete the project.

ICAP is included in the funding request.

**27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:**

**28. OTHER ALTERNATIVES:**

**REQUESTED ACTIONS:**

Update/Establish Schedule.  
Change in Scope.  
Request to be in PPAC Agenda for 12/2/2015 .  
Change in Budget.

**APPROVED/RECOMMENDED ACTIONS:**

Item(s) Approved. Subject to PPAC Approval.

**PRB APPROVED**



**ARIZONA DEPARTMENT OF TRANSPORTATION  
INTERMODAL TRANSPORTATION DIVISION  
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:11/17/2015  
 2. Phone Teleconference?No      At Phone #:  
 Video Teleconference?No      [Click here to view all previous PRB Actions for this project](#)

**GENERAL INFORMATION**

**3. Form Date:** 11/17/2015      **4. Project Manager / Presenter Information:** Kevin Robertson (602) 712-3131  
**5. Form Created By:** Kevin Robertson      4110 SEO OPERATING      1221 N 21st Ave, 208, 068R

**PROJECT INFORMATION**

**6. Project Location / Name:** WOODS CANYON LAKE RD - FOREST LAKES      **7. Type of Work:** PAVEMENT PRESERVATION (Mill & Replace with Chip Seal)  
**8. CPS Id:** MS1N      **9. District:** Flagstaff      **10. Route:** 260      **11. County:** Coconino      **12. Beg MP:** 282.5      **13. TRACS #:** H889201C      **14. Len (mi.):** 7.8      **15. Fed ID #:** NH 260-B(221)T

**PROJECT REQUEST SUMMARY**

**16. Original Program Budget (in \$000):**      **17. Original Program Item # (Current 5 Yr Program):** 6448  
**18. Current Approved Program Budget (in \$000):** 0      **18a. (+/-) Program Budget Request (in \$000):** 2,100      **18b. Total Program Budget After Request (in \$000):** 2,100

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
<b>Amount (in \$000):</b>	<b>Fund Item #:</b>	<b>Amount (in \$000):</b> 2,100	<b>Fund Item #:</b> 74816
<b>Comments:</b>	<b>Details:</b>	<b>Comments:</b>	<b>Details:</b> FY:2016-MINOR & PREVENTATIVE PAVEMENT PRESERVATION-Minor & Preventative Pavement Preservation

**I certify that I have verified AND received approval for ALL of the new Funding Sources listed above.**

**20. JPA #s:**

CURRENTLY APPROVED SCHEDULE	CHANGE REQUEST / NEW PROJECT SCHEDULE
<b>21. Current Fiscal Year:</b>	<b>21a. Request Fiscal Year to:</b> 16
<b>22. Current Bid Pkg Ready Date:</b>	<b>22a. Request Bid Pkg Ready Date to:</b> 12/01/2015
<b>23. Current Bid Adv Date:</b>	<b>23a. Request Bid Adv Date to:</b> 01/08/2016

**ADDITIONAL DETAILS**

<b>24a. Scope Changed?</b> No	<b>24c. Work Type Changed?</b> No
<b>24b. Project Name/Location Changed?</b> No	<b>24d. What is the current Stage?</b> Stage IV
<b>Have ENVIRONMENTAL Clearance?</b> YES	<b>Have MATERIALS Memo?</b> YES
<b>Have U&amp;RR Clearance?</b> YES	<b>Have C&amp;S Approval?</b> YES
<b>Have R/W Clearance?</b> YES	<b>Have CUSTOMIZED Schedule?</b> NA
<b>Scoping Document Completed?</b> NA	

**25. DESCRIPTION OF REQUEST:**

Establish a project

**26. JUSTIFICATION:**

The pavement is heavily oxidized and brittle with large areas that are highly deteriorated and distressed. Major potholes and wheel path rutting failures are forming at an accelerated rate. A 1.5" asphalt mill and replacement with a chip seal will extend the life of the pavement, greatly improve the ride quality and prevent water from entering and weakening the subgrade.

ICAP is included in the funding request.

**27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:**

**28. OTHER ALTERNATIVES:**

**REQUESTED ACTIONS:**

Establish a New Project.  
Request to be in PPAC Agenda for 12/2/2015 .

**APPROVED/RECOMMENDED ACTIONS:**

Item(s) Approved. Subject to PPAC Approval.

**PRB APPROVED**

**ARIZONA DEPARTMENT OF TRANSPORTATION  
INTERMODAL TRANSPORTATION DIVISION  
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:11/10/2015

2. Phone Teleconference?No

At Phone #:

Video Teleconference?No

[Click here to view all previous PRB Actions for this project](#)**GENERAL INFORMATION****3. Form Date:**

11/24/2015

**4. Project Manager / Presenter Information:**

Kaveh Behbahani

(602) 712-8895

**5. Form Created By:**

Kaveh Behbahani

9620 Traffic Safety Section

1615 W Jackson St, , 065R

**PROJECT INFORMATION****6. Project Location / Name:**

TOHONO O'ODHAM RESERVATION - IR 15 &amp; 19

**7. Type of Work:**

Construct Guardrail and End Treatment

**8. CPS Id:**

WG1M

**9. District:**

Tucson

**10. Route:**

0000

**11. County:**

Pima

**12. Beg MP:**

ITO

**13. TRACS #:**

SH56101C

**14. Len (mi.):**

0

**15. Fed ID #:**

IT0-0(205)T

**PROJECT REQUEST SUMMARY****16. Original Program Budget (in \$000):****17. Original Program Item # (Current 5 Yr Program):****18. Current Approved****Program Budget (in \$000):**

0

**18a. (+/-) Program Budget****Request (in \$000):**

757

**18b. Total Program Budget****After Request (in \$000):**

757

**19. Currently Approved Budget Funding List:****19a. New / Budget Change Request Funding List:****Amount (in \$000):****Comments:****Fund Item #:****Details:****Amount (in \$000):**

757

**Comments:**

HRRRP/HSIP funds

**Fund Item #:**

70116

**Details:**FY:2016-MODERNIZATION  
FY 2016-Modernization of  
Projects**20. JPA #s:**

12-030

**ALL of the JPA(s) been signed?**

Yes

**ADOT will advertise this project?**

Yes

**CURRENTLY APPROVED SCHEDULE****CHANGE REQUEST / NEW PROJECT SCHEDULE****21. Current Fiscal Year:****22. Current Bid Pkg Ready Date:****23. Current Bid Adv Date:****21a. Request Fiscal Year to:**

16

**22a. Request Bid Pkg Ready Date to:**

12/11/2015

**23a. Request Bid Adv Date to:**

01/15/2016

**ADDITIONAL DETAILS****24a. Scope Changed?No****24b. Project Name/Location Changed?No****Have ENVIRONMENTAL Clearance?YES****Have U&RR Clearance?YES****Have R/W Clearance?YES****Scoping Document Completed?YES****24c. Work Type Changed?No****24d. What is the current Stage?Stage IV****Have MATERIALS Memo?YES****Have C&S Approval?NO****Have CUSTOMIZED Schedule?YES****25. DESCRIPTION OF REQUEST:**

Establish new construction project.

**26. JUSTIFICATION:**

Project Description:

Guardrail and end treatment replacement for IRR 15 &amp; IRR 19.

Project is currently at 95pct, consultant is working on 100pct plans.

Project has obtained all clearances.

TIP/STIP approval is scheduled for December 2015.

Funds will be from MAP-21 High Risk Rural Roads Special Rule.

**27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:****28. OTHER ALTERNATIVES:**



**REQUESTED ACTIONS:**  
Establish a New Project.  
Request to be in PPAC Agenda for 12/2/2015 .

**APPROVED/RECOMMENDED ACTIONS:**  
Item(s) Approved. Subject to PPAC Approval.

**PRB APPROVED**

STATE ENGINEER'S REPORT  
November 2015

The Status of Projects Under Construction report for November 2015 shows 127 projects under construction valued at \$785,341,012.77. The transportation board awarded 10 projects during November valued at approximately \$16.3 million.

During November the Department finalized 7 projects valued at \$7,548,062.56. Projects where the final cost exceeded the contractors bid amount by more than 5% are detailed in your board package.

Year to date we have finalized 65 projects. The total cost of these 65 projects has exceeded the contractors bid amount by 4.6%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage .4%.

MONTHLY CONSTRUCTION REPORT

Nov-15

PROJECTS UNDER CONSTRUCTION	127
MONETARY VALUE OF CONTRACTS	\$785,341,012.77
PAYMENTS MADE TO DATE	\$582,344,656.52
INTERSTATE	25
PRIMARY	51
LOCAL GOVERNMENT	48
NON-FEDERAL AID	3
OTHER	0
CONTRACTS EXECUTED IN NOVEMBER 2015	0
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$0.00

FIELD REPORTS SECTION

EXT. 7301

**Arizona Department of Transportation**  
**Field Reports Section**  
**Completed Contracts Fiscal Year 2016**  
November, 2015

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
303-A-NFA H833101C  Working Days: 260 Days Used: 241	SR 303 PEORIA AVE - WADDELL RD Phoenix District		M. ANDERSON CONSTRUCTION, CORP.	Low Bid = \$37,992.75 or 1.77% over State Estimate \$2,178,701.75	\$2,201,707.63	\$23,005.88	1.1 %
2,140,709.00							
STP-074-A(204)T 11849501C  Working Days: 130 = 100 + 30 Days Used: 129	SR 74, PICACHO WASH TRAIL - JC Phoenix District		FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	Low Bid = (\$258,719.00) or 7.56% under State Estimate \$3,165,000.00	\$3,076,742.03	(\$88,257.97)	-2.8 %
3,423,719.00							
070-A-(208)T H802501C  Working Days: 111 = 90 + 11 + 10 Days Used: 112	WEST RESERVATION BOUNDARY TO S Globe District		AJP ELECTRIC, INC.	Low Bid = \$172,236.00 or 34.39% over State Estimate \$673,009.00	\$695,080.19	\$22,071.19	3.3 %
500,773.00							
010-A-(206)T H798701C  Working Days: 45 = 40 + 5 Days Used: 44	I-10 (NORTH SIDE), MP 0.01-0.1 Yuma District		FNF CONSTRUCTION, INC.	Low Bid = \$14,911.00 or 6.12% over State Estimate \$258,666.00	\$260,112.54	\$1,446.54	0.6 %
243,755.00							

**Arizona Department of Transportation**  
**Field Reports Section**  
**Completed Contracts Fiscal Year 2016**  
November, 2015

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
040-B-(220)T H861801C  Working Days: 50 Days Used: 43	WILLOW CREEK BRIDGE NO. 2 EB Kingman District		THE TRUESDELL CORPORATION	Low Bid = \$6,783.10 or 2.59% over State Estimate \$268,268.00	\$216,414.01	(\$51,853.99)	-19.3 %
		261,484.90					
PAG-0-(201)F SZ00601C  Working Days: 0 Days Used: 101	SOUTH NAVAJO DR., 7TH AVE TO S Flagstaff District		STAKER & PARSON COMPANIES	Low Bid = (\$36,522.55) or 5.44% under State Estimate \$634,389.75	\$669,532.48	\$35,142.73	5.5 %
		670,912.30					
S0M-0-(207)T SZ11301C  Working Days: 50 = 40 + 10 Days Used: 46	HWY 95 AVENUE D TO AVENUE G Yuma District		SOUTHWEST SLURRY SEAL, INC.	Low Bid = (\$22,725.53) or 5.31% under State Estimate \$405,240.32	\$428,473.68	\$23,233.36	5.7 %
		427,965.85					

Completed Contracts (Fiscal Year 2016)

November, 2015

<u>Totals</u>	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
# of Projects: 7	7	\$7,669,319.05	\$7,583,274.82	\$7,548,062.56
		<u>Monetary</u> (\$86,044.23)		<u>Monetary</u> (\$35,212.26)

Accumulation to Date (Fiscal Year 2016 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
62	\$101,848,906.88	\$99,694,884.13	\$104,291,647.35	\$4,596,763.22	4.6%

Prepared By:

Yvonne Navarro

Field Reports Unit, X6849

Checked By:



Lenyne Hickson, Manager

Field Reports Unit, X7301

## FINAL COST VS BID ADJUSTED

FISCAL YEAR 2015

LESS ADJUSTMENTS FOR								
MONTH	CUMULATIVE FINAL COST	REVISIONS/ OMISSIONS #4 & #5	INCENTIVE/ BONUS #7	ADD'L WORK PD OTHERS #3	CUMULATIVE ADJ	CUMULATIVE BID AMOUNT	ADJUSTED FINAL COST	ADJ CUM
Jul-15	\$ 17,361,297	\$ 244,860	\$ 105,603	\$ 64,289	\$ 414,752	\$ 17,607,487	\$ 16,946,544	-3.8%
Aug-15	\$ 69,795,533	\$ 1,678,322	\$ 1,032,092	\$ 69,503	\$ 3,194,670	\$ 64,360,960	\$ 66,600,863	3.5%
Sep-15	\$ 89,888,763	\$ 362,260	\$ 430,072	\$ -	\$ 3,987,002	\$ 85,263,768	\$ 85,901,761	0.7%
Oct-15	\$ 96,743,585	\$ 88,169	\$ 1,178	\$ -	\$ 4,076,349	\$ 92,111,609	\$ 92,667,236	0.6%
Nov-15	\$ 104,291,647	\$ 33,101	\$ 123,620	\$ 5,225	\$ 4,238,295	\$ 99,694,884	\$ 100,053,352	0.4%
Dec-15	\$ -	\$ -	\$ -	\$ -	\$ 4,238,295	\$ -	\$ (4,238,295)	
Jan-16	\$ -	\$ -	\$ -	\$ -	\$ 4,238,295	\$ -	\$ (4,238,295)	
Feb-16	\$ -	\$ -	\$ -	\$ -	\$ 4,238,295	\$ -	\$ (4,238,295)	
Mar-16	\$ -	\$ -	\$ -	\$ -	\$ 4,238,295	\$ -	\$ (4,238,295)	
Apr-16	\$ -	\$ -	\$ -	\$ -	\$ 4,238,295	\$ -	\$ (4,238,295)	
May-16	\$ -	\$ -	\$ -	\$ -	\$ 4,238,295	\$ -	\$ (4,238,295)	
Jun-16	\$ -	\$ -	\$ -	\$ -	\$ 4,238,295	\$ -	\$ (4,238,295)	
		\$ 2,406,711	\$ 1,692,566	\$ 139,018	\$ 4,238,295			
e-mail to Jason Hafner								
e-mail to Barb Domke at year end								
G:\ITD\FIELDREPORTS\F REPTS\BOARD REPORT\Board Report FY '16\Final Cost Summary FY 15-16\Final Cost Summary FY16.xlsx								



**CONTRACTS: (Action As Noted)**

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

\*ITEM 10a: BOARD DISTRICT NO.: 1

Page 172

BIDS OPENED: November 6, 2015

HIGHWAY: CITY OF AVONDALE

SECTION: DYSART ROAD, RANCHO SANTA FE BOULEVARD TO INDIAN SCHOOL ROAD

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: CM-AVN-0(216)T : 0000 MA AVN SZ07901C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: C S CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 745,969.00

STATE ESTIMATE: \$ 605,926.25

\$ OVER ESTIMATE: \$ 140,042.75

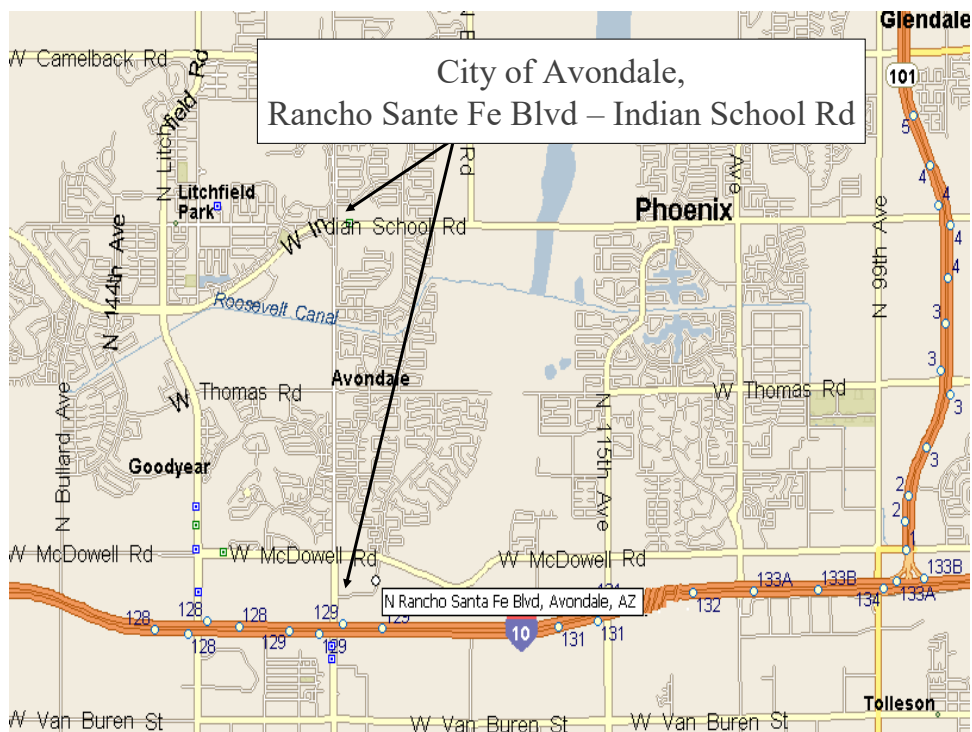
% OVER ESTIMATE: 23.1%

PROJECT DBE GOAL: 4.93%

BIDDER DBE PLEDGE: 4.93%

NO. BIDDERS: 4

RECOMMENDATION: REJECT ALL BIDS



\*ITEM 10b:

BOARD DISTRICT NO.: 1

Page 176

BIDS OPENED: November 6, 2015

HIGHWAY: CITY OF GOODYEAR

SECTION: VAN BUREN STREET, COTTON LANE TO ESTRELLA PARKWAY

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: CM-GDY-0(207)T : 0000 MA GDY SZ11801C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: KIMBRELL ELECTRIC, INC.

LOW BID AMOUNT: \$ 267,283.42

STATE ESTIMATE: \$ 391,614.20

\$ UNDER ESTIMATE: (\$ 124,330.78)

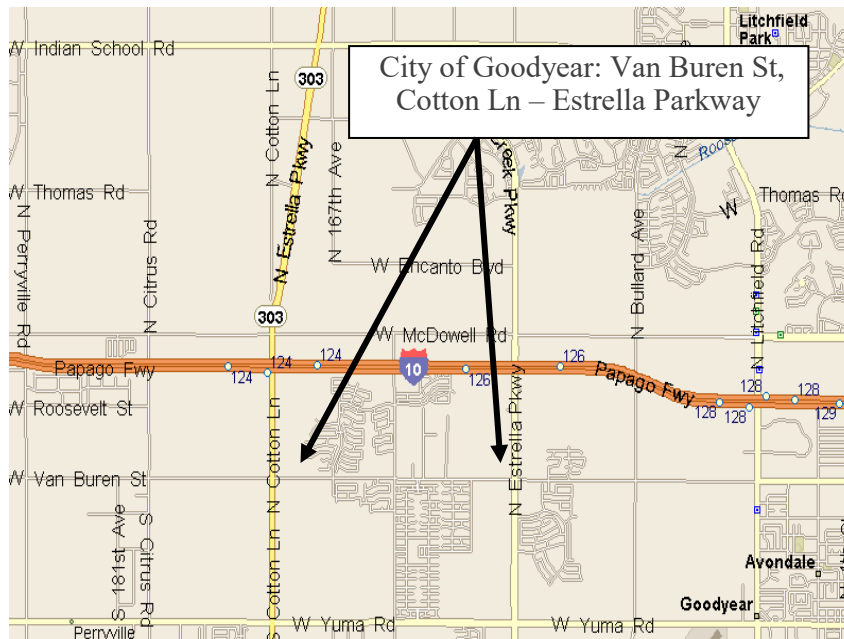
% UNDER ESTIMATE: (31.7%)

PROJECT DBE GOAL: 2.39%

BIDDER DBE PLEDGE: 2.45%

NO. BIDDERS: 5

RECOMMENDATION: AWARD



\*ITEM 10c:

BOARD DISTRICT NO.: 1

Page 180

BIDS OPENED: November 6, 2015

HIGHWAY: CITY OF GLENDALE

SECTION: MYRTLE AVENUE, 62<sup>ND</sup> AVENUE TO 66<sup>TH</sup> DRIVE

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: SRS-TA-GLN-0(239)T : 0000 MA GLN SF01501C

FUNDING: 98% FEDS 2% LOCAL

LOW BIDDER: VISUS ENGINEERING CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 485,000.00

STATE ESTIMATE: \$ 394,711.00

\$ OVER ESTIMATE: \$ 90,289.00

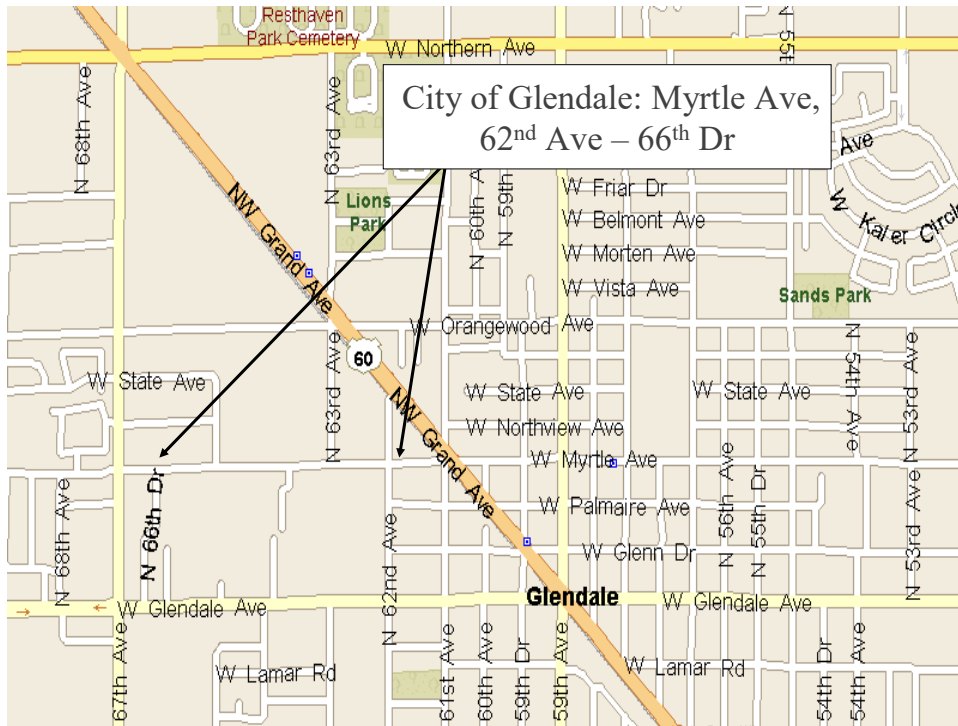
% OVER ESTIMATE: 22.9%

PROJECT DBE GOAL: 2.39%

BIDDER DBE PLEDGE: 10.27%

NO. BIDDERS: 2

RECOMMENDATION: POSTPONE



\*ITEM 10d:

BOARD DISTRICT NO.: 5

Page 183

BIDS OPENED: November 6, 2015

HIGHWAY: TRANSCON LANE SOUTH

SECTION: ROUTE 66 TO INTERSTATE 40

COUNTY: NAVAJO

ROUTE NO.: LOCAL

PROJECT : TRACS: STP-WIN-0(201)T : 0000 NA WIN SS95001C

FUNDING: 94% FEDS 6% LOCAL (CITY OF WINSLOW)

LOW BIDDER: HUNTER CONTRACTING COMPANY

LOW BID AMOUNT: \$ 672,570.50

STATE ESTIMATE: \$ 528,049.65

\$ OVER ESTIMATE: \$ 144,520.85

% OVER ESTIMATE: 27.4%

PROJECT DBE GOAL: 4.53%

BIDDER DBE PLEDGE: 17.89%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



\*ITEM 10e: BOARD DISTRICT NO.: 5

Page 186

BIDS OPENED: November 20, 2015

HIGHWAY: FLAGSTAFF-HOLBROOK HIGHWAY (I-40)

SECTION: CANYON DIABLO BRIDGE EB & WB

COUNTY: COCONINO

ROUTE NO.: I-40

PROJECT : TRACS: NHPP-040-D(228)T : 040 CN 229 H863301C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: FNF CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 1,497,603.81

STATE ESTIMATE: \$ 1,232,304.96

\$ OVER ESTIMATE: \$ 265,298.85

% OVER ESTIMATE: 21.5%

PROJECT DBE GOAL: 9.66%

BIDDER DBE PLEDGE: 11.61%

NO. BIDDERS: 5

RECOMMENDATION: AWARD



\*ITEM 10f: BOARD DISTRICT NO.: 6

Page 189

BIDS OPENED: September 25, 2015

HIGHWAY: PRESCOTT-ASHFORK HIGHWAY (SR-89)

SECTION: SR 89 PERKINSVILLE INTERSECTION

COUNTY: YAVAPAI

ROUTE NO.: SR-89

PROJECT : TRACS: NH-STP-089-B(210)T : 089 YV 328 H833001C

FUNDING: 80% FEDS 5% STATE 15% LOCAL (Town of Chino Valley)

LOW BIDDER: FALCONE BROS & ASSOCIATE INC.

LOW BID AMOUNT: \$ 1,498,497.70

STATE ESTIMATE: \$ 1,355,503.45

\$ OVER ESTIMATE: \$ 142,994.30

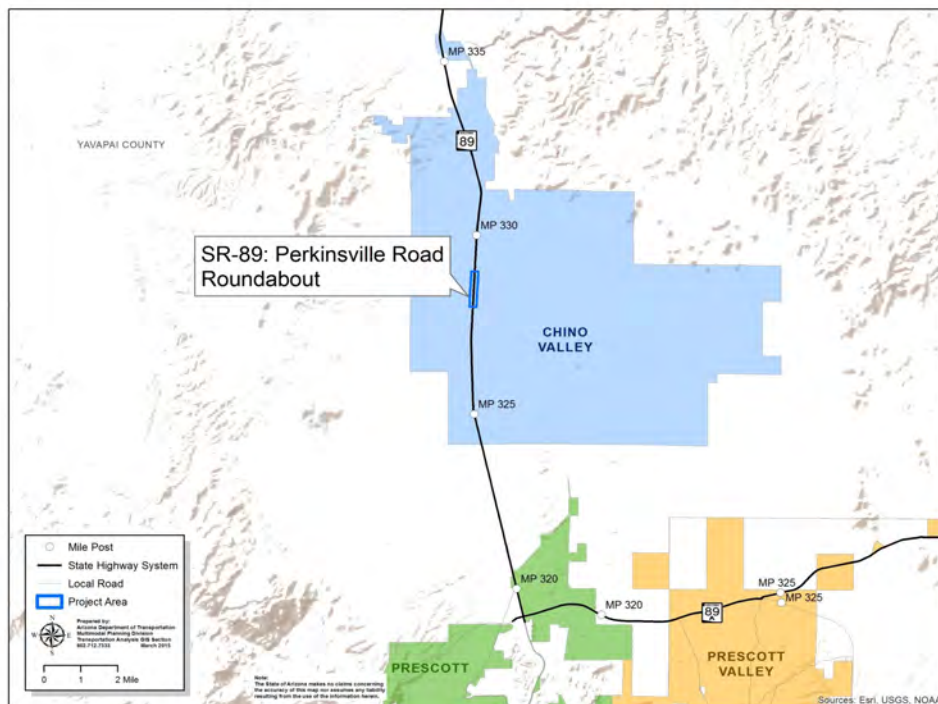
% OVER ESTIMATE: 10.5%

PROJECT DBE GOAL: 11.00%

BIDDER DBE PLEDGE: 16.63%

NO. BIDDERS: 5

RECOMMENDATION: AWARD



ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

150 Calendar Days

The proposed work is located in Maricopa County, within the City of Avondale. The approximate length of the project is 1.00 mile. The project will reconstruct Central Avenue from Western Avenue to Van Buren Street. The proposed work consists of reducing the existing five lane pavement section to a three lane section that includes raised landscape medians and a continuous bike lane. Improvements will include pavement removal and replacement, new curb, sidewalks, bike paths and raised landscape medians.

Bid Opening Date : 11/20/2015, Prequalification Required, Engineer Specialist : Mahfuz Anwar

Project No.	Highway Termini	Location	Item
0000 MA AVN SZ04301C AVN-0-(214)T	CITY OF AVONDALE	CENTRAL AVE: WESTERN AVE TO VA Phoenix District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$2,636,400.00	DEPARTMENT	
1	\$2,657,655.72	COMBS CONSTRUCTION COMPANY, INC.	2801 S. 49TH AVENUE PHOENIX, AZ 85043
2	\$3,067,724.60	BLUCOR CONTRACTING, INC.	21738 EAST ORION WAY, QUEEN CREEK, AZ 85142
3	\$3,519,406.75	NESBITT CONTRACTING CO., INC.	100 SOUTH PRICE ROAD TEMPE, AZ 85281
4	\$3,591,130.00	ACHEN-GARDNER CONSTRUCTION, LLC	550 S. 79TH STREET CHANDLER, AZ 85226

**Apparent Low Bidder is 0.8% Over Department Estimate (Difference = \$21,255.72)**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, SEPTEMBER 18, 2015 AT 11:00 A.M. (M.S.T.)

TRACS NO                    0000 MA AVN SZ04301C  
 PROJ NO                    CM-AVN-0(214)T  
 TERMINI                    CITY OF AVONDALE  
 LOCATION                    CENTRAL AVENUE, WESTERN AVENUE TO VAN BUREN STREET.

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	PHOENIX	LOCAL

The amount programmed for this contract is \$3,220,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Maricopa County, within the City of Avondale. The approximate length of the project is 1.00 mile. The project will reconstruct Central Avenue from Western Avenue to Van Buren Street. The proposed work consists of reducing the existing five lane pavement section to a three lane section that includes raised landscape medians and a continuous bike lane. Improvements will include pavement removal and replacement, new curb, sidewalks, bike paths and raised landscape medians.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
REMOVAL OF CONCRETE CURB AND GUTTER	L.FT.	5,228
REMOVAL OF CONCRETE SIDEWAKS, DRIVEWAYS AND SLABS	SQ.YD.	28,392
REMOVAL OF ASPHALTIC CONCRETE PAVEMENT	SQ.YD.	37,235
GRADING FOR ROADWAY PAVEMENT	SQ.YD.	29,529
AGGREGATE BASE CLASS 2	CU.YD.	6,236
ASPHALTIC CONCRETE(MISC. STRUCTURAL)	TON	6,314
POLE (COA DETAIL A1084)	EACH	36
ELECTRICAL CONDUIT (VARIUOS SIZES)	L.FT.	11,134
VIDEO DETECTION SYSTEM (4-CAMERA)	L.SUM	1
TREE (36" BOX)	EACH	247
SHRUB (FIVE GALLON)	EACH	3,051
CONTROLLER (AUTOMATIC)(SOLAR)(12 STATION)	EACH	3
PIPE (PVC)(VARIOUS SIZES)	L.FT.	26,600
CONCRETE CURB AND GUTTER (VARIOUS TYPES)	L.FT.	11,760
CONCRETE SIDEWALK (MAG DETAIL 230)	SQ.FT.	15,279
RETAINING WALL (MASONRY CANTILEVER)	SQ.FT.	1,776
CONSTRUCTION SURVEYING AND LAYOUT	L.SUM	1

The time allowed for the completion of the work included in the Construction Phase of the contract will be **150** calendar days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract will be **90** calendar days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 12.68.



Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$53.00, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation  
Intermodal Transportation Division  
Contracts and Specifications Section  
1651 West Jackson Street, Room 121F  
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Mahez Anwar	(602) 712-7663
Construction Supervisor:	Quinn Castro	(602) 712-6770

STEVE BEASLEY,  
Engineer-Acting Manager  
Contracts & Specifications Section

0000 MA AVN SZ04301C  
CM-AVN-0(214)T  
July 29, 2015

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

95 Working Days

The proposed SS98401C project is located in Pinal County within the City of Apache Junction on Ironwood Drive, between Broadway Avenue and Apache Trail. The project length is 0.50 miles long. The work consists of removing and placing new asphaltic concrete pavement, constructing a new drainage system, installing new pavement marking, new street lights, new curb and gutter, sidewalk, and replacing traffic loops, and other related work.

The proposed SF00301C project is located in Pinal County within the City of Apache Junction on Ironwood Drive, Southern Avenue and Idaho Road. The project length is 2.12 miles long. The work consists of constructing new curb and gutter, sidewalk, new pavement, and signing and striping, and other related work.

Bid Opening Date : 11/6/2015, Prequalification Required, Engineer Specialist : Mahdi Ghalib

Project No.	Highway Termini	Location	Item
0000 PN APJ SS98401C APJ-0-(205)T	CITY OF APACHE JUNCTION	IRONWOOD DRIVE: BROADWAY AVE. Phoenix District	LOCAL
0000 PN APJ SF00301C APJ-0-(206)T	CITY OF APACHE JUNCTION	IRONWOOD DR, SOUTHERN AVE & ID Phoenix District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$1,537,434.20	COMBS CONSTRUCTION COMPANY, INC.	2801 S. 49TH AVENUE PHOENIX, AZ 85043
2	\$1,548,235.00	NESBITT CONTRACTING CO., INC.	100 SOUTH PRICE ROAD TEMPE, AZ 85281
	\$1,698,512.15	DEPARTMENT	
3	\$1,763,725.05	J. BANICKI CONSTRUCTION, INC.	6423 S. ASH AVENUE TEMPE, AZ 85283
4	\$1,765,069.00	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	1564 N. ALMA SCHOOL RD, SUITE #200 MESA, AZ 85201
5	\$1,802,289.39	ACHEN-GARDNER CONSTRUCTION, LLC	550 S. 79TH STREET CHANDLER, AZ 85226

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$1,841,200.00	N.G.U CONTRACTING, INC.	2320 E. BASELINE RD, SUITE #148-459 PHOENIX, AZ 85042-6951
7	\$1,849,371.00	SUNLAND, INC. ASPHALT & SEAL COATING	3002 S. PRIEST DRIVE TEMPE, AZ 85282
8	\$1,873,180.35	BLUCOR CONTRACTING, INC.	21738 E. Orion Way, Queen Creek, AZ 85142
9	\$1,924,074.01	FALCONE BROS & ASSOCIATE INC.	15885 N. EQUESTRIAN TRL TUCSON, AZ 85739
10	\$1,928,809.00	MEADOW VALLEY CONTRACTORS, INC.	3333 E. CAMELBACK RD, SUITE #240 PHOENIX, AZ 85018

**Apparent Low Bidder is 9.5% Under Department Estimate (Difference = (\$161,077.95))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, OCTOBER 23, 2015, AT 11:00 A.M. (M.S.T.)

TRACS NO        0000 PN APJ SS98401C  
 PROJ NO        STP-APJ-0(205)T  
 TERMINI        CITY OF APACHE JUNCTION  
 LOCATION       IRONWOOD DRIVE, BROADWAY AVENUE TO APACHE TRAIL

TRACS NO        0000 PN APJ SF00301C  
 PROJ NO        SRTS-APJ-0(206)T  
 TERMINI        CITY OF APACHE JUNCTION  
 LOCATION       IRONWOOD DRIVE, SOUTHERN AVENUE AND IDAHO ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	PHOENIX	LOCAL

The amount programmed for this contract is \$2,245,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed SS98401C project is located in Pinal County within the City of Apache Junction on Ironwood Drive, between Broadway Avenue and Apache Trail. The project length is 0.50 miles long. The work consists of removing and placing new asphaltic concrete pavement, constructing a new drainage system, installing new pavement marking, new street lights, new curb and gutter, sidewalk, and replacing traffic loops, and other related work.

The proposed SF00301C project is located in Pinal County within the City of Apache Junction on Ironwood Drive, Southern Avenue and Idaho Road. The project length is 2.12 miles long. The work consists of constructing new curb and gutter, sidewalk, new pavement, and signing and striping, and other related work.

<u>REPRESENTATIVE ITEMS</u>	<u>UNIT</u>	<u>QUANTITY</u>
REMOVE (CONCRETE SIDEWALK, DRIVEWAY AND SLABS)	SQ. FT	2,832
REMOVAL OF ASPHALTIC CONCRETE PAVEMENT	SQ. YD	19,003
AGGREGATE BASE, CLASS 2	CU.YD.	3,862
ASPHALTIC BINDER (PG 76-16)	TON	323
ASPHALTIC CONCRETE (3/4" MIX) (END PRODUCT)	TON	6,458
PIPE, REINFORCED CONCRETE (VARIOUS SIZES & TYPES)	L. FT.	2,787
CONCRETE CATCH BASIN (C-15.20) (ONE 3.5' WING, H<8')	EACH	11
MANHOLE (MAG DET. 520&522)	EACH	7
SIGN POST (PERFORATED) (SINGLE)	L. FT.	600
FOUNDATION FOR SIGN POST (CONCRETE)	EACH	44
PAVEMENT MARKING (WHITE & YELLOW THERMOPLASTIC)	LF	67,801
POLE (TYPE A) & FOUNDATION	EACH	4
POLE (35 FT)	EACH	21
POLE FOUNDATION (35 FT)	EACH	22
RELOCATE EXISTING LIGHT POLES	EACH	2
ELECTRICAL CONDUIT (VARIOUS SIZES)	L. FT	4,645
JUNCTION BOX (NO. 5)	EACH	26
PULL BOX (NO. 7)	EACH	3
CONDUCTOR (LEAD-IN-CABLE ALLOWANCE)	L. FT.	2,300
LOOP DETECTOR FOR TRAFFIC SIGNALS (6'X50')	EACH	15
EROSION CONTROL (WATTLES) (VARIOUS SIZES)	L. FT	2,547
CONCRETE VALLEY GUTTER	SQ.FT.	518
CONCRETE CURB AND GUTTER, TYPE A & B (MAG DET. 220-1)	L.FT	2,557
CONCRETE SIDEWALK (MAG DET. 230)	SQ.FT.	11,410
CONCRETE SIDEWALK RAMP (C-05.30, TYPE A)	SQ.FT.	690
CONCRETE SIDEWALK RAMP (MAG DET. 235-2)	SQ.FT.	593
CONCRETE DRIVEWAY (AJ DET. 24.1, MOD. 6" THICK)	SQ.FT	3,498
MISC WORK (ADJUST WATER VALVE )	EACH	12
CONTRACTOR QUALITY CONTROL	L.SUM	1
CONSTRUCTION SURVEYING AND LAYOUT	L.SUM	1

The time allowed for the completion of the work included in this project will be 95 working days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 7.75.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$55, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

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Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Ghalib Mahdi	(602) 712-7618
Construction Supervisor:	Kole Dea	(480) 649-7569

STEVE BEASLEY,  
Acting Engineer Manager  
Contracts & Specifications Section

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

60 Working Days

The proposed project is located in Yuma County, in the City of Somerton and runs about one mile along the west side of the Somerton Canal, bounded by US 95 on the north and County 17th Street on the south. The proposed work consists of landscaping, paving a 10-foot wide pathway, installing ADA compliant sidewalk, an irrigation system, and pedestrian lighting and other related work.

Bid Opening Date : 11/20/2015, Prequalification Required, Engineer Specialist : Do David

Project No.	Highway Termini	Location	Item
0000 YU SOM SL68601C SOM-0-(201)T	CITY OF SOMERTON	SOMERTON CANAL MUP Yuma District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$673,060.55	DEPARTMENT	
1	\$711,910.00	DPE CONSTRUCTION, INC.	1636-A East 20TH STREET YUMA, AZ 85365
2	\$742,494.30	N.G.U CONTRACTING, INC.	2320 E. BASELINE RD, SUITE #148-459 PHOENIX, AZ 85042-6951
3	\$757,684.73	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	1564 N. ALMA SCHOOL RD, SUITE #200 MESA, AZ 85201
4	\$760,669.75	NICKLE CONTRACTING L.L.C.	6267 S. 157TH WAY GILBERT, AZ 85298-6163

**Apparent Low Bidder is 5.8% Over Department Estimate (Difference = \$38,849.45)**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**SECOND BID CALL**

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 20, 2015, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 YU SOM SL68601C  
PROJ NO TEA-SOM-0(201)T  
TERMINI CITY OF SOMERTON  
LOCATION SOMERTON CANAL MUP; US 95 TO COUNTY 17<sup>TH</sup> STREET  
IN THE CITY OF SOMERTON

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	YUMA	LOCAL

This project is being re-advertised. Firms that already purchased contract documents are instructed to destroy them as the contract documents have been revised. All bidders and subcontractors, previous or new, must pay for the revised Second Bid Call contract documents.

The amount programmed for this contract is \$800,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Yuma County, in the City of Somerton and runs about one mile along the west side of the Somerton Canal, bounded by US 95 on the north and County 17<sup>th</sup> Street on the south. The proposed work consists of landscaping, paving a 10-foot wide pathway, installing ADA compliant sidewalk, an irrigation system, and pedestrian lighting and other related work.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Excavation (6" Below F.G.)	Cu. Yd.	2,265
Aggregate Base, Class 2	Cu. Yd.	650
Asphaltic Concrete (Miscellaneous Structural)	Ton	810
Pole (Pedestrian Decorative)	Each	35
Pole Foundation (Pedestrian)	Each	35
Electrical Conduit (2") (PVC)	L. Ft.	5,400
Luminaire (Decorative, LED)	Each	35
Granite Mulch (1-1/4 Inch Minus) (6" Thick)	Sq. Yd.	1,160
Granite Mulch (1-1/4 Inch Minus) (2" Thick)	Sq. Yd.	4,530
Shrub (Five Gallon)	Each	1,370
Landscape Establishment	L. Sum	1
Bench (Concrete)	Each	10
Trash Receptacle (Above Ground)	Each	10
Construction Surveying and Layout	L. Sum	1

The time allowed for the completion of the work included in the Construction Phase of the contract will be 60 working days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract will be 365 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 8.94.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$26.00, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation  
Intermodal Transportation Division  
Contracts and Specifications Section  
1651 West Jackson Street, Room 121F  
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	David Do	(602) 712-7445
Construction Supervisor:	Jaime Hernandez	(928) 317-2158

STEVE BEASLEY,  
Engineer - Manager  
Contracts & Specifications

0000 YU SOM SL68601C  
Advertised on 10/19/15



ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

120 Working Days

The proposed project is located in Cochise County, on Interstate 10 adjacent to the community of Dragoon, beginning at Milepost 318.08 and extending east along I-10 to Milepost 319.91. The proposed work consists of removing rock, constructing concrete barrier, installing guardrail, paving, signing, striping and other related work.

Bid Opening Date : 11/6/2015, Prequalification Required, Engineer Specialist : Do David

Project No.	Highway Termini	Location	Item
010 CH 318 H823001C HSIP-010F(213)T	BENSON-STEINS PASS HWY	DRAGOON ROAD TO JOHNSON ROAD, Safford District	23614

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$1,253,040.05	DEPARTMENT	
1	\$1,375,489.27	HUNTER CONTRACTING COMPANY	701 N COOPER ROAD GILBERT, AZ 85233
2	\$1,431,383.85	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
3	\$1,477,195.31	K E & G CONSTRUCTION, INC.	5100 S ALVERNON WAY TUCSON, AZ 85706
4	\$1,512,818.07	THE ASHTON COMPANY, INC. CONTRACTORS & ENGINEERS	2727 S. COUNTRY CLUB ROAD TUCSON, AZ 85713
5	\$1,559,999.00	J. BANICKI CONSTRUCTION, INC.	6423 S. ASH AVENUE TEMPE, AZ 85283
6	\$1,652,734.47	RUMMEL CONSTRUCTION, INC	7520 E. ADOBE DRIVE SCOTTSDALE, AZ 85255

Rank	Bid Amount	Contractor Name	Address of Contractor
7	\$1,794,693.00	MERIDIAN ENGINEERING COMPANY	3855 NORTH BUSINESS CENTER DRIVE TUCSON, AZ 85705

**Apparent Low Bidder is 9.8% Over Department Estimate (Difference = \$122,449.22)**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, NOVEMBER 6, 2015, AT 11:00 A.M. (M.S.T.)

TRACS NO            010 CH 318 H823001C  
PROJ NO            HSIP-010-F(213)T  
TERMINI            BENSON-STEINS PASS HWY  
LOCATION            DRAGOON ROAD TO JOHNSON ROAD, PHASE I

ROUTE NO.            MILEPOST            DISTRICT            ITEM NO.  
I-10                    318.08 to 319.91            SAFFORD            23614

The amount programmed for this contract is \$1,700,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Cochise County, on Interstate 10 adjacent to the community of Dragoon, beginning at Milepost 318.08 and extending east along I-10 to Milepost 319.91. The proposed work consists of removing rock, constructing concrete barrier, installing guardrail, paving, signing, striping and other related work.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Excavation (Boulders and Rock Debris)	Cu. Yd.	2,570
Structure Backfill	Cu. Yd.	1,700
Asphaltic Concrete (Miscellaneous Structural)	Ton	335
Pavement Marking (Extruded Thermoplastic)(0.090")	L. Ft.	45,020
Pavement Marking, Preformed, Type I, White Stripe	L. Ft.	3,520
Landscape Establishment	L. Sum	1
Guardrail, W-Beam, Single Face	L. Ft.	6,515
Concrete (8" Barrier Footing, C-10.40 & C-10.50)	Sq. Ft.	12,150
Concrete Barrier	L. Ft.	2,975
Contractor Quality Control	L. Sum	1
Construction Surveying and Layout	L. Sum	1

The time allowed for the completion of the work included in the Construction Phase of the contract will be 120 working days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract will be 365 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 9.75.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-

7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$32.00, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation  
Intermodal Transportation Division  
Contracts and Specifications Section  
1651 West Jackson Street, Room 121F  
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	David Do	(602) 712-7445
Construction Supervisor:	Brian Jevas	(928) 432-4936

STEVE BEASLEY,  
Engineer - Manager  
Contracts & Specifications

010 CH 318 H823001C  
Advertised on 9/30/15

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

130 Working Days

The proposed Queen Creek Tunnel Lighting Rehabilitation project is located in Pinal County on US 60 at Milepost 228, east of Superior, Arizona. The scope of work for the project involves removing and replacing interior tunnel lights and electrical system; cleaning tunnel walls and ceiling; adding an adaptive lighting control system; replacing exterior approach lighting; and retrofitting the electrical equipment building including the addition of air conditioning.

Bid Opening Date : 11/20/2015, Prequalification Required, Engineer Specialist : Mowery-Racz Thomas

Project No.	Highway Termini	Location	Item
060 PN 228 HX20701C 060-D-(202)T	FLORENCE JCT-GLOBE HWY (US 60)	US 60 @ MP 228, QUEEN CREEK TU Globe District	72315

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$3,069,999.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027
	\$3,282,167.74	DEPARTMENT	
2	\$3,384,380.64	UTILITY CONSTRUCTION COMPANY, INC.	P O Box 1774,, Gilbert, AZ 85299
3	\$3,762,599.63	ROADWAY ELECTRIC, LLC	2035 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021

**Apparent Low Bidder is 6.5% Under Department Estimate (Difference = (\$212,168.74))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, SEPTEMBER 25, 2015 at 11:00 A.M. (M.S.T.)

TRACS No.: 060 PN 228 HX207 01C  
 Project No.: FA-060-D(202)T  
 Termini: Florence Jct. – Globe Highway (US 60)  
 Location: US 60, Queen Creek Tunnel

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 60	228	Globe	26215

The amount programmed for this contract is \$4,800,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed Queen Creek Tunnel Lighting Rehabilitation project is located in Pinal County on US 60 at Milepost 228, east of Superior, Arizona. The scope of work for the project involves removing and replacing interior tunnel lights and electrical system; cleaning tunnel walls and ceiling; adding an adaptive lighting control system; replacing exterior approach lighting; and retrofitting the electrical equipment building including the addition of air conditioning.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
8 – 3” config. PVC Electrical Conduit (Rock Cut)	L.Ft.	220
1 – 2” config. PVC Electrical Conduit (Rock Cut)	L.Ft.	800
Rigid Galvanized Steel Conduit - 1”, 2”, & 3” ID	L.Ft.	7,600
No. 5 Pull Box	Each	13
48 x 30 x 24 inch Polymer Concrete Pull Box	Each	1
48 x 48 x 24 inch Polymer Concrete Pull Box	Each	1
12 x 12 x 8 inch S.S. Electrical Junction Box	Each	44
24 x 24 x 8 inch S.S. Electrical Junction Box	Each	97
30 x 36 x 24 inch S.S. Electrical Junction Box	Each	2
8 x 6 x 4 inch S.S. Electrical Junction Box	Each	331
Type XHHW & RHW Electrical Conductors, Various AWG	L.Ft.	64,000
SMFO Cable, 12 and 4 fiber	L.Ft.	2,700
Type G Pole	Each	6
6 Foot Tapered Mast Arm	Each	6
367 Watt LED Roadway Luminaire	Each	6
123 and 359 Watt LED Tunnel Luminaire	Each	331
Tunnel Lighting Controls	Each	1
Tunnel Lighting Support Structure	L.Sum	1
Tunnel Lighting Support Structure Anchor system	L.Sum	1
Tunnel Lighting UPS System	L.Sum	1
Tunnel Wall Washing	L.Sum	1
Electrical Service Bldg. Repair & Roof Replacement	L.Sum	1
Air Conditioning Systems for Electrical Service Bldg.	Each	2
Miscellaneous Electrical Work in Electrical Service Bldg.	L.Sum	1
Electrical Panel Boards	L.Sum	1
30 KVA Auxiliary Transformers	L.Sum	1
CCTV Field Equipment	Each	3
Wireless Data Modem	Each	1
Yagi Antenna	Each	1
Provide Electric Service	L.Sum	1
Provide Wireless Service	L.Sum	1
Temporary Lighting and Power	L.Sum	1
Seeding Class II	Acre	1
Provide OJT	Hour	500
Construction Surveying and Layout	L.Sum	1

The time allowed for the completion of the work included in this project will be 130 Working Days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.08 percent.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within two weeks following the advertisement for bids. The cost is \$33, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation  
Intermodal Transportation Division  
Contracts and Specifications Section  
1651 West Jackson Street, Room 121F  
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Tom Mowery-Racz	(602) 712-6741
Construction Supervisor:	Mindy Teague	(928) 402-5620

STEVE BEASLEY,  
Engineer-Acting Manager  
Contracts & Specifications Section

060 PN HX207 01C  
FA-060-D(202)T  
Advertisement Date: June 30, 2015  
Bid Opening Date: September 25, 2015

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

120 Working Days

The proposed project is located in Maricopa County in the Yuma District on State Route 85 from Gila Bend to Buckeye between Gila Bend Airport mile post 121.52 and mile post 130.42. The purpose of the project is to rehabilitate the existing asphaltic concrete pavement in order to maintain the structural integrity, ride quality, and safety of the roadway, allowing the continued movement of people, goods, and services through this corridor. The proposed project scope consists of removing and replacing the existing pavement surfaces on all lanes, taper areas, and shoulders, installing new guardrails within the existing paved road prism, as needed, extending existing reinforced concrete box culvert headwalls vertically from the existing roadway to tie into new guardrails, as needed, and shoulder buildup between MP 121.52 and MP 122.69. In the NB lanes between MP 122.69 and MP 130.42, the proposed project scope consists of removing and replacing the existing pavement surfaces on the travel, passing, and Gila Mountain Road left turn lane, installing new guardrails within the existing paved road prism, as needed, extending existing reinforced concrete box culvert headwalls vertically from the existing roadway to tie into new guardrails, as needed, shoulder buildup, sealing cracks on existing shoulders, and applying fog coat and blotter. New roadway striping would be applied to the new roadway surface. And other related work.

Bid Opening Date : 11/20/2015, Prequalification Required, Engineer Specialist : Teran Rene

Project No.	Highway Termini	Location	Item
085 MA 121 H873801C NH-085-B(206)T	SR 85 GILA BEND - BUCKEYE	MP 121.52 - MP 130.42 Yuma District	27615

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$2,698,338.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302
2	\$2,730,615.00	GREY MOUNTAIN CONSTRUCTION, LLC	3190 SOUTH GILBERT ROAD SUITE #5 CHANDLER, AZ 85286
3	\$2,869,999.00	SUNLAND, INC. ASPHALT & SEAL COATING	3002 S. PRIEST DRIVE TEMPE, AZ 85282
4	\$2,954,582.69	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
	\$3,028,920.00	DEPARTMENT	
5	\$3,208,267.32	COMBS CONSTRUCTION COMPANY, INC.	2801 S. 49TH AVENUE PHOENIX, AZ 85043



Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$3,250,000.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. DRIVERS WAY TEMPE, AZ 85284
7	\$3,276,625.78	N.G.U CONTRACTING, INC.	2320 E. BASELINE RD, SUITE #148-459 PHOENIX, AZ 85042-6951

**Apparent Low Bidder is 10.9% Under Department Estimate (Difference = (\$330,582.00))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 20, 2015, AT 11:00 A.M. (M.S.T.)

TRACS NO                    085 MA 121 H8738 01C  
 PROJ NO                    NH-085 B (206) T  
 TERMINI                    SR85 GILA BEND - BUCKEYE  
 LOCATION                    MP121.52 – MP 130.42

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 85	121	Yuma	27615

The amount programmed for this contract is \$ 4,550,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Maricopa County in the Yuma District on State Route 85 from Gila Bend to Buckeye between Gila Bend Airport mile post 121.52 and mile post 130.42. The purpose of the project is to rehabilitate the existing asphaltic concrete pavement in order to maintain the structural integrity, ride quality, and safety of the roadway, allowing the continued movement of people, goods, and services through this corridor. The proposed project scope consists of removing and replacing the existing pavement surfaces on all lanes, taper areas, and shoulders, installing new guardrails within the existing paved road prism, as needed, extending existing reinforced concrete box culvert headwalls vertically from the existing roadway to tie into new guardrails, as needed, and shoulder buildup between MP 121.52 and MP 122.69. In the NB lanes between MP 122.69 and MP 130.42, the proposed project scope consists of removing and replacing the existing pavement surfaces on the travel, passing, and Gila Mountain Road left turn lane, installing new guardrails within the existing paved road prism, as needed, extending existing reinforced concrete box culvert headwalls vertically from the existing roadway to tie into new guardrails, as needed, shoulder buildup, sealing cracks on existing shoulders, and applying fog coat and blotter. New roadway striping would be applied to the new roadway surface. And other related work.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Remove Bitum. Pavement (Milling 2", 2 ½" & 3")	SQ.YD.	141,719
Shoulder Build-Up (Milled AC)	L.FT.	86,436
Bituminous Tack Coat	TON	111
Fog Coat	TON	20
Blotter Material	TON	60
Asphalt Binder (PG 76-16)	TON	976
Asphaltic Concrete (Misc. Structural)	TON	336
Asphaltic Concrete Friction Course (Asphalt-Rubber)	TON	4,024
Asphalt Rubber Material (For AR-ACFC)	TON	382
Asphaltic Concrete (3/4" Mix)(EP)(Special Mix)	TON	19,256
Pavement Marking (White Extruded Thermoplastic)	L.FT.	161,400
Pavement Marking (Yellow Extruded Thermoplastic)	L.FT.	135,700
Guard Rail, W-Beam, Single Face	L.FT.	5,550
Guard Rail, End Terminal Assembly	EACH	28
Construction Surveying	L.SUM	1

The time allowed for the completion of the work included in this project will be **120** working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 8.18.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$22.00, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a

related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation  
Intermodal Transportation Division  
Contracts and Specifications Section  
1651 West Jackson Street, Room 121F  
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Rene Teran	(602) 712-8264
Construction Engineer:	Jaime Hernandez	(928) 317-2158

STEVE BEASLEY,  
Group Manager  
Contracts & Specifications Section

000 MO MMO SH5270 1C  
MMO-0-(208) T  
October 21, 2015

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

700 Calendar Days

The proposed project is located in Pima County on SR 86, within the City of Tucson, starting approximately one half mile west of the Valencia Road (Milepost 159.0) and ending at approximately one half mile east of Kinney Road (Milepost 166.6). The project includes adding two lanes to create four travel lanes from Valencia Road to Sheridan Road and six travel lanes from Sheridan Road to Kinney Road. The work also consists of improvements to local streets connecting to SR 86. The work consists of grading, paving; extending existing box culverts, constructing new box culverts, constructing new closed frame continuous concrete slab bridges, improving local streets connecting to SR 86, installing guardrail and guardrail end terminals, placing pavement markings, installing traffic signals, signing, seeding, relocating water and sewer facilities and other miscellaneous work.

Bid Opening Date : 11/20/2015, Prequalification Required, Engineer Specialist : Hossain Iqbal

Project No.	Highway Termini	Location	Item
086 PM 159 H680601C STP-086-A(210)S	WHY- TUCSON HWY	VALENCIA ROAD TO KINNEY ROAD Tucson District	11508

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$40,960,323.10	THE ASHTON COMPANY, INC. CONTRACTORS & ENGINEERS	2727 S. COUNTRY CLUB ROAD TUCSON, AZ 85713
	\$41,090,582.77	DEPARTMENT	
2	\$43,428,974.52	AMES COMBS JOINT VENTURE	2000 AMES DRIVE BURNSVILLE, MN 55306
3	\$43,696,698.42	BORDERLAND CONSTRUCTION CO., INC.	400 EAST 38TH STREET TUCSON, AZ 85713
4	\$47,585,664.78	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281

**Apparent Low Bidder is 0.3% Under Department Estimate (Difference = (\$130,259.67))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, OCTOBER 30, 2015, AT 11:00 A.M. (M.S.T.)

TRACS NO                    086 PM 159 H680601C  
 PROJ NO                    STP-086-A(210)S  
 TERMINI                    WHY – TUCSON HIGHWAY (SR 86)  
 LOCATION                    VALENCIA ROAD TO KINNEY ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 86	159.0 to 166.6	TUCSON	11508

The amount programmed for this contract is \$51,800,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Pima County on SR 86, within the City of Tucson, starting approximately one half mile west of the Valencia Road (Milepost 159.0) and ending at approximately one half mile east of Kinney Road (Milepost 166.6). The project includes adding two lanes to create four travel lanes from Valencia Road to Sheridan Road and six travel lanes from Sheridan Road to Kinney Road. The work also consists of improvements to local streets connecting to SR 86. The work consists of grading, paving; extending existing box culverts, constructing new box culverts, constructing new closed frame continuous concrete slab bridges, improving local streets connecting to SR 86, installing guardrail and guardrail end terminals, placing pavement markings, installing traffic signals, signing, seeding, relocating water and sewer facilities and other miscellaneous work.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Clearing and Grubbing	Acre	165
Roadway Excavation	Cu. Yd.	87,000
Borrow (In Place)	Cu. Yd.	330,000
Aggregate Base, Class 2	Cu. Yd.	85,000
Asphaltic Concrete Friction Course (Asphalt Rubber)	Ton	3,500
Asphaltic Concrete (3/4" Mix)(End Product)	Ton	137,000
Pipe, Corrugated Metal (Various Sizes)	L. Ft.	600
Pipe, Reinforced Concrete (Various Sizes)	L. Ft.	1,400
Structural Concrete	Cu. Yd.	9,000
F- Shape Concrete Barrier and Transition	L. Ft.	1,600
Precast Reinforced Concrete Box Culvert	L. Ft.	150
Approach Slab	Sq. Ft.	2,700
Reinforcing Steel	Lb.	1,500,000
Pavement Marking (Thermoplastic)	L. Ft.	350,000
Pavement Marking (Painted)	L. Ft.	270,000
Electrical Conduit (Various Sizes)	L. Ft.	10,000
Mast Arm (Various Lengths)	Each	30
Seeding (Class II)	Acre	130
Cactus (Various Sizes)	Each	375
Guard Rail, W-Beam, Single Face	L. Ft.	1,500
Rail Bank Protection	L. Ft.	2,800
Retaining Wall	Sq. Ft.	5,800
Concrete Channel Lining	Sq. Yd.	68,000
Provide On-The-Job Training	Hour	10,000
Contractor Quality Control	L. Sum	1
Construction Surveying and Layout	L. Sum	1
Ground-In Rumble Strip	L. Ft.	130,000

The time allowed for the completion of the work included in the Construction Phase of the contract will be 700 calendar days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract will be 735 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 10.15.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within approximately two weeks following the advertisement for bids. The cost is \$420, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$15 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

Cross sections and/or earthwork quantity sheets, if available, may be ordered from the Control Desk of Roadway Design Section at (602) 712-8667. Orders must be placed at least five days prior to bid opening to insure availability. Documents may be picked up and paid for at Contracts & Specifications Section.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation  
Intermodal Transportation Division  
Contracts and Specifications Section  
1651 West Jackson Street, Room 121F  
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

C&S Technical Leader: Iqbal Hossain (602) 712-7471  
Construction Supervisor: Chris Page (520) 235-9106

STEVE BEASLEY,  
Engineer-Acting Manager

086 PM 159 H680601C  
Advertised on 8/19/15

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

260 Working Days

The proposed work is located in Yuma County, on US 95, just east of the City of Yuma between milepost 34.00 and 34.79. The work consists of widening roadway, constructing a reinforced concrete closed cell bridge and extending an existing box culvert. The work also includes paving, installing new guardrail, placing pavement marking and other miscellaneous work.

Bid Opening Date : 11/6/2015, Prequalification Required, Engineer Specialist : Hossain Iqbal

Project No.	Highway Termini	Location	Item
095 YU .034 H459901C 095-B-(201)T	SAN LUIS-YUMA-QUARTZSITE HIGHWAY (US 95)	FORTUNA WASH BRIDGE Yuma District	10416

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$9,290,781.25	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
2	\$10,103,030.00	DPE CONSTRUCTION, INC.	1636-A East 20TH STREET YUMA, AZ 85365
3	\$10,557,772.98	THE ASHTON COMPANY, INC. CONTRACTORS & ENGINEERS	2727 S. COUNTRY CLUB ROAD TUCSON, AZ 85713
4	\$10,638,414.55	HAYDON BUILDING CORP	4640 E. COTTON GIN LOOP PHOENIX, AZ 85040
	\$10,654,284.09	DEPARTMENT	
5	\$11,092,110.92	J. BANICKI CONSTRUCTION, INC.	6423 S. ASH AVENUE TEMPE, AZ 85283

**Apparent Low Bidder is 12.8% Under Department Estimate (Difference = (\$1,363,502.84))**



**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, OCTOBER 09, 2015, AT 11:00 A.M. (M.S.T.)

TRACS NO                    095 YU 034 H459901C  
PROJ NO                    NH-TCSP-095-B(201)T  
TERMINI                    SAN LUIS-YUMA-QUARTZSITE HIGHWAY (US 95)  
LOCATION                    FORTUNA WASH BRIDGE

ROUTE NO.                    MILEPOST                    DISTRICT                    ITEM NO.  
US 95                        34.00 to 34.79                    YUMA                        10416

The amount programmed for this contract is \$15,000,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Yuma County, on US 95, just east of the City of Yuma between milepost 34.00 and 34.79. The work consists of widening roadway, constructing a reinforced concrete closed cell bridge and extending an existing box culvert. The work also includes paving, installing new guardrail, placing pavement marking and other miscellaneous work.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Clearing and Grubbing	Acre	13
Roadway Excavation	Cu. Yd.	5,000
Drainage Excavation	Cu. Yd.	4,900
Borrow (In Place)	Cu. Yd.	93,000
Aggregate Base, Class 2	Cu. Yd.	7,600
Asphaltic Concrete (Misc. Structural)	Ton	2,700
Asphalt Concrete Friction Course (Asphalt-Rubber)	Ton	350
Asphaltic Concrete (End Product)	Ton	7,400
Pipe (Corrugated Metal)(Various Sizes)	L. Ft.	270
Structural Concrete	Cu. Yd.	9,700
Reinforcing Steel	Lb.	2,000,000
F-Shape Bridge Concrete Barrier and Transition	L. Ft.	1,250
Deck Joint Assembly (Various Types)	L. Ft.	360
Approach Slab	Sq. Ft.	2,600
Pavement Marking (Thermoplastic)	L. Ft.	35,000
Pavement Marking (Painted)	L. Ft.	23,500
Seeding	Acre	16
Riprap (Grouted)	Cu. Yd.	2,100
Retaining Wall	Sq. Ft.	1,500
On-The-Job Training	Hour	2,500
Contractor Quality Control	L. Sum	1
Construction Surveying and Layout	L. Sum	1
Ground-In Rumble Strip	L. Ft.	7,000

The time allowed for the completion of the work included in this project will be 260 working days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 10.34.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within three weeks following the advertisement for bids. The cost is \$76.00, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional

fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

Cross sections and/or earthwork quantity sheets, if available, may be ordered from the Control Desk of Roadway Design Section at (602) 712-8667. Orders must be placed at least five days prior to bid opening to insure availability. Documents may be picked up and paid for at Contracts & Specifications Section.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation  
Intermodal Transportation Division  
Contracts and Specifications Section  
1651 West Jackson Street, Room 121F  
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

C&S Technical Leader:	Iqbal Hossain	(602) 712-7471
Construction Supervisor:	Jaime Hernandez	(928) 317-2158

STEVE BEASLEY,  
Engineer-Acting Manager  
Contracts & Specifications Section

095 YU 034 H459901C  
NH-TCSP-095-B(201)T  
Advertised on 7-31-15

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

160 Working Days

Project 169 YV 009 H851601C: The proposed project is located in Yavapai County on State Route 169 approximately 9 miles east of the town of Dewey-Humboldt. The work consists of widening the existing roadway to provide turn lanes, extending existing pipe and box culverts, signing, striping and other miscellaneous work.

Project 169 YV 004 H857201C: The proposed project is located in Yavapai County on State Route 169 approximately 5 miles east of the town of Dewey-Humboldt. The work consists of widening the existing roadway to provide turn lanes, extending an existing pipe culvert, signing, striping and other miscellaneous work.

Bid Opening Date : 11/20/2015, Prequalification Required, Engineer Specialist : Young Jedidiah

Project No.	Highway Termini	Location	Item
169 YV 004 H857201C 169-A-(205)T	DEWEY-COPPER CANYON HIGHWAY (SR 169)	CHERRY ROAD - ORME ROAD Prescott District	17813
169 YV 009 H851601C 169-A-(203)T	DEWEY-COPPER CANYON HIGHWAY (SR 169)	CHERRY CREEK ROAD Prescott District	20016

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$1,664,331.86	MCCORMICK CONSTRUCTION CO.	3640 HWY 95 #110 BULLHEAD CITY, AZ 86442
2	\$1,765,068.25	N.G.U CONTRACTING, INC.	2320 E. BASELINE RD, SUITE #148-459 PHOENIX, AZ 85042-6951
3	\$1,777,177.95	FANN CONTRACTING, INC	1403 INDUSTRIAL WAY PRESCOTT, AZ 86301
4	\$1,857,892.52	RUMMEL CONSTRUCTION, INC	7520 E. ADOBE DRIVE SCOTTSDALE, AZ 85255
	\$1,863,258.12	DEPARTMENT	

Rank	Bid Amount	Contractor Name	Address of Contractor
5	\$2,352,184.00	MARKHAM CONTRACTING CO., INC.	22820 NORTH 19TH AVENUE PHOENIX, AZ 85027

**Apparent Low Bidder is 10.7% Under Department Estimate (Difference = (\$198,926.26))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 20, 2015, AT 11:00 A.M. (M.S.T.)

TRACS NO            169 YV 009 H851601C  
 PROJ NO            STP-169-A(203)T  
 TERMINI            DEWEY – COPPER CANYON HIGHWAY (SR 169)  
 LOCATION           CHERRY CREEK ROAD

TRACS NO            169 YV 004 H857201C  
 PROJ NO            STP-169-A(205)T  
 TERMINI            DEWEY – COPPER CANYON HIGHWAY (SR 169)  
 LOCATION           CHERRY ROAD – ORME ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 169	9.47 to 9.82	PRESCOTT	20016
SR 169	4.67 to 5.21	PRESCOTT	17813

The amount programmed for this contract is \$2,470,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

**Project 169 YV 009 H851601C:** The proposed project is located in Yavapai County on State Route 169 approximately 9 miles east of the town of Dewey-Humboldt. The work consists of widening the existing roadway to provide turn lanes, extending existing pipe and box culverts, signing, striping and other miscellaneous work.

**Project 169 YV 004 H857201C:** The proposed project is located in Yavapai County on State Route 169 approximately 5 miles east of the town of Dewey-Humboldt. The work consists of widening the existing roadway to provide turn lanes, extending an existing pipe culvert, signing, striping and other miscellaneous work.

<b>Representative Items</b>	<b>Unit</b>	<b>Quantity</b>
Clearing and Grubbing	Acre	18
Roadway Excavation	Cu. Yd.	18,900
Aggregate Base, Class 2	Cu. Yd.	3,350
Emulsified Asphalt (CRS-2P and CSS-1)	Ton	80
Cover Material	Cu. Yd.	340
Asphaltic Concrete (Miscellaneous Structural) (Special Mix)	Ton	5,700
Structural Concrete (Class S) (F'C = 3,000)	Cu. Yd.	190
Reinforcing Steel (Epoxy Coated)	Lb.	24,540
Pavement Marking, Preformed, Symbol and Legend, Type I/IV	Each	24
Permanent Pavement Marking (Painted)	L. Ft.	34,000
Dual Component Pavement Marking (Epoxy)	L. Ft.	46,350
Dual Component Pavement Marking (Transverse)	L. Ft.	410
Riprap (Grouted/Dumped)	Cu. Yd.	400
Contractor Quality Control	L. Sum	1
Construction Surveying and Layout	L. Sum	1
Ground-In Rumble Strip (12 Inch)	L. Ft.	7,100

The time allowed for the completion of the work included in this project will be 160 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 9.86.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$39.00, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

Cross sections and/or earthwork quantity sheets, if available, may be ordered from the Control Desk of Roadway Design Section at (602) 712-8667. Orders must be placed at least five days prior to bid opening to insure availability. Documents may be picked up and paid for at Contracts & Specifications Section.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation  
Intermodal Transportation Division  
Contracts and Specifications Section  
1651 West Jackson Street, Room 121F  
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Jedidiah Young	(602) 712-8117
Construction Supervisor:	Janet Doerstling	(928) 759-2426 ext. 3624

STEVE BEASLEY,  
Engineer - Manager  
Contracts & Specifications

JY:H8516&H8572 – ADV4BID Final for Advertisement

These projects were advertised on Wednesday, September 30, 2015.

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

600 Calendar Days

The proposed work consists of SR303L directional ramps to and from the south and SR303L NB and SR303L SB. The work includes roadway excavation, drainage excavation, constructing embankments, furnishing and placing aggregate base, PCCP, and asphaltic concrete pavement; constructing six cast-in-place post-tensioned box girder concrete bridges; constructing retaining walls, catch basins and manholes, curb and gutter, and concrete barrier; furnishing and installing electrical conduit, drainage facilities, reinforced concrete pipe, signing and pavement markings, traffic signals, and surveillance conduit loop detectors and other related work.

Bid Opening Date : 11/20/2015, Prequalification Required, Engineer Specialist : Mahdi Ghalib

Project No.	Highway Termini	Location	Item
303 MA 104 H857701C 303-A-(216)S	ESTRELLA FREEWAY (SR 303L)	I-10/303L TI, PHASE II Phoenix District	40616

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$62,231,305.00	DEPARTMENT	
1	\$63,480,561.74	PULICE CONSTRUCTION, INC.	2033 W. MOUNTAIN VIEW RD. PHOENIX, AZ 85021
2	\$64,997,966.68	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281

**Apparent Low Bidder is 2.0% Over Department Estimate (Difference = \$1,249,256.74)**



**ARIZONA DEPARTMENT OF TRANSPORTATION**

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 20, 2015, AT 11:00 A.M. (M.S.T.)

TRACS NO        303 MA 104 H857701C  
 PROJ NO        IM 303-A(216)S  
 TERMINI        ESTRELLA FREEWAY (SR 303L)  
 LOCATION       I-10/SR 303L T.I. (PHASE II)

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-10	124.62 TO 126.87	PHOENIX	40616
SR 303L	103.17 TO 105.09	PHOENIX	40616

The amount programmed for this contract is **\$83,000,000**. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed Construct I-10/SR303L System Traffic Interchange (Phase II) project is located in Maricopa County within the City of Goodyear at the juncture of I-10 and SR 303L. The approximate length of the project is 3.76 miles along I-10 and 1.92 miles on SR 303L

The proposed work consists of SR303L directional ramps to and from the south and SR303L NB and SR303L SB. The work includes roadway excavation, drainage excavation, constructing embankments, furnishing and placing aggregate base, PCCP, and asphaltic concrete pavement; constructing six cast-in-place post-tensioned box girder concrete bridges; constructing retaining walls, catch basins and manholes, curb and gutter, and concrete barrier; furnishing and installing electrical conduit, drainage facilities, reinforced concrete pipe, signing and pavement markings, traffic signals, and surveillance conduit loop detectors and other related work.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
CLEARING AND GRUBBING	ACRE	61
REMOVAL OF ASPHALTIC CONCRETE PAVEMENT 50,384	SQ.YD	
EXCAVATION (DRAINAGE, FIRST FLUSH BASIN)	CU.YD.	42,019
EXCAVATION (DRAINAGE, GRAVITY DRAIN)	CU.YD.	120,487
ROADWAY EXCAVATION	CU.YD.	577,533
DRAINAGE EXCAVATION	CU.YD.	8,021
BORROW	CU.YD.	12,934
STRUCTURE EXCAVATION	CU.YD.	13,755
STRUCTURE BACKFILL	CU.YD.	8,460
FURNISH WATER	M. GAL	190,000
AGGREGATE BASE, CLASS 2 & 6	CU.YD.	41,978
PORTLAND CEMENT CONCRETE PAVEMENT (10", 12", & 14")	SQ.YD.	161,192
ASPHALTIC BINDER (PG 64-16)	TON	527
ASPHALTIC BINDER (PG 76-16)	TON	1,130
ASPHALTIC CONCRETE (MISC. STRUCTURAL) (SPECIAL MIX)	TON	3,415
ASPHALTIC CONCRETE FRICTION COURSE (ASPHALT -RUBBER)	TON	23,801
ASPHALT RUBBER MATERIAL (FOR AR-ACFC)	TON	2,149
ASPHALTIC CONCRETE (3/4" MIX) (END PRODUCT)(SPECIAL MIX)	TON	22,536
ASPHALTIC CONCRETE (END PRODUCT)(BASED MIX)(PCCP BASE)	TON	10,530
JACKING , BORING OR TUNNELING PIPE	L.FT.	83
STORM DRAIN PIPE (VARIOUS TYPE & SIZE)	L.FT.	21,725
CONCRETE CATCH BASIN (VARIOUS TYPE & SIZE)	EACH	129
DRAINAGE STRUCTURE (VARIOUS TYPE & DETAIL)	EACH	13
MANHOLE (VARIOUS TYPE & SIZE)	EACH	36
STRUCTURAL CONCRETE (CLASS S) (F`C=3500 psi)	CU.YD	12,791
STRUCTURAL CONCRETE (CLASS S) (F`C=4500 psi)	CU.YD	13,806
STRUCTURAL CONCRETE (CLASS S) (F`C=5000 psi)	CU.YD	1,967

F-SHAPE BRIDGE CONCRETE BARRIER & TRANSITION (44")	L. FT	10,977
REINFORCING STEEL	LB	5,896,525
DRILLED SHAFT FOUNDATION (VARIOUS SIZE)	L. FT	9,142
BRIDGE SIGN STRUCTURE (VARIOUS DETAILS & TYPE)	EACH	9
SIGN MOUNT ASSEMBLY (VARIOUS TYPE)	EACH	107
SIGN PANEL (VARIOUS TYPE)	SQ. FT	14,631
POLE (VARIOUS HEIGHT & TYPE)	EACH	
48		
HIGH MAST RAISING AND LOWERING DEVICE	EACH	15
ELECTRICAL CONDUIT (VARIOUS TYPE & SIZE)	L.FT.	31,800
PULL BOX (VARIOUS TYPE & SIZE)	EACH	160
CONDUCTOR (VARIOUS TYPE & SIZE)	L. FT	92,764
LOAD CENTER CABINET (VARIOUS TYPE)	EACH	3
SEEDING (CLASS II)	ACRE	124
AMEND EXISTING SOILS	SQ. YD	125,340
CHAIN LINK FENCE (VARIOUS TYPE)	L.FT	12,960
THRIE-BEAM GUARD RAIL TRANSITION SYSTEM	EACH	20
CONCRETE CURB & GUTTER (VARIOUS TYPE & DETAIL)	L. FT	41,615
CONCRETE SIDEWALK (VARIOUS TYPE)	SQ. FT	19,078
CONCRETE SIDEWALK RAMP (VARIOUS TYPE)	EACH	14
CONCRETE BARRIER (VARIOUS TYPE)	L. FT	13,257
CONCRETE BARRIER TRANSITION (VARIOUS TYPE)	EACH	41
RETAINING WALL (REINFORCED CONCRETE CANTILEVER)	SQ. FT	59,095
MISC WORK (HIGH MAST MAINTENANCE PLATFORM)	EACH	10
MISC WORK (INTEGRITY TESTING OF DRILLED SHAFT FOUNDATION)	EACH	35
CONTRACTOR QUALITY CONTROL	L.SUM	1
CONSTRUCTION SURVEYING AND LAYOUT	L.SUM	1
ON JOB TRAINING	HOOR	15,000

The time allowed for the completion of the work included in this project will be **600** calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 10.79.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$530, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$15 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

The 3D model will be available to the bidders on a DVD for their information only. The design data was used to generate an integrated model of both the existing conditions and proposed construction features utilizing 3D methodologies and techniques. The model was developed using Microstation and InRoads, and is presented in Microstation format '.dwg' files. The user must have the Microstation program (version V8i) in order to view the model.

The 11 x 17 plans have been downloaded in PDF format to a DVD which is available to the bidders. The 3D model and 11 X 17 plans in PDF format will be available in a single DVD. DVDs are available at

ADOT Contracts and Specifications Section, 1651 West Jackson Street, Phoenix, Arizona, 85007 for \$5.00 each. No DVDs will be issued for future addenda during the bidding stage.

This project is eligible for electronic bidding.

Cross sections and/or earthwork quantity sheets, if available, may be ordered from the Control Desk of Roadway Design Section at (602) 712-8667. Orders must be placed at least five days prior to bid opening to insure availability. Documents may be picked up and paid for at Contracts & Specifications Section.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation  
Intermodal Transportation Division  
Contracts and Specifications Section  
1651 West Jackson Street, Room 121F  
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist: Ghalib Mahdi (602) 712-7618  
Construction Supervisor: Madhav Mundle (602) 712-3540

STEVE BEASLEY,  
Engineer- Manager  
Contracts & Specifications Section

303 MA 104 H857701C  
IM 303-A(216)S  
September 16, 2015

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

150 Working Days

The proposed project is located within Maricopa County in the City of Avondale on Dysart Road from Rancho Santa Fe Boulevard to Indian School Road. The project will add Intelligent Transportation System (ITS) fiber optic cable along the east side of Dysart Road, behind the back of curb. ITS and supporting equipment installed as part of this project includes: conduit, pull boxes, splice boxes, fiber optic cable, and closed circuit television (CCTV) cameras.

Bid Opening Date : 11/6/2015, Prequalification Required, Engineer Specialist : Mowery-Racz Thomas

Project No.	Highway Termini	Location	Item
0000 MA AVN SZ07901C AVN-0-(216)T	CITY OF AVONDALE	Rancho Santa Fe to Indian Scho Phoenix District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$605,926.25	DEPARTMENT	
1	\$745,969.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027
2	\$784,890.00	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202
3	\$791,233.85	KIMBRELL ELECTRIC, INC.	7593 N. 73RD DRIVE GLENDALE, AZ 85303
4	\$984,592.75	ROADWAY ELECTRIC, LLC	2035 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021

**Apparent Low Bidder is 23.1% Over Department Estimate (Difference = \$140,042.75)**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: Friday, October 9, 2015 at 11:00 A.M. (M.S.T.)

TRACS No.: 0000 MA AVN SZ079 01C  
Project No.: CM-AVN-0(216)T  
Termini: City of Avondale  
Location: Dysart Rd., Rancho Santa Fe Blvd. to Indian School Rd.

Route No.	Milepost	District	Item No.
N/A	N/A	Phoenix	Local

The amount programmed for this contract is **\$767,000.00**. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located within Maricopa County in the City of Avondale on Dysart Road from Rancho Santa Fe Boulevard to Indian School Road. The project will add Intelligent Transportation System (ITS) fiber optic cable along the east side of Dysart Road, behind the back of curb. ITS and supporting equipment installed as part of this project includes: conduit, pull boxes, splice boxes, fiber optic cable, and closed circuit television (CCTV) cameras.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Truck Mounted Attenuator	Each-Day	65
Flashing Arrow Panel	Each-Day	65
Changeable message Board	Each-Day	380
Electrical Conduit (Var. Size & Config.)(Trench)	L.Ft.	26
Electrical Conduit (Var. Size & Config.)(Direct. Drill)	L.Ft.	13,000
Pull Box - No. 7 & 9	Each	27
SMFO Cable (12 and 96 Fibers)	L.Ft.	14,500
ACS/3 Controller	Each	8
Installation of Dept. Furnished CCTV Equipment	Each	7
Jack and Bore 16" Steel Casing	L.Ft.	150
FMS Record Drawings (formerly As-Built Drawings)	L.Sum	1
Gigabit Ethernet Switch	Each	10
Construction Surveying and Layout	L.Sum	1

The time allowed for the completion of the work included in this project will be **150 Working Days**.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be **4.93 percent**.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is **\$19**, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of **\$5** will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation  
Intermodal Transportation Division  
Contracts and Specifications Section  
1651 West Jackson Street, Room 121F  
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Tom Mowery-Racz	(602) 712-6741
Construction Supervisor:	Girgis Girgis	(602) 712-6813

STEVE BEASLEY,  
Engineer - Manager  
Contracts & Specifications Section

0000 MA AVN SZ079 01C  
CM-AVN-0(216)T  
Advertisement Date: September 14, 2015

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

220 Working Days

The proposed project is located in Maricopa County, within the City of Goodyear, along Van Buren Street from Cotton Lane to Estrella Parkway. The work consists of installation of fiber optic conduit and cables in both proposed and existing conduit, Ethernet switches, video encoders, CCTV cameras and other equipment necessary to extend the City's traffic management system.

Bid Opening Date : 11/6/2015, Prequalification Required, Engineer Specialist : Mowery-Racz Thomas

Project No.	Highway Termini	Location	Item
0000 MA GDY SZ11801C GDY-0-(207)T	CITY OF GOODYEAR	Van Buren, Cotton to Estrella Phoenix District	Local

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$267,283.42	KIMBRELL ELECTRIC, INC.	7593 N. 73RD DRIVE GLENDALE, AZ 85303
2	\$332,021.30	ROADWAY ELECTRIC, LLC	2035 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021
3	\$335,569.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027
	\$391,614.20	DEPARTMENT	
4	\$398,920.10	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202
5	\$514,731.82	THE FISHEL COMPANY	1366 Dublin Road, Columbus, OH 43215

**Apparent Low Bidder is 31.7% Under Department Estimate (Difference = (\$124,330.78))**



**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: Friday, November 6, 2015 at 11:00 A.M. (M.S.T.)

TRACS No.: 0000 MA GDY SZ118 01C  
Project No.: CM-GDY-0(207)T  
Termini: City of Goodyear  
Location: Van Buren St., Cotton Ln. to Estrella Pky.

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	Phoenix	Local

The amount programmed for this contract is **\$700,000.00**. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Maricopa County, within the City of Goodyear, along Van Buren Street from Cotton Lane to Estrella Parkway. The work consists of installation of fiber optic conduit and cables in both proposed and existing conduit, Ethernet switches, video encoders, CCTV cameras and other equipment necessary to extend the City's traffic management system.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Type II & III Barricades	EACH-DAY	2,900
Flashing Arrow Panel	EACH-DAY	26
Flagging Services – Local Enforcement Officer	HOUR	210
No. 7 and 9 - Pull Box	EACH	17
12 Fiber, Pre-terminated, SMFO Cable	L.Ft.	120
96 Fiber, SMFO Cable	L.Ft.	11,000
Electrical Conduit (2 - 2" )(HDPE)(Directional Bore)	L.Ft.	10,500
Fiber Optic Conduit Reconditioning	L.SUM	1
CCTV Field Equipment	EACH	2
Single Channel Video CODEC	EACH	2
Ethernet Switch	EACH	2
Construction Surveying and Layout	L.SUM	1

The time allowed for the completion of the work included in this project will be **220 Working Days**.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be **2.39 percent**.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is **\$25**, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of **\$5** will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation  
Intermodal Transportation Division  
Contracts and Specifications Section  
1651 West Jackson Street, Room 121F  
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Tom Mowery-Racz	(602) 712-6741
Construction Supervisor:	Girgis Grigis	(602) 712-6813

STEVE BEASLEY,  
Engineer - Manager  
Contracts & Specifications Section

0000 MA GDY SZ118 01C  
CM-GDY-0(207)T  
Advertisement Date: September 21, 2015

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

80 Working Days

The proposed project is located in the City of Glendale, Maricopa County, on Myrtle Avenue beginning approximately 250 feet east of 66th Drive and extending 0.48 miles east to 62nd Avenue. The work consists of pavement removal, paving with asphaltic concrete, constructing concrete curb and gutter, sidewalk, and other related work.

Bid Opening Date : 11/6/2015, Prequalification Required, Engineer Specialist : Mahdi Ghalib

Project No.	Highway Termini	Location	Item
0000 MA GLN SF01501C GLN-0-(239)T	CITY OF GLENDALE	MYRTLE AVE FROM 62ND AVE TO 66 Phoenix District	45033

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$394,711.00	DEPARTMENT	
1	\$485,000.00	VISUS ENGINEERING CONSTRUCTION, INC.	1831 NORTH ROCHESTER MESA, AZ 85205
2	\$538,123.00	D B A CONSTRUCTION INC.	P O BOX 63035 PHOENIX, AZ 85082-3035

**Apparent Low Bidder is 22.9% Over Department Estimate (Difference = \$90,289.00)**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, OCTOBER 30, 2015, AT 11:00 A.M. (M.S.T.)

TRACS NO        0000 MA GLN SF01501C  
 PROJ NO        SRS-TA-GLN-0(239)T  
 TERMINI        CITY OF GLENDALE  
 LOCATION       MYRTLE AVENUE, 62<sup>ND</sup> AVENUE TO 66<sup>TH</sup> DRIVE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	PHOENIX	LOCAL

The amount programmed for this contract is \$410,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in the City of Glendale, Maricopa County, on Myrtle Avenue beginning approximately 250 feet east of 66<sup>th</sup> Drive and extending 0.48 miles east to 62<sup>nd</sup> Avenue. The work consists of pavement removal, paving with asphaltic concrete, constructing concrete curb and gutter, sidewalk, and other related work.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
REMOVAL OF CONCRETE CURB & GUTTER	L. FT.	243
REMOVE (CONCRETE SIDEWALK, DRIVEWAY AND SLABS)	SQ. FT	957
REMOVAL OF ASPHALTIC CONCRETE PAVEMENT	SQ. YD	2,675
REMOVE DETOUR	SQ. YD	714
AGGREGATE BASE, CLASS 2	CU.YD.	644
ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL)	TON	597
RECONSTRUCT IRRIGATION JUNCTION BOX	EACH	1
RESET FRAM AND COVER FOR MANHOLE (MAG DET. 422)	EACH	4
REMOVE AND REINSTALL SIGN	L.SUM	1
RELOCATE EXISTING LIGHT POLES	EACH	1
RESET AND/OR RELOCATE EXISTING PULL BOXES	L.SUM	1
RELOCATE CONTROL CABINET	EACH	1
DECOMPOSED GRANITE (2 INCH MIN. THICKNESS)	SQ. YD	1,898
RELOCATE (FIRE DEPARTMENT CONNECTOR)	EACH	1
RELOCATE FIRE LINE CHECK VAULT (MAG DET. 346)	EACH	1
RELOCATE FIRE HYDRANT (MAG DET. 360)	EACH	2
ERROSION CONTROL (WATTLES) (12")	L.FT	1,486
CONCRETE CURB AND GUTTER, TYPE A (MAG DET. 220-1)	L.FT	1,817
CONCRETE VALLEY GUTTER (MAG DET. 240)	SQ.FT.	180
CONCRETE SIDEWALK (MAG DET. 230)	SQ.FT.	12,765
CONCRETE SIDEWALK RAMP (C-05.30, TYPE A, B & C)	EACH	8
CONCRETE DRIVEWAY (VARIOUS TYPES))	SQ.FT.	6,936
SCUPPER (MAG STD DTL 206) (2 - CELL)	EACH	1
RESET FRAM AND COVER FOR VALVE BOX	EACH	8
RIPRAP (DUMPED) (D50=6")	CU YD	62
MISCELLANEOUS WORK (LANDSCAPE & IRRIGATION REPAIR)	L.SUM	1
MISCELLANEOUS WORK (RELOCATE EXISTING WATER METER)	EACH	4
CONSTRUCTION SURVEYING AND LAYOUT	L.SUM	1

The time allowed for the completion of the work included in this project will be **100** working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 9.77.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$23, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation  
Intermodal Transportation Division  
Contracts and Specifications Section  
1651 West Jackson Street, Room 121F  
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist: Ghalib Mahdi (602) 712-7618  
Construction Supervisor: Anthony Brozich (602) 712-4678

STEVE BEASLEY,  
Engineer- Manager  
Contracts & Specifications Section

0000 MA GLN SF01501C  
SRS TA GLN-0(239)T  
SEPTEMBER 18, 2015

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

100 Working Days

The proposed work is located in Navajo County in the City of Winslow on Transcon Lane South, starting at the South side of the I-40/Transcon Lane Interchange and proceeding south for approximately 500 feet. The proposed work consists of widening the existing three-lane roadway with a five-lane section and improving the tractor-trailer driveway entrance into the Flying J Truck Stop. The proposed work also includes relocating existing lighting poles, constructing embankment, grading, pipe, asphaltic concrete pavement, Portland Cement Concrete pavement, pavement marking, signing, and other related work.

Bid Opening Date : 11/6/2015, Prequalification Required, Engineer Specialist : Kamal Jalal

Project No.	Highway Termini	Location	Item
0000 NA WIN SS95001C WIN-0-(201)T	CITY OF WINSLOW	TRANSCON LANE SOUTH Flagstaff District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$528,049.65	DEPARTMENT	
1	\$672,570.50	HUNTER CONTRACTING COMPANY	701 N COOPER ROAD GILBERT, AZ 85233
2	\$720,790.95	FANN CONTRACTING, INC	1403 INDUSTRIAL WAY PRESCOTT, AZ 86301
3	\$730,441.29	MCCAULEY CONSTRUCTION INC.	206 W. 1ST. ST. WINSLOW, AZ 86047
4	\$763,460.55	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281

**Apparent Low Bidder is 27.4% Over Department Estimate (Difference = \$144,520.85)**

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 6, 2015, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 NA WIN SS950 01C
PROJ NO STP-WIN-0(201)T
TERMINI TRANSCON LANE SOUTH
LOCATION Route 66 to Interstate 40

ROUTE NO. MILEPOST DISTRICT ITEM NO.
N/A N/A HOLBROOK LOCAL

The amount programmed for this contract is \$625,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Navajo County in the City of Winslow on Transcon Lane South, starting at the South side of the I-40/Transcon Lane Interchange and proceeding south for approximately 500 feet. The proposed work consists of widening the existing three-lane roadway with a five-lane section and improving the tractor-trailer driveway entrance into the Flying J Truck Stop. The proposed work also includes relocating existing lighting poles, constructing embankment, grading, pipe, asphaltic concrete pavement, Portland Cement Concrete pavement, pavement marking, signing, and other related work.

Table with 3 columns: REPRESENTATIVE ITEMS, UNIT, QUANTITY. Rows include Grading Roadway For Pavement (3,600 Sq. Yd.), Aggregate Base (1,600 Cu.Yd.), Pipe, Corrugated Metal (120 L. Ft.), Portland Cement Concrete Pavement (11") (3,300 Sq.Yd.), Asphaltic Concrete (Miscellaneous Structural) (100 Ton), Dual Component Pavement Marking (2,140 L. Ft.), Seeding (Class II) (1 Acre), Conductors (1,500 L. Ft.), Concrete Curb And Gutter (290 L. Ft.), Contractor Quality Control (1 L. Sum), Construction Surveying and Layout (1 L. Sum).

The time allowed for the completion of the work included in this project will be 100 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 4.53.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$21, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is



desired. An additional fee of \$5 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation  
Intermodal Transportation Division  
Contracts and Specifications Section  
1651 West Jackson Street, Room 121F  
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

<b>Engineering Specialist:</b>	<b>JALAL KAMAL</b>	<b>(602) 712-6920</b>
<b>Construction Supervisor:</b>	<b>RICHARD YOUNG</b>	<b>(928) 524-5407</b>

STEVE BEASLEY,  
Engineer Manager  
Contracts & Specifications Section

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

160 Working Days

The proposed project is located in Coconino County on Interstate 40 between mileposts 229.75 and 230.02, approximately 35 miles east of the City of Flagstaff. The proposed work consists of removing and replacing the existing eastbound bridge deck and approach slabs. The work also includes rehabilitating the westbound bridge by repairing cracks in steel girders, repairing spalls, and applying deck sealant. Additional work includes reconstructing the roadway approaches of the eastbound bridge and other miscellaneous work.

Bid Opening Date : 11/20/2015, Prequalification Required, Engineer Specialist : Patwary Mohammed

Project No.	Highway Termini	Location	Item
040 CN 229 H863301C 040-D-(228)T	FLAGSTAFF-HOLBROOK HWY (I-40)	CANYON DIABLO BRIDGE EB & WB Flagstaff District	15916

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$1,232,304.96	DEPARTMENT	
1	\$1,497,603.81	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
2	\$1,653,865.00	HUNTER CONTRACTING COMPANY	701 N COOPER ROAD GILBERT, AZ 85233
3	\$1,673,000.00	J. BANICKI CONSTRUCTION, INC.	6423 S. ASH AVENUE TEMPE, AZ 85283
4	\$1,676,366.46	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302
5	\$1,699,795.76	VASTCO, INC.	425 INDUSTRIAL DRIVE CHINO VALLEY, AZ 86323

**Apparent Low Bidder is 21.5% Over Department Estimate (Difference = \$265,298.85)**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, NOVEMBER 20, 2015, AT 11:00 A.M. (M.S.T.)

TRACS NO            040 CN 229 H863301C  
PROJ NO            NHPP-040-D(228)T  
TERMINI            FLAGSTAFF-HOLBROOK HWY (I-40)  
LOCATION            CANYON DIABLO BRIDGE EB & WB

ROUTE NO.            MILEPOST            DISTRICT            ITEM NO.  
I-40                    229.75 to 230.02            FLAGSTAFF            15916

The amount programmed for this contract is \$1,500,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Coconino County on Interstate 40 between mileposts 229.75 and 230.02, approximately 35 miles east of the City of Flagstaff. The proposed work consists of removing and replacing the existing eastbound bridge deck and approach slabs. The work also includes rehabilitating the westbound bridge by repairing cracks in steel girders, repairing spalls, and applying deck sealant. Additional work includes reconstructing the roadway approaches of the eastbound bridge and other miscellaneous work.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Aggregate Base Class 2	Cu. Yd.	670
Asphaltic Concrete (Misc. Str.) (Sp. Mix)	Ton	1,920
Asphaltic Concrete Friction Course (Misc.)	Ton	90
Structural Concrete (Class S) (F'c = 4,500 psi)	Cu. Yd.	280
Seal Deck	Sq. Yd.	900
F-Shape Bridge Concrete Barrier and Transition (34")	L. Ft.	520
Approach Slab	Sq. Ft.	1,650
Reinforcing Steel (Epoxy Coated)	Lb	83,200
Pavement Marking (Paint)	L. Ft.	38,700
Pavement Marking (Dual Component) (Epoxy)	L. Ft.	14,850
Guardrail (W-Beam)	L. Ft.	200
Reconstruct Guardrail	L. Ft.	900
Contractor Quality Control	L. Sum	1
Construction Surveying and Layout	L. Sum	1
Ground-In Rumble Strip (12 Inch)	L. Ft.	4,800

The time allowed for the completion of the work included in this project will be 160 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 9.66.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-

7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$29.00, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation  
Intermodal Transportation Division  
Contracts and Specifications Section  
1651 West Jackson Street, Room 121F  
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Mohammed Patwary	(602) 712-8187
Construction Supervisor:	Brenden Foley	(928) 714-2225

STEVE BEASLEY,  
Engineer - Manager  
Contracts & Specifications

MP: mp: UVA PROJECTS\H863301C \ADVERTISE: Long AD H863301C  
DATE: 10/02/2015

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

235 Calendar Days

The proposed work is located in Yavapai County within the Town of Chino Valley, at the intersection of SR 89 and Perkinsville Road, between approximate SR 89 Milepost 328.86 to 329.03. The work consists of constructing a new roundabout at SR 89 and Perkinsville Road. Additional work includes removal and replacement of asphaltic concrete pavement; installing new drainage facilities; replacing pavement markings; removing and installing lighting; and other miscellaneous work.

Bid Opening Date : 9/25/2015, Prequalification Required, Engineer Specialist : William Nanni

Project No.	Highway Termini	Location	Item
089 YV 328 H833001C 089-B-(210)T	PRESCOTT - ASH FORK HIGHWAY (SR 89)	SR89- PERKINSVILLE RD INTERSEC Prescott District	18715

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$1,218,602.87	ASPHALT PAVING & SUPPLY, INC.	2425 NORTH GLASSFORD HILL RD PRESCOTT VALLEY, AZ 86314
	\$1,355,503.45	DEPARTMENT	
2	\$1,498,497.70	FALCONE BROS & ASSOCIATE INC.	15885 N. EQUESTRIAN TRL TUCSON, AZ 85739
3	\$1,558,558.00	FANN CONTRACTING, INC	1403 INDUSTRIAL WAY PRESCOTT, AZ 86301
4	\$1,745,542.00	N.G.U CONTRACTING, INC.	2320 E. BASELINE RD, SUITE #148-459 PHOENIX, AZ 85042-6951
5	\$1,772,022.05	VASTCO, INC.	425 INDUSTRIAL DRIVE CHINO VALLEY, AZ 86323

**Apparent Low Bidder is 10.1% Under Department Estimate (Difference = (\$136,900.58))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, SEPTEMBER 25, 2015, AT 11:00 A.M. (M.S.T.)

TRACS NO            089 YV 328 H833001C  
PROJ NO            NH-STP-089-B(210)T  
TERMINI            PRESCOTT – ASHFORK HIGHWAY (SR 89)  
LOCATION            SR 89 – PERKINSVILLE INTERSECTION

ROUTE NO.            MILEPOST            DISTRICT            ITEM NO.  
SR 89                328.86 to 329.03            PRESCOTT            18715

The amount programmed for this contract is \$2,000,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Yavapai County within the Town of Chino Valley, at the intersection of SR 89 and Perkinsville Road, between approximate SR 89 Milepost 328.86 to 329.03. The work consists of constructing a new roundabout at SR 89 and Perkinsville Road. Additional work includes removal and replacement of asphaltic concrete pavement; installing new drainage facilities; replacing pavement markings; removing and installing lighting; and other miscellaneous work.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Roadway and Drainage Excavation	Cu.Yd.	5,000
Separation Geotextile Fabric	Sq.Yd.	7,500
Aggregate Base, (Class 2)	Cu.Yd.	3,000
Asphaltic Concrete Friction Course (Special With PG 70-22 TR+)	Ton	130
Asphaltic Concrete (Miscellaneous Structural)	Ton	3,300
Pipe (Various Sizes and Types)	L.Ft.	1,100
Concrete Catch Basin (Various Sizes and Types)	Each	9
Pavement Marking (Thermoplastic)	L.Ft.	12,000
Pole (Type G) (Standard Base)(Aluminum)	Each	8
Electrical Conduit (Various Sizes) (PVC)	L.Ft.	800
Concrete Curb and Gutter	L.Ft.	3,700
Concrete Sidewalk	Sq.Ft.	5,500
Riprap (Dumped)	Cu.Yd.	100
Contractor Quality Control	L.Sum	1
Construction Surveying and Layout	L.Sum	1

The time allowed for the completion of the work included in this project will be 235 calendar days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 11.00%.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$66.00, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set

is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

Cross sections and/or earthwork quantity sheets, if available, may be ordered from the Control Desk of Roadway Design Section at (602) 712-8667. Orders must be placed at least five days prior to bid opening to insure availability. Documents may be picked up and paid for at Contracts & Specifications Section.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

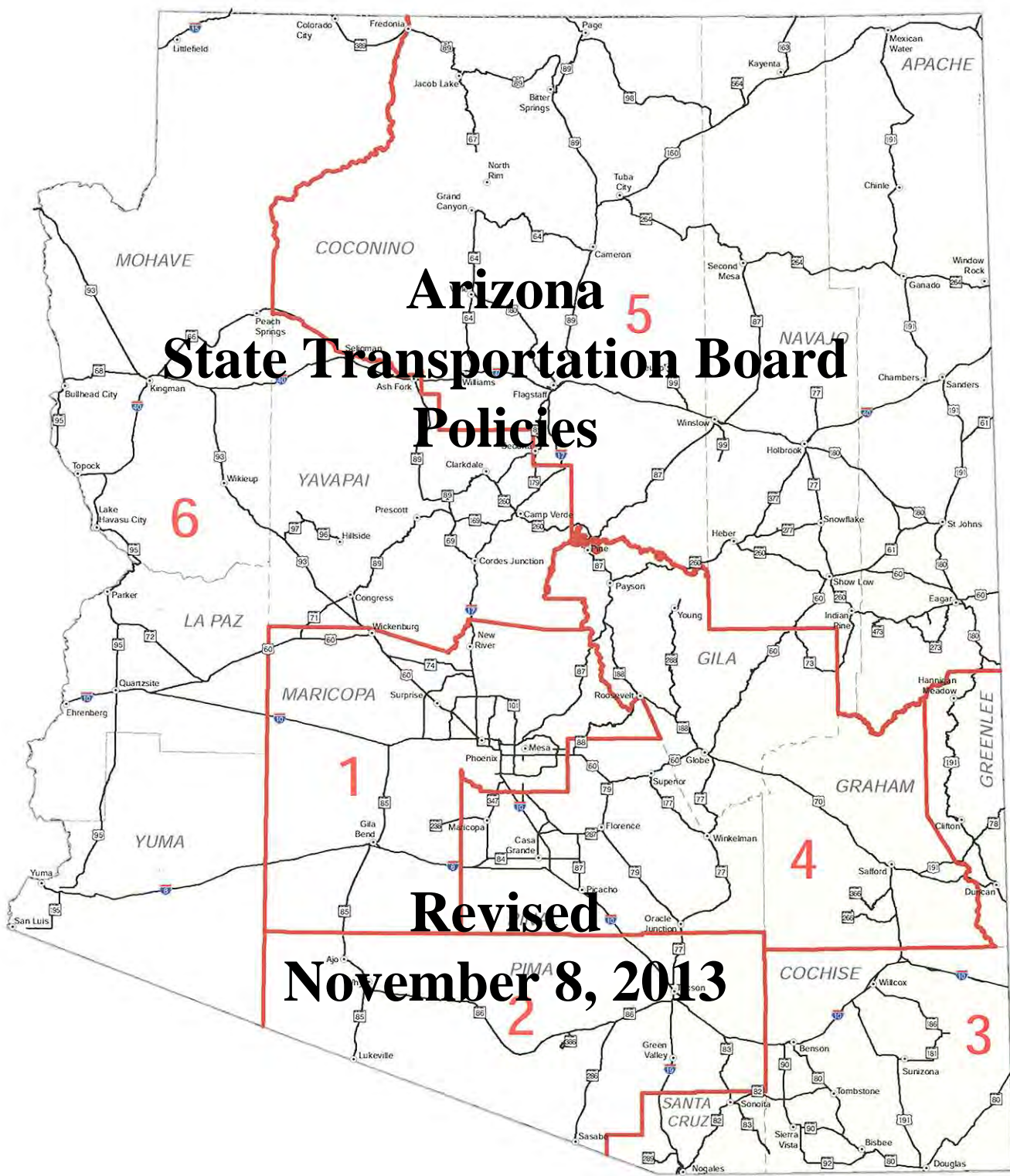
Arizona Department of Transportation  
Intermodal Transportation Division  
Contracts and Specifications Section  
1651 West Jackson Street, Room 121F  
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	William Nanni	(602) 712-6899
Construction Supervisor:	Bonnie Perotti	(928) 759-2426

STEVE BEASLEY,  
Engineer-Acting Manager  
Contracts & Specifications Section

W.N. 089 YV 328 H833001C  
June 19, 2015



# Arizona State Transportation Board Policies

Revised  
November 8, 2013



## Policy Updates

**August 15, 2003** the State Transportation Board approved the extensive revision of Policy 17. Turn back of State Routes on page 14 that included a policy title change to “Transfer of State Routes Policy.”

**January 17, 2003** the State Transportation Board approved **two** changes to the Board Policies.

1. Page 9, Policy 9. Rail Right of Way Preservation, the word “support” was changed to “advocate.”
2. Page 17, Policy 21. Program Development, paragraph 3, the words “or a similar process, to maintain the intent of the guiding principles” were inserted into the last sentence. The word “until” was replaced with “after” in the same sentence.

**November 19, 2010** the State Transportation Board approved **one** update to the Board Policies.

1. Page 19, Policy 21. Program Development. Added number 4 verbiage to the existing policy.

**November 8, 2013** the State Transportation Board adopted their State Transportation Board Policies for 2013 incorporating the following changes.

1. **Background.** The Board added a seventh bullet item “Prohibiting bid rigging” to match the statutory language. A paragraph was added which notes that the previously standalone Board Aviation Policies were incorporated into the State Transportation Board Policies resulting in one comprehensive policy document.
2. **Commitments.** Paragraph 5 was modified to remove the words “Real and meaningful” from the start of the statement. Paragraph 11 was modified from “that will explicitly consider” to “that will consider.”
3. **Table of Contents.** The Table of Contents was modified to reflect the removal of previous policies numbered 19, 26, and 35. New policy number 36, “Lease of Areas Below and Above Public Highways” was added and the previously approved Aviation Policies were incorporated as policy statements 37 through 43.
4. Policy 1. In the first sentence the words ‘construct and operate’ were replaced with ‘and fund.’
5. Policy 2. In the first sentence the word “direct” was removed and “work with” was inserted. In subparagraph b) the word ‘goods’ was replaced with ‘freight transportation.’
6. Policy 3. Paragraph 2 was modified to remove the words ‘five states’ before the word ‘CANAMEX’ and the words ‘other stakeholder groups’ were added.
7. Policy 4. The first sentence of paragraph 1 was modified to add “within the Board’s statutory funding limits.” Paragraph 2, subparagraph c) was modified to remove the word ‘Directing’ and replace with ‘Encouraging.’

8. Policy 5. Paragraph 1, subparagraph b) was modified to remove the words ‘of the United States’ after the word ‘states.’ Paragraph 1, subparagraph c) was modified to remove the words ‘high volume routes’ and replace with ‘key trade and commerce corridors’ and in the same subparagraph the word ‘goods’ was replaced with ‘freight.’ Paragraph 2, subparagraph b) was modified to remove the words ‘other arterial’ with ‘National Highway System and.’
9. Policy 6. The first sentence of paragraph 1 was modified to add the words ‘within consideration of its statutory funding constraints’ after the word ‘Board.’ In paragraph 2, subparagraph a) the second sentence was modified to replace the word ‘Directing’ with “Encouraging.” Paragraph 2, subparagraph c) the word ‘Directing’ was replaced with ‘Encouraging.’
10. Policy 7. The first sentence of paragraph 1 was modified to add ‘within its statutory authority.’ Previous subparagraphs a) through d) were removed and replaced with a new subparagraph a).
11. Policy 8. The policy statement was renamed from “Movement of Goods” to ‘Development of a State Freight Plan.’ Paragraph 1 was modified to replace the word ‘goods’ with ‘freight.’ Paragraph 2 was modified to replace the word ‘direct’ with ‘encourage.’
12. Policy 9. Paragraph 1 was modified to replace the word ‘advocate’ with ‘support.’
13. Policy 10. Paragraph 1 was modified to replace the word ‘integration’ with ‘consideration.’
14. Policy 11. Paragraph 1 second sentence the word ‘direct’ was replaced with ‘encourage’ and the words ‘for each highway level of development’ were removed. In subparagraph a) the words ‘Level of service’ were replaced with ‘Performance management.’ Subparagraph e) was modified to remove the words ‘will approve each level of development plan’ and replaced with ‘Department will consult the Board for consideration of any comments and questions.’
15. Policy 12. In subparagraph a) the word ‘Directing’ was replaced with ‘Encouraging.’ In subparagraph b) the word ‘Directing’ was replaced with ‘Encouraging’ and after the word ‘manual’ was replaced with ‘guidelines within ADOT’s Roadway Design Guidelines.’ Subparagraph d) was re-written. Subparagraph f) was removed.
16. Policy 13. In paragraph 1 the second sentence was removed and the following added ‘The Board has the following goals:’
17. Policy 14. Paragraph 1 was re-written. Paragraph 3 was modified to remove the words ‘the following’ and replaced with ‘appropriate’ and subparagraphs a) and b) were removed. Paragraph 4 was re-written.
18. Policy 16. Paragraph 1 was modified. Paragraph 2 and 3 were re-written. Former paragraphs 3, 4 and 5 were removed.
19. Policy 18. The policy title was modified to remove the word ‘Adequate.’ Modifications were made to each subparagraph and original subparagraphs c) and g) were removed.
20. Policy 19. In paragraph 5 the statute was corrected from ‘28-6307’ to ‘28-6304.’ Paragraph 7 was modified to add ‘on the Consent Agenda.’
21. Policy 20. Paragraph 3 was modified to add ‘50% State, 37% MAG, and 13% PAG.’ The last paragraph had minor edits.

22. Policy 21. Existing subparagraph a) was removed. New subparagraph a) was modified to change the word ‘develop’ to ‘provide’ and at the end of the sentence to add the following ‘in accordance with A.R.S. §28-504(B) and §28-505.’
23. Policy 22. The policy title was modified to remove the words ‘Surface Transportation Program (STP) Funds for Public &.’ Paragraph 1 was modified.
24. Policy 23. Paragraph 1, subparagraph e) was removed.
25. Policy 24. The policy title was modified from “Congestion Mitigation and Air Quality Improvement (CMAQ) Program Policy” to ‘Air Quality Policy.’
26. Policy 25. Paragraph 2 was removed and the others renumbered.
27. Policy 27. Paragraph 1 was modified to add ‘encourage ADOT to.’
28. Policy 28. Paragraph 1 was modified to add ‘to work with ADOT to.’
29. Policy 30. Paragraph 4 was removed.
30. Policy 31. Subparagraph a) was modified to add the word ‘generally.’
31. Policy 32. Paragraph 1 was modified to remove the words ‘and that the department comply with 49 CFR Part 26.’
32. Policy 33. Paragraph 3 was modified to remove the words ‘Several public hearings’ and replace with the words ‘A minimum of one public hearing.’

## BACKGROUND

Arizona State law (A.R.S. §28-304/305) outlines the responsibility of the State Transportation Board and identifies requirements for the effective administration of Board powers, duties and responsibilities. The Board has broad authority to plan and develop Arizona's highways, airports, and other state transportation facilities. In addition to these general policy responsibilities the Board is responsible for development and oversight of the State's Five-Year Transportation Facilities Construction Program and for policy and rulemaking in the following areas:

- Priority Programs
- Establishing, altering or vacating highways
- Construction contracts
- Accelerated funding mechanisms, i.e. Revenue Bonds, HELP Loans, Board Obligation
- Fund and GANS.
- Local government airport grants
- Designating or establishing scenic or historic highways
- Prohibiting bid rigging

With respect to Aeronautics, the Board's duties are further outlined in A.R.S. Title §28, Chapter 25-Aviation. This statute requires the development of Board policies establishing priority programs for airport development (A.R.S. §28-305(1)) and issuing of airport grants (A.R.S. §28-305(5)).

## VISION

The Arizona State Transportation Board envisions a multimodal state transportation system that is safe, efficient, and dependable. Each mode performing its appropriate role and all modes working together to provide the maximum mobility and connectivity for people, services, and goods with a high priority for the pursuit of advanced technology. Improvements to the mobility of passengers and goods will incorporate concerns for the environment and will be accomplished through coordination with government entities, consultation with stakeholders and the general public as well as consideration of community values.

## COMMITMENTS

The Transportation Board is committed to:

1. An integrated, balanced, safe, efficient, multimodal statewide transportation system that will serve the mobility needs of people, services, and goods in Arizona.
2. A transportation system that promotes Arizona's tourism and economic well-being, and serves the needs of its population and visitors.
3. Seamless inter-modal access to all components of the transportation system.
4. The physical and operational preservation of the State Highway System.
5. Cooperation in planning and programming efforts with Transportation Management Areas (TMAs), Metropolitan Planning Organizations (MPOs), Councils of Government (COGs), tribal and local governments.
6. Early and continuous involvement of government entities, stakeholders and the general public in transportation decision-making through a public participation process.
7. Use of sound and cost-effective strategies that employ the latest technologies in planning, construction, and financing.
8. A transportation system that is designed and constructed with concern for impacts on the environment.
9. Ensuring that the transportation system serves all areas of the state and all segments of the population.
10. Based on cooperatively developed indicators for each transportation mode, employ performance-based standards to monitor, plan and select projects to improve the transportation system performance and integrate a broader range of objectives such as environmental concerns, quality of life issues and economic competitiveness.
11. Planning, programming, design, and construction of multimodal transportation facilities that will consider the interrelationship of land use and transportation facilities.
12. Innovation and use of advanced technology in system management, design and construction to improve the effectiveness and efficiency of the transportation system.
13. Advocating legislation that would help ADOT and the Board achieve the best transportation system for the citizens of the state.

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# Multimodal System Planning and Development

## *1. Inter-modal Policy*

1. It is the policy of the Board to plan and fund, a transportation system in which all of the modes interconnect and provide seamless travel throughout the state. Modal connectivity will be a criterion for project planning and programming.

## *2. Long Range Transportation Planning Policy*

1. The Board will work with ADOT to develop a 20-year long-range transportation plan in active cooperation with government entities, stakeholders and the general public. The plan will:
  - a) Include extensive public involvement in its development;
  - b) Include all modes of passenger and freight transportation;
  - c) Insure the interconnection of components into a seamless network;
  - d) Serve as the basis for the Five-Year Transportation Facilities Construction Program that guides project selection; and
  - e) Include performance indicators to guide implementation and evaluate results.

## *3. National and International Cooperative Planning Policy*

1. It is the policy of the Board to support and work with tribal agencies, adjoining state, federal and international agencies on multi-jurisdictional projects that cross state, federal and international boundaries when they enhance Arizona's transportation system by improving its safety, efficiency and effectiveness.
2. The Board will cooperate with the CANAMEX coalition, other stateholder groups, together with Mexico and Canada in strengthening the North/South CANAMEX corridor through Arizona.

#### ***4. Multimodal Facilities Policy***

1. The Board will consider opportunities for inclusion of multi-modal facilities within or proximate to state highway facilities or within other appropriate corridors, within the Board's statutory funding limits. Multi-modal facilities may include exclusive or prioritized bus, vanpool and other high-occupancy-vehicle lanes, ramps and other access-ways, related signalization, stops, storage facilities, park & ride facilities, pedestrian/bicycle facilities, air facilities, rail facilities, other high capacity transit facilities and Intelligent Transportation Systems (ITS).
2. It is the policy of the Board to facilitate and encourage the development and use of alternate transportation modes by:
  - a) Reflecting the integration of all modes of transportation (e.g. motor vehicles, rail, air, bicycle, pedestrian, and other modes) in all phases of project planning and development.
  - b) Coordinating with local, regional and tribal land use planning and including consideration of completed and ongoing state, regional, local, and tribal planning studies dealing with transportation and land use.
  - c) Encouraging ADOT to accommodate other modes where possible whenever constructing, revising, and/or improving a highway by evaluating how pedestrian, bicycle, transit improvements and inter-modal transfer facilities can be incorporated in the design.
  - d) Incorporate and accommodate multi-modal features in or proximate to state surface transportation facilities when deliberating on matters of the funding, planning, design *and* use of these and other facilities of mutual state and local interest.
  - e) Considering resource sharing and other partnering opportunities to incorporate multimodal features in state highway facilities or in local multi-modal facilities that are proximate to and impacting state facilities.
  - f) Investigating opportunities for, and promoting the establishment of, dedicated, on-going state funding sources in order to allow state, local and regional entities, and Tribal governments too adequately and consistently plan, finance and operate public transportation and other multi-modal facilities and systems.
  - g) Minimizing conflicts between the modes.

### ***5. State Highway System Priorities Policy***

1. It is the policy of the Board to implement Arizona's vision for an integrated statewide transportation system by placing priority on state highways that:
  - a) Connect Arizona's regions and population centers by an efficient network of highways to carry travelers and commerce throughout the state;
  - b) Connect Arizona, its regions and population centers with other states and Mexico; and
  - c) Connect major population centers and through routes within urban areas with key trade and commerce corridors that increase mobility of people and freight.
  
2. Consistent with these priorities, the State Highway System should include routes primarily designed to carry through traffic, including:
  - a) Interstate Highways;
  - b) National Highway System and routes connecting Arizona's population centers and interconnecting with those of other states; and
  - c) High capacity connecting routes needed to form an efficient network.

## ***6. Public Transportation Policy***

1. It is the policy of the Board, within consideration of its statutory funding constraints, to support, encourage and proactively promote the planning, design, construction and use of public transportation, including special needs transportation, local, regional, tribal, and statewide transit systems, and related transportation linkages and alternative mode facilities, where it is determined such facilities or systems would significantly contribute to a balanced, flexible, safe and efficient statewide, regional, interregional, local, or tribal transportation system.
2. It is the policy of the Board to support and promote public transportation by:
  - a) Functioning as a facilitator of public dialogue on statewide and regional issues regarding potential public transportation systems, facilities and their suggested use. Encouraging ADOT to engage in cooperative planning with local, regional, tribal, other state government and private partners to plan, construct and promote the use of public transportation systems statewide which contribute to a balanced, flexible, safe and efficient transportation system.
  - b) Encouraging ADOT to review all state transportation projects to determine what public transportation benefit can be derived from existing, revised or planned transportation improvements, including remnant right-of-way parcels with potential for park-and-ride lots, access-ways to transit related facilities, transit friendly designs, etc., supporting funding at all appropriate public and private levels for public transportation systems throughout the state.
  - c) Supporting Transportation Demand Management programs which goals are to retain existing roadway capacity, decrease pollution, or provide alternatives to single occupant commuting.
  - d) Accommodating, wherever possible, the needs of public transportation in the planning, design and construction of new and improved transportation facilities.
3. It is the policy of the Board to encourage and consider requests by local jurisdictions for utilization of ADOT rights-of-way for bus pullouts and other public transit services.

### ***7. Bicycle and Pedestrian Facilities Policy***

1. It is the policy of the Board, within its statutory authority, to encourage bicycling and walking as viable transportation modes, and actively work toward improving the transportation network so that these modes are accommodated, by:
  - a) Promoting increased use of bicycling and walking, and accommodating bicycle and pedestrian needs in the planning, of transportation facilities

### ***8. Development of a State Freight Plan Policy***

1. It is the policy of the Board to facilitate the movement of freight throughout and across the state to improve the quality of life of its citizens and to support a strong state and national economy.
2. The Board will encourage ADOT to work with rail, air, truck and shipping industries, in cooperation with metropolitan planning organizations in the urban areas, to identify needs and opportunities to meet those needs through improved transportation efficiency, capacity and connectivity.

### ***9. Rail Right of Way Preservation Policy***

1. It is the policy of the Board to support preserving rail corridor property as an important resource for future transportation purposes.

### ***10. Integration of Air Quality Policy***

1. It is the policy of the Board to support the consideration of air quality concerns in the development and implementation of all processes, plans, programs, priorities, and projects as solutions are evaluated to meet transportation needs.

## System Management

### *11. Highway Development Policy*

1. It is the policy of the Board to establish minimum acceptable standards and consider investments on state highways based on the classification of highways by purpose and importance to the state transportation system. The Board will encourage ADOT to develop and implement a plan to address:
  - a) Performance management standards;
  - b) Highway geometric standards;
  - c) Highway maintenance standards; and
  - d) Eligibility for funding for new construction, reconstruction, and/or spot capacity improvements (e.g., intersection improvements, passing lanes).
  - e) Upon development and before implementation, the Department will consult with the Board for consideration of any comments and questions.

### *12. Access Management Policy*

1. It is the policy of the Board to preserve the functional integrity of the State Highway System through the development and implementation of a comprehensive access management program by:
  - a) Encouraging ADOT to develop an access management classification system for the State Highways with appropriate access management standards for each access management classification.
  - b) Encouraging ADOT to develop comprehensive access management guidelines within ADOT's Roadway Design Guidelines to guide the uniform application of access management throughout the state.
  - c) The Board and ADOT shall work closely with regional planning agencies and local governments to encourage early notification to ADOT of zoning and other land use decisions such as large developments and major traffic generators that will impact the State Highway System in order to coordinate system planning.
  - d) Compensating property owners where appropriate under State law.
  - e) Maintaining that the approximate minimum spacing between local cross road interchanges on the limited access State and Interstate Highway Systems be three (3) miles in rural areas, two (2) miles in suburban or transitional areas, and one (1) mile in urban areas.
  - f) Reassessing road segments as demand changes over time.

### ***13. Rest Areas Policy***

1. Rest areas are integral to Arizona highway systems providing for safety, service and facilities to the traveling public. The Board has the following goals:
  - a) Spacing is based on approximately one hour driving time between rest areas and communities with services available twenty-four hours seven days per week.
  - b) Rest area size, parking and number of facilities are based on traffic volumes.
  - c) Prioritize projects based on motorist safety improvement, average daily traffic, spacing to alternative facilities, economic development, over all service to the motoring public and the ability to operate the rest area in a safe and satisfactory condition for the public with the features as designed and constructed.
  - d) Rest area development, rehabilitation and system preservation projects are subject to the same levels of highway planning, environmental documentation, and public involvement required for all other highway construction projects.
  - e) New and rehabilitated rest areas are evaluated every 5 to 7 years with system preservation projects scoped for funding.
  - f) Funding is allocated for prioritized rest areas and system preservation projects for asset protection and improvement of service to the public.

***14. High Occupancy Vehicle (HOV) and  
High Occupancy Toll (HOT) Lane Policy***

1. The Board encourages the planning, design, construction, operation, and marketing of HOV lanes and related facilities to enhance their use.
2. The goal is to increase HOV ridership so that, during peak periods, HOV lanes will move more people per lane than adjacent general-purpose lanes.
3. HOV lanes will be considered when current traffic congestion conditions and/or forecasted traffic congestion (within an appropriate time frame) meet the appropriate criteria.
4. It is the policy of the Board that HOV lanes should be reserved for vehicles meeting minimum occupancy requirements per vehicle, and for buses, motorcycles and other statutorily allowed vehicles.
5. Operating hours for HOV lanes will be established by ADOT to serve peak periods. Single occupant vehicles will continue to be allowed to use existing HOV lanes during off peak hours.
6. It is the policy of the Board to consider congestion pricing or HOT lanes on future HOV lanes.



### ***15. Ports of Entry Policy***

1. It is the policy of the Board to support the effective and efficient operation at the Ports of Entry to Arizona to insure enforcement of federal and state laws. The Board supports:
  - a) The introduction and integration of new technology.
  - b) The continued cooperation between ADOT and the various federal and state inspection agencies and, as appropriate, the development of joint use facilities and integrated procedures at International Ports of Entry.
  - c) Cross-training between ADOT and Agricultural agencies and adequate staffing at Ports of Entry.
  - d) Cooperative bi-national planning and port development at the international ports to enhance the goals of the CANAMEX corridor.

### ***16. Transfer of State Routes Policy***

1. It is the policy of Board that the State Highway System consist primarily of routes necessary to provide a statewide network to serve the ever-changing environment with regard to the interstate, statewide and regional movement of people and freight.
2. In recognition that population and employment growth in Arizona and adjacent states will, over time, create demands for new transportation facilities and later the function of some existing transportation facilities, ADOT will develop and maintain a process for transferring certain state highways to local and tribal jurisdictions and conversely, transferring certain non-state highways to the State Highway System. Routes primarily providing land access and local movement of people and goods should be the responsibility of local governments.
3. The transfer of state highways will be carried out in accordance with the applicable transfer statutes A.R.S. §28-7046 and §28-7209.

### ***17. Naming State Highways, Features, and Rest Areas Policy***

1. The Board will consider requests to name or remove the name of a state highway, highway feature, or rest area once the name has been considered appropriate by the Arizona State Board on Geographic and Historic Names and by Roadside Development. Parkway, historic and scenic road names must also meet the criteria of the Parkways, Historic and Scenic Roads Advisory Committee prior to its recommendation to the State Transportation Board for adoption.

## Programming and Funding

### *18. Funding Policy*

1. It is the policy of the Board to:
  - a) Actively pursue adequate funding for Arizona's transportation needs through the development of both new and existing funding sources;
  - b) Take full advantage of federal funding opportunities;
  - c) Encourage the use of alternative financial strategies such as privatization, private and local financial participation;
  - d) Encourage the Department to coordinate resources with other agencies and levels of government.
  - e) Seek cost sharing opportunities with other agencies, levels of government and private sector.
  - f) Optimize the use of available funding by encouraging ADOT to use innovative financing tools.

## 19. Programming Policy

1. The Board will meet the transportation needs of the state through development of a Five-Year Transportation Facilities Construction Program that addresses policy objectives in a prioritized fashion based on the statewide long-range plan that incorporates performance based planning and programming.
2. Projects that are placed within the Five-Year Transportation Facilities Construction Program must be scoped prior to going into the program. Lump sum programs can be entered as a line item for future years, however, once the projects within the lump sum have been scoped, these projects will enter into the program.
3. Of the funds provided through A.R.S. §28-6538 (12.6%) to the State Highway Fund:
  - a) Seventy-five percent shall be spent in MAG for the design, right-of-way purchase or construction of controlled access highways that are included in the regional transportation plan and are accepted into the State Highway System, or for the repayment of bonds borrowed for these same purposes.
  - b) Twenty-five percent shall be spent in the PAG region for the design, right-of-way purchase or construction of controlled access highways, related grade separations of controlled access highways, extension and widening of arterial streets and highways that are included in the regional transportation plan, or for the repayment of bonds borrowed for these same purposes.
  - c) The Board will adopt the 12.6% projects in the PAG region that are included in the State highway system.
4. It is the policy of the Board to make available an additional 2.6% of the highway fund for use in cooperation with MAG and PAG on state routes and highways that are in their region.
5. In compliance with A.R.S. §28-6304, the Board will approve Regional Area Road Funds (RARF) for:
  - a) Design, right-of-way purchase or construction of controlled access highways that are included in the regional transportation plan of the county and that are accepted into the state highway system either as a state route or as a state highway or related grade separations of controlled access highways that are included in the regional transportation plan of the county.
  - b) Design and construction of interim roadways within the adopted corridors of the regional transportation plan of the county.
  - c) Right-of-way costs associated with the construction of interim roadways.
  - d) The Life Cycle Program in accordance with the selection criteria and corridor priorities established by the MAG Regional Council.
6. RARF funded Urban Controlled Access facilities, upon completion, become part of the State Highway System and therefore remain the maintenance responsibility of the State.

7. Board approval will be required for material cost changes deriving from quantity or unit price changes for items that are a part of the approved scope of the project if they exceed 15% or \$200,000, whichever is lesser. All projects with such material change in scope and/or fiscal year scheduling will be presented to the Board on the Consent Agenda for approval.

## *20. Program Development Policy*

1. Prior to developing a draft tentative Five-Year Transportation Facilities Construction Program, the Board will notify the Transportation Management Areas (TMA) of the estimated amount of funding allocated to those areas for use in developing their Transportation Improvement Plan (TIP). The Board will direct ADOT to work with the TMAs to cooperatively develop a joint listing of the projects proposed for the draft tentative Program within the TMA area. The projects shall be prioritized in accordance with criteria cooperatively developed by ADOT and the TMAs to support the Board's overall policy objectives.
2. The Board will direct ADOT to cooperate with Metropolitan Planning Organizations (MPOs), and consult with Council of Governments (COGs), Tribal governments and Transit Operators in development of the draft tentative Program and on proposed projects in their respective areas.
3. It is the policy of the Board to endorse the Casa Grande Resolves, which identified the distribution of discretionary funding as follows; 50% State, 37% MAG, and 13% PAG, and seven guiding principles for planning and established the Resource Allocation Advisory Committee (RAAC) to provide advice to the Director of ADOT on the Five Year Construction Program. Furthermore, the Board reiterates the intent of the Resolves to have the long range plan serve as the basis for the five Year Program and to employ the RAAC, or a similar process, to maintain the intent of the guiding principles after the completion of the long range plan.

The seven guiding principles are:

- a) There will be one multi-modal transportation planning process.
  - b) It will be a process that encourages early and frequent public participation and stakeholder involvement.
  - c) The policy and transportation objectives of the state, regional and local plans will form the foundation for the statewide Long-Range Transportation Plan (20 years).
  - d) The statewide Five-Year Transportation Plan and Programs will be based on clearly defined and agreed to information and assumptions.
  - e) Each project programmed (within the Five-Year Plan) shall be linked to the statewide Long-Range Transportation Plan with each project selected to achieve one or more of the Plan objectives.
  - f) Implementation of the Plan and Program shall be monitored using a common database.
  - g) There will be a shared responsibility by state, local and tribal governments and regional organizations to ensure that Plan and Program implementation meets the transportation needs of the people of Arizona.
4. While the Board endorses the Casa Grande Resolves, and the recommendations of the RAAC providing advice to the Director of ADOT and the Board, the Board also recognizes the need to have a policy to address emergency funding for projects in the event of a major emergency or catastrophic

event. In such case, it will be the policy of the Board to fund such projects, to the extent such funding is available, from the following sources in the following order;

- a) From any subprogram funds specifically designated by the Board for Emergency Projects Contingencies.
- b) From General Program Cost Adjustment Contingency funds.
- c) From other discretionary project funds or sub-program funds that may be available within the region Maricopa, Pima or Greater Arizona) in which the emergency project(s) exist.
- d) From discretionary projects funds or sub-program funds from regions external to the region in which the emergency project(s) exists, in accordance with all applicable laws including the provisions of A.R.S. §28-304{C}(1).

The Board also encourages the Department, in such emergencies, pursue all opportunities for reimbursement of such emergency expenditures through Federal Aid Emergency funds and that such Federal Aid Emergency funds, if and when received, be used to reimburse those project or sub-program funds within the region from which the funding came.



## ***21. Project Selection Criteria, Performance Programming And Resource Allocation Policy***

1. It is the policy of the Board to:
  - a) Annually review the condition and performance of the transportation system and provide guidance to ADOT in the preparation of the draft tentative Five-Year Transportation Facilities Construction Program in accordance with A.R.S. §28-504(B) and §28-505.
  - b) Encourage public participation by allowing time during the process to hold public hearings on the tentative Program. The public participation process will meet the state and federal planning requirements.
  - c) Approve projects and allocate resources for programs that address the established goals and objectives that are identified in the Long-Range Plan.

## ***22. Special Transportation Needs Policy***

1. It is the policy of the Board to support and augment existing and new public transportation programs in Arizona by allocating funding to USDOT/Federal Transit Administration (FTA) grant programs, specifically, the following programs:
  - a) Section 5307 (Urban Area Formula) Program
  - b) Section 5310 (Elderly & Persons with Disabilities) Program
  - c) Section 5311 (Rural Public Transportation Formula) Program
2. Establish and maintain guidelines, cooperatively, for distribution of these funds, and oversee eligibility criteria for and general administration of the specific sub-distributions.
3. Insure that any portion of these funds initially allocated to individual grant categories, e.g., Sections 5307, 5310, and 5311, which cannot be programmed for use for a particular category(s) or specific recipient(s) is to be re-allocated by ADOT among the above three programs.

### ***23. Regional Transit Funding and Transit Improvement Districts Policy***

1. It is the policy of the Board to support:
  - a) Regional and inter-regional public and special needs transportation planning and implementation;
  - b) Cooperative planning and funding agreements;
  - c) Regional council of government (COG), metropolitan planning organization (MPO) and regional public transportation authority (RPTA) initiatives and enabling legislation to promote public transportation projects within and between their regions;
  - d) Alternative funding mechanisms which would lend further support to regional transit efforts;
2. It is the policy of the Board to support the creation of Local and Regional Transit Improvement Districts when it is determined that such mechanisms increase public transportation within and/or between the region(s).

### ***24. Air Quality Policy***

1. It is the policy of the Board to fund, with CMAQ funds, transportation projects and programs in non-attainment, maintenance, and other eligible statewide areas that reduce transportation related emissions and congestion.

### ***25. Highway Expansion and Extension Loan Program (HELP) Policy***

1. It is the policy of the Board to accelerate projects through a fiscally sound Highway Expansion and Extension Loan Program (HELP). The Board's Program will be;
  - a) Developed on a cash flow basis, ensuring reasonable cash balances.
  - b) Based on conservative estimates of reasonably expected revenues.
2. After December 31, 2004, the Board will issue guidelines for the allocation of HELP loan capacity between and among the various regions and programs of the state.
3. It is the policy of the Board to encourage all eligible applicants to utilize the benefits of the HELP Program.

### ***26. Local Government and Developer Participation Policy***

1. The Board supports local government and developer participation in the funding of transportation improvement projects.
2. The Board will consider the priority of all projects prior to participating in the joint funding of projects with local governments and/or developers. Higher funding participation by local governments and/or developers will generally improve the possibility of adding projects to the Five-Year Transportation Facilities Construction Program.
3. If a developer or local government seeks new or improved access to a State Highway that will have a significant traffic impact on a State Highway, the developer or local government will be expected to pay the full cost of the new or improved access and the full cost of mitigating the traffic impact on the State Highway.

## **Fiscal and Administrative Accountability**

### ***27. Cost Effectiveness***

1. The Board will encourage ADOT to implement the most effective and efficient planning/construction processes including value engineering, design build, and other mechanisms.

### ***28. Transportation Asset Management Policy***

1. It is the policy of the Board to work with ADOT to implement the best available asset management systems and methods.

### ***29. Financial Policy***

1. It is the policy of the Board to maintain a fiscally conservative financial policy with respect to the planning and execution of the Board's Five-Year Transportation Facilities Construction Program. The Board's Program will be:
  - a) Developed on a cash flow basis, ensuring reasonable cash balances.
  - b) Based on conservative estimates of reasonably expected revenues.
  - c) Inflation adjusted.
  - d) Judicious in its use of bonding authority to accelerate critically needed projects.
  - e) Fiscally constrained at all times.

### ***30. Debt Policy***

1. It is the policy of the Board to judiciously utilize its authority to issue debt to accelerate the construction of critically needed projects on the state transportation system. Specifically, the Board will;
  - a) Follow statutory requirements placed on uses and issuance of debt.
  - b) Measure the affordability of the debt against the fiscal capacity of the Department.
  - c) Evaluate the benefits of accelerated construction versus “pay as you go” funding.
  - d) Time and structure all debt issuances to maximize the efficiency of borrowing to the greatest extent possible.
  - e) Maintain flexibility through the use of both long and short-term instruments.
2. It will be the policy of the Board to maintain debt service coverage levels that will ensure the fiscal integrity of the Board’s financing programs. Therefore, the Board may establish guidelines for coverage levels greater than those required by statute or bond resolution.
3. It will be the policy of the Board to maintain the highest bond ratings possible consistent with paragraph 2.

### ***31. Award of Contracts for Construction Policy***

1. It is the Board's policy to ensure nondiscrimination in the award of contracts and to consider the relationship between the apparent low bid and the State Estimate in its award of contracts for the construction of transportation facilities. The Board will consider construction contracts brought before it in accordance with the following criteria:
  - a) Contracts for which the apparent low bid is no more than 10 percent above or 15 percent below the State Estimate will generally be placed on the Board’s consent agenda.
  - b) Contracts for which the apparent low bid is greater than 10 percent above or 15 percent below the State Estimate will be a regular agenda item for discussion and disposition by a vote of the Board.
  - c) Regardless of the relationship between the apparent low bid and the State Estimate, any Board Member, the Director, or Staff may recommend that a contract be brought forward from the Board’s consent agenda for discussion and disposition by a vote of the Board.

***32. Disadvantaged Business Enterprises (DBE)  
Participation Policy***

1. It is the policy of the Board to ensure that Disadvantaged Business Enterprises (DBE), as defined in Title 49 of the Code of Federal Regulations, Part 26, have an equal opportunity to receive and participate in federally-funded contracts.

## External Relations

### *33. Public Involvement Policy*

1. The Board encourages public participation in transportation decisions. Regular meetings will be held at various locations throughout the state on a rotational basis. Time will be reserved by the Board at each meeting for public comment, and all comments will be reviewed and, when appropriate, receive a response in a timely manner.
2. It is the policy of the Board to be proactive, and to have early and continuous stakeholder and general public involvement in planning, design and implementation of transportation facilities and services.
3. A minimum of one public hearing will be held by the Board in various locations around the state to receive input on the draft tentative Five-Year Transportation Facilities Construction Program. The Board will direct ADOT to conduct a public outreach program as part of the draft tentative Program development process.
4. The public involvement process is intended to communicate with and obtain input from all stakeholders, including but not limited to:
  - a) Elected officials and staff from Cities, Towns, and Counties
  - b) Metropolitan Planning Organizations
  - c) Councils of Government
  - d) Tribal Governments
  - e) Federal and state agencies
  - f) Public transit agencies and transit operators
  - g) Other private and public transportation providers
  - h) Construction industry, technical firms, and research centers
  - i) Freight Carriers
  - j) General Public
  - k) Other interested parties

### ***34. Working Relationships with Government Agencies, other Government Entities and Planning Agencies Policy***

1. It is the policy of the Board to support cooperative working relationships with adjoining states, tribal governments, other governments, other government agencies, and planning organizations in the development and implementation of transportation improvement efforts, regulations, policies, programs, or matters that significantly or uniquely affect their citizens and land that impact Arizona.

### ***35. Working with Resource Agencies Policy***

1. It is the policy of the Board to support early partnering with resource agencies in long range and corridor planning, project planning, design, and construction of transportation facilities and services.

### ***36. Lease of Areas Below or Above Public Highways***

1. The Director has the authority to lease areas above and below highways in accordance with A.R.S. §28-7048.
2. In reviewing and considering these leases, the Director shall:
  - a) Determine that the proposed use by a lessee is not in conflict with the zoning regulations of the local government concerned.
  - b) Make a lease with a private person or entity only after competitive bidding.
3. The Transportation Board may reject any or all competitive bids or call for additional bids if in the opinion of the Board the bids submitted are not in the best interest of this state.
4. The Board shall not accept a bid that does not yield at least a fair rental value for the property to the state highway fund.
5. Board approval is required for leases with private persons and private entities for areas below or above public highways.



## Aviation

### *37. State Airport System Policy*

1. It is the policy of the Board to provide a safe and secure airport system that accommodates demand, supports economic and transportation needs, and maximizes funding resources. The goals of this Policy are to:
  - a) Provide for a safe airport system, as measured by compliance with applicable safety standards, which supports health, welfare, and safety related services and activities.
  - b) Provide an airport system that is adequately maintained to meet current and projected demand and is easily accessible from both the ground and the air.
  - c) Advance a system of airports that is supportive of Arizona's economy, ensuring that the airport system is matched to Arizona's socioeconomic and demographic characteristics.
  - d) Promote a system of airports that is sensitive to and considerate of the environment. The system should support aviation outreach opportunities.

### *38. State Airports System Plan (SASP) Policy*

1. It is the policy of the Board to develop, adopt, and periodically update a long-range statewide aviation plan in the form of a State Airports System Plan (SASP). The SASP shall include extensive public involvement in its development, including coordination with airports, the Federal Aviation Administration (FAA), regional associations of governments, League of Cities and Towns, aviation related businesses, aviation related associations, and the general public. Among other things, the SASP shall:
  - a) Establish and define airport roles to be used in the allocation of state aviation funds; these roles will be:
    - Commercial Aviation Airport
    - Reliever Airport
    - General Aviation-Community Airport
    - General Aviation-Rural Airport
    - General Aviation-Basic Airport;
  - b) Ensure Arizona's airport system continues to effectively connect, move and support the state's transportation needs for years to come;
  - c) Provide a framework for the integrated planning, operation and development of Arizona's aviation assets; and
  - d) Include performance measures to assess the total system's performance, guide implementation and evaluate results

### ***39. Airport Development Program Policy***

1. A.R.S. §28-8202 directs the State Transportation Board to distribute state aviation funds to airport facilities for planning, design, development, acquisition of interest in land, construction, and improvement of publicly owned and operated airport facilities according to the needs of those facilities, as determined by the Board. To meet the aviation needs of the State and establish a consistent, fair, and transparent system through which funds will be distributed, the Board hereby establishes the following programs in order of their respective priorities:
  - a) Federal/State Matching (FSL) Airport Development Grants Program:  
To maximize and leverage the use of federal grant funds, the Board may fund one-half of a sponsor's local shares of a federal grant.
  - b) State and Local (SL) Airport Development Grants Program: To achieve State system goals and provide funding for projects of local, regional, or State significance, including projects that may not otherwise be funded or eligible by the FAA. The Board may fund an eligible project's costs up to a maximum of 90% of eligible costs at Commercial Service, Reliever, General Aviation (GA) -Community and GA - Rural airports and 95% at GA - Basic airports.
  - c) Airport Pavement Management System (APMS) Program: To assist airports in meeting federal obligations related to airfield pavement maintenance as well as to preserve past investments in airfield pavements, the Board may provide pavement maintenance services or funding for a portion of eligible airport's airfield pavement maintenance needs.
  - d) State System Planning and Services Program: To inventory, monitor, and assess the State's aviation system as well as establish system goals and priorities, State aviation funds may be used to conduct statewide aviation planning, research studies or aviation support services.
  - e) Airport Loan Program: To maximize the use and efficiency of the State Aviation Fund as well as assist airports in becoming more financially self-sufficient, the Board may utilize appropriated funds or cash balances in the fund to provide low-interest or forgivable loans for projects that are not eligible or otherwise funded through a grant program.
2. ADOT shall administer these five Programs. Each year ADOT will prepare funding level recommendations based on annual appropriations from the legislature and current grant obligations. These initial funding levels should maximize funding for all five programs. Whenever possible, the development of airport facilities should parallel industry standards published in the FAA's design and planning criteria.

### ***40. Resource Allocation Policy***

1. In order to allocate the State Aviation Fund dollars in an equitable, efficient and effective manner, it is the policy of the Board to provide the largest amount of Airport Development Program grant dollars to those airport roles with the largest amount of aviation activity (passenger enplanements, aircraft operations, and registered based aircraft), while also ensuring that eligible airports in all roles have an opportunity to be included in the annual allocation of State Aviation Funds. The allocation percentages are presented in ADOT's Airport Development Guidelines, Chapter Two, State Aviation.

### ***41. Project Selection and Prioritization Criteria Policy***

1. In the development of ADOT's overall Five-Year Transportation Facilities Construction Program, it is the policy of the Board to include airport grant projects and require the use of established, published, and consistently applied project eligibility criteria and priority rating systems contained in ADOT's Airport Development Guidelines. Changes to the eligibility criteria and priority rating systems shall include consultation with industry stakeholders.

### ***42. Adequate Funding Policy***

1. It is the policy of the Board to ensure adequate aviation funding by:
  - a) Taking full advantage of federal funding by ensuring the availability of sufficient state matching funds;
  - b) Pursuing new and existing funding sources;
  - c) Working with the Arizona congressional delegation to increase the funding for Arizona in the federal aviation programs.
  - d) Advocating federal and state legislation for aviation funding for the State.

### ***43. Regional and National Cooperative Planning and Best Practices Policy***

1. It is the policy of the Board to support and work collaboratively with state and federal agencies to ensure the aviation system meets standards and future demand levels. The Board also recognizes the importance of developing and using best practices with industry in order to enhance Arizona's aviation transportation system by improving its safety, efficiency and effectiveness.