

STATE TRANSPORTATION BOARD MEETING
9:00 a.m., Friday, December 13, 2013
Gila County Board of Supervisors Hearing Room
1400 East Ash Street
Globe, Arizona 85501

(Amended)

The Pledge of Allegiance was led by Chairman Flores.

Roll call by Board Secretary Lila Trimmer

In attendance: Hank Rogers, Joe La Rue, Steve Christy, Victor Flores, William Cuthbertson, Deanna Beaver, and Kelly Anderson

Opening Remarks

Chairman Flores thanked Gila County for hosting a reception at the Dream Manor Inn and a special thank you to Steve Stratton and Shannon Boyer for organizing the dinner last night. Also in attendance were various local government officials and top administrators.

Chairman Flores stated that this meeting is his last meeting and thanked Director Halikowski for his leadership and all of ADOT staff for their support during the year. He also thanked his fellow Board members for being a team. He will miss being on this Board.

Call to the Audience

Citizens addressed various issues:

1. Mike Pastor, Chair/Gila County Board of Supervisors, re: welcomes the Board to Globe, and congratulations to Chairman Flores on his retirement
2. Brent Billingsley, City Manager/Globe, Arizona, re: appreciates the Board for the projects in Gila County and rural Arizona, and also thanked Globe District Engineer, Jesse Gutierrez, for his exceptional customer service
3. Ian Lamont, president/Southern Gila County Economic Development Group, re: thanked the Board for the US 60/Silver King project
4. Tommie Martin, Vice Chair/Gila County Board of Supervisors, re: welcome (via video conferencing from Payson, Arizona)
5. Tom Rankin, Mayor/Town of Florence, re: Highway 79 north south corridor
6. Alan Levin, owner/Port of Tucson, re: heavy weight corridor
7. Terry Wheeler, Mayor/Globe, Arizona, re: welcome to Globe especially for the Chair's last Board meeting; CAG, Sun Corridor, and east west corridor

ITEM 1: District Engineer's Report — Jesse Gutierrez, Globe District Engineer

Jesse stated that earlier in the year, he presented a brief overview of the District and of the 5-year program. Jesse focused on the Silver King/Superior Streets project which is critical to the region and district. It is the new alignment and expansion segment to widen and improve the existing two-lane roadway from the completed Gonzales Pass segment to the Superior Streets segment. The current roadway is two lanes, with limited passing opportunity, and is the current capacity and functionality constraint for US 60. One of two segments remaining to be constructed, which is part of the US 60 DCR from Florence Junction to Superior segment to widen and improve the existing two- and three-lane roadway from the Silver King Section to SR 177, mostly within the town limits of Superior. The current roadway is a three-lane urban section containing intersections with city streets and businesses, and an average daily traffic in excess of 10,000 vehicles per day. This portion of the project will complete the work studied as part of the US 60 DCR from Florence Junction to Superior. The project is 95 percent design submittal as of December and 100 percent of design submitted by March 2014 and will be ready to advertise for bid by summer 2014.

ITEM 2: Director's Report A) Last Minute Items to Report—John Halikowski, Director

Director Halikowski stated that the issue of overweight permits has recently come up. ADOT cannot issue overweight permits for divisible loads. The Department challenged the interpretation at the ports of entry about three years ago. At that time, if the load was custom sealed, the Department did not consider it divisible and were able to sell overweight permits for trucks entering Arizona from Mexico within the port area. ADOT is researching if it can extend overweight permits at the port area into the port of Tucson. In the last six months, Staff has been working and looking into the long-held interpretation by researching the Federal laws, LCD3s, and the Federal Rules. ADOT is coming close to a determination that the Department may be able to work out a way to do this but have not come to a final conclusion, yet. The Department still needs to look at the relevance State laws and the fees that are attached to those permits to ensure that we are within State law and that are charging a fee much like was done for the ports' area that is commensurate with the estimated pavement wear and tear to the increased loads.

***ITEM 3: Consent Agenda**

A motion to approve and accept the Consent Agenda as presented was made by Kelly Anderson and seconded by Steve Christy. Victor Flores, Steve Christy, Kelly Anderson, Hank Rogers, Joe La Rue, and Bill Cuthbertson voted in the affirmative; Deanna Beaver abstained. The motion carries.

ITEM 4: Legislative Report—Kevin Biesty, Director of Government Relations

Kevin updated the Board on the recent news of former ADOT Director, Victor Mendez, was named as interim deputy secretary USDOT replacing John Porcari. Mr. Mendez is the current Federal Highway Administrator and former American Association of State Highway and Transportation Officials President. Other news is the House passed a 2-year budget bill deal that appears to be set to pass and indications are that it will pass the Senate and be approved by the President. This should avoid any of the sequestered cuts and avoid any type of shut down of the Federal Government at least for two years. The following information received from Washington, D.C. may be of interest to you regarding two pieces of legislation (HR 3636 and HR 3638) introduced earlier this week by Congressman Blumenauer (D-OR) that, if approved, would have major policy impacts on transportation funding, as well as on the transportation industry as a whole. Specifically, HR 3636 is of note because of the coalition of support behind it. HR 3636 increases gasoline and diesel fuel taxes by 15 cents and indexes both to inflation thereafter. This legislation has received support from AAA, the U.S. Chamber of Commerce, and the American Trucking Association. Accordingly, it is likely to get the discussion going on how to fund long-term surface transportation needs/authorizations, especially with MAP-21 set to expire at the end of the Federal Fiscal Year (September 30th). HR 3636 was referred to the House Committee on Ways and Means. HR 3638 establishes a Road Usage Fee Pilot Program. Specifically, this requires U.S. DOT to establish a competitive grant program allowing state, regional, local, and tribal governments an opportunity to conduct pilot studies on vehicle miles traveled (VMT) fees in addition to collecting other information on recording, enforcement, payment, and privacy issues. It would also allow grant monies to be used for implementation in jurisdictions that have adopted plans for VMT fee systems. This legislation contains a \$30 million authorization, and requires an interim report to Congress within 2 years and a final report within 4 years. HR 3638 was referred to the House Committee on Ways and Means, Transportation and Infrastructure, and Energy and Commerce. The Arizona State Legislature session begins on January 13. ADOT is working on two proposals. They are updates, one is the commercial driver's license updates and the other one is some right-of-way updates that were the result of MAP-21. Kevin has scheduled meetings with the new Senate Transportation Chairwoman, Senator Judy Burges. Senator Burges has been a member of the Senate Transportation Committee and is familiar on the financial issues that ADOT faces.

ITEM 5: Financial Report—Kristine Ward, Chief Financial Officer

Kristine reported that HURF is doing well through the first five months of FY 2014; revenues amounted to \$504.6 million, an increase of 3.0 percent above the same period last year and 0.9 percent above the estimate. November HURF collections totaled \$98.3 million, an increase of 2.0 percent over November 2012 and 0.6 percent above the estimate. RARF collections for the first four months of FY 2014 totaled \$116.5 million, an increase of 6.9 percent above the same period last year and 0.6 percent over the estimate. October RARF revenues amounted to \$29.0 million, an increase of 7.1 percent above October 2012 but 0.9 percent below the estimate. The cash management account has earned \$3.9 million year to date at a yield of 0.87%.

***ITEM 6: Resolution 2013-1, The PM-10 State Implementation Plan For Pinal County—Floyd Roehrich, Deputy Director for Policy**

RESOLUTION 2013-1

RESOLUTION TO IMPLEMENT MEASURES TO REDUCE DUST EMISSIONS FROM PAVED ROADS AND UNPAVED TRAFFIC SURFACES IN THE PM-10 STATE IMPLEMENTATION PLAN FOR PINAL COUNTY.

WHEREAS, the Pinal County area has been classified as a moderate nonattainment area for PM-10 particulate matter; and

WHEREAS, the Pinal County nonattainment area continues to record violations of the federal standards for PM-10; and

WHEREAS, the Arizona Department of Environmental Quality has prepared a State Implementation Plan for the Pinal County nonattainment area to address continued violations of the 24-hour PM-10 standard; and

WHEREAS, reasonably available control measures are required to reduce restrained dust emissions from paved roads and similar sources in the PM-10 nonattainment area; and

WHEREAS, Arizona Revised Statutes 49-406 (3) requires that each agency that commits to implement a control measure describe that commitment in a resolution adopted by the governing body which specifies its authority for implementing the measure as provided in statute, ordinance, or rule; a program for enforcement of the measures; and the level of personnel and funding allocated to the implementation of the measure; and

WHEREAS, the State Transportation Board has the authority to set priorities for construction of department transportation facilities and to adopt the five year transportation facilities construction program under A.R.S. § 28-695 et seq.; and

WHEREAS, the Director of the Arizona Department of Transportation supervises and administers the overall activities of the Arizona Department of Transportation including the design, construction, operations and maintenance of department transportation facilities, and the development of the five year transportation facilities construction program.

NOW, THEREFORE, BE IT RESOLVED BY THE STATE TRANSPORTATION BOARD as follows:

SECTION 1. That the Arizona Department of Transportation agrees to proceed with a good faith effort to implement the measures identified in Exhibit A which is part of this resolution.

SECTION 2. That the Arizona Department of Transportation commits to implement the measures as scheduled and with the funding sources identified. Recognizing, however, that the availability of necessary funding may depend on the funding programs or processes of various state and federal agencies, the Arizona Department of Transportation agrees to consider modifications of the funding or schedules for implementation actions, if necessary.

PASSED AND ADOPTED by the State Transportation Board of Arizona this 13th day of December 2013

Attest:



Victor Flores, Chairman
Arizona Transportation Board

I agree to the commitments described in sections 1 and 2 above within my authority as Director.



JOHN HALIKOWSKI, Director
Arizona Department of Transportation

Dated 12-13-13

EXHIBIT A
ADOT REASONABLY AVAILABLE CONTROL MEASURES
FOR THE PINAL COUNTY PM10 NONATTAINMENT AREA

ADOT will implement the following Available Fugitive Dust Control Measures:

- Require that access points to State highways and routes, constructed under an encroachment permit, be paved with asphalt or concrete.
- Maintain existing stormwater drainage structures that are within ADOT right-of-way to reduce water erosion onto roadways.
- Provide for cleanup of debris (water erosion runoff, mud/dirt carryout areas, material spills, etc.) on State highways and routes upon receipt of notification of the roadway hazard.
- Require vegetation, chemical stabilization, or other abatement of areas within ADOT right-of-way that exceed one acre of soil disturbance resulting from highway construction, highway maintenance, or encroachment permit activities.

ADOT has the authority to implement these control measures through Arizona Revised Statute (ARS) § 28-332 which states, "the exclusive control and jurisdiction over state highways, state routes, state-owned airports, and all state-owned transportation systems or modes are vested in the Department of Transportation (DOT)." ARS § 28-7053 gives the Director the authority to issue permits, enforce against unauthorized encroachments, and pursue legal remedies. The requirements for highway encroachment permits are listed in Arizona Administrative Code (A.A.C.) Title 17, Chapter 3, Article 2.

The enforcement of these controls will be through the standard contract provisions identified in *ADOT Standard Specifications for Road and Bridge Construction (2008 Edition)*. Sections 104.08, 104.09, 805 and 810 of the standard specifications address prevention of air and noise pollution, stormwater management, reseeding and erosion and pollution control, respectively. The stormwater requirements will be enforced as described in ADOT's permit issued by Arizona Department of Environmental Quality under the Arizona Pollutant Discharge Elimination System (AZPDES) program.

The Tucson District will provide the personnel and funding for implementing these controls within the Pinal County PM10 nonattainment area. The Tucson District has currently invested \$870,241.44 for implementing sweeping and dust mitigation through the following contracts that can be found on the Procure.AZ.gov website. These contracts include the weekly sweeping and cleaning of a 157,620 sq. ft MVD parking lot in Casa Grande and the sweeping of 234.6 miles of roadway a year on portions of SR87, SR79, SR79B, and I-10.

Contract/Related #	Bid#	Description	Vendor Name	Begin Date	End Date
ADOT12-017273	ADOT12-00001166	Parking Lot Sweeping for Phoenix Metro and Casa Grande	SUNSTATE SWEEPING LLC	01/21/2012	01/30/2014
ADOT13-034210	ADOT13-00001933	Landscape, Lot Clean-up and Dust Mitigation - On Call for Phoenix and Tucson Districts	SOMERSET LANDSCAPE MAINTENANCE INC	10/21/2012	10/20/2014
ADOT13-048244	ADOT13-00002861	Mechanical Sweeping Services, Highways - Tucson District	C&S SWEEPING SVCS INC	08/08/2012	08/06/2014

A motion to accept and approve Item 6: Resolution 2013-1, The PM-10 State Implementation Plan for Pinal County, was made by Deanna Beaver and seconded by Kelly Anderson. In a voice vote, the motion carries.

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16 ARIZONA STATE TRANSPORTATION BOARD

17 (Excerpted proceedings)

18

19 December 13, 2013

1 P R O C E E D I N G S

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3 (Excerpted proceedings: *ITEM 7: Resolution
4 2013-2 The Intermountain West Corridor (I-11)
5 Southern Arizona Connectivity Segment)

6
7 MR. FLORES: Item 7.

8 MR. ROEHRICH: Well, Mr. Chair and Members
9 of the Board, Item 7 is a resolution that was brought
10 forward and requested to be placed on the agenda by
11 Mr. Christy at last month's board meeting. And the
12 resolution is pertaining to the State Transportation
13 Board, referencing the Intermountain West Corridor, the
14 I-11 Southern Arizona Connectivity Segment, which was
15 identified as part of the I-11 Intermountain West
16 feasibility study. It's the ongoing study that, after
17 Congress had passed Map-21, the reauthorization for the --
18 for the Highway Trust Fund, in it, it had designated
19 existing U.S. 93 from the vicinity of Phoenix to Las Vegas
20 as a future Interstate 11, provided that it is upgraded to
21 interstate standard. And that's -- and that was
22 identified in the law that was passed by Congress.

23 After the -- the passage of the law, the
24 state of Nevada and the state of Arizona had come together
25 in a joint agreement to look at what the whole corridor

1 analysis would be for an Interstate 11, to provide not
2 just connectivity, as identified in the law, but how --
3 where it was most feasible to connect basically from, if
4 you will, our border, national border with Mexico on up
5 through into Nevada, and then Intermountain West from
6 Nevada all the way, if you will, through the northern
7 states into a connectivity with Canada, first phase being
8 to really look at the Arizona-Nevada connections, and then
9 the connectivity north from there, Nevada and the other
10 states would start moving forward.

11 So in the summer -- or the 2012, we kicked
12 off our feasibility study, and it's been ongoing now for
13 little more than a year. That study has looked at, one,
14 the justification of the corridor in order for us to
15 provide the background for purpose and need and
16 justification to extend, if you will, Interstate 11 beyond
17 the designation by Congress to give us the background to
18 say, - it needed to really -- for its functional purpose,
19 really needed to extend all the way to the border and move
20 forward. So that's started to move forward.

21 Here, the summer of 2013, we moved into the
22 next part of that, which is the assessment phase, which
23 looked at a Level 1 analysis of the cor- -- kind of the
24 corridor, you know, quantifying the feasibility,
25 quantifying the purpose and need and the goal and

1 objectives of the corridor. And then it would go into a
2 further Level 2 analysis, which would take us until
3 probably the summer of 2014, to again start developing, if
4 you will, segments of it and start looking for fatal flaws
5 and different alternatives. It would not lead to a final
6 decision or a final alternative. But it would help us
7 narrow the focus into -- to the reasonable and the
8 feasible elements of a corridor alternatives for us to
9 move into the next phase of either an EIS or a Tier 1 type
10 of document.

11 So -- so that was kind of the purpose of
12 where we're at.

13 I know that we've held number of stakeholder
14 meetings in different areas of the state. And I think
15 part of, I guess -- and I asked Mr. Christy the background
16 and purpose behind the resolution, but part of the issue
17 was to bring the resolution to the transportation board as
18 identified in this resolution, to put emphasis on that
19 southern connectivity segment.

20 At this point, Mr. Flores, I'd either ask,
21 if you want a motion to continue the discussion or open
22 the debate on the resolution, because the Department has
23 concerns that we do want to express, and I don't know if
24 you want to express those now or when the.

25 MR. FLORES: I would like -- I would like a

1 motion to accept the resolution as submitted by
2 Mr. Christy. And then we can open it to debate and do
3 whatever we need to do.

4 MALE SPEAKER: So we can still have
5 discussion?

6 MR. FLORES: Oh, yeah, no, no, no, it's open
7 to debate at that point, yes.

8 MALE SPEAKER: I'd like to make a motion to
9 accept the resolution as presented.

10 MALE SPEAKER: I'll second it.

11 MR. FLORES: Okay. It's been moved and
12 seconded to accept Resolution 2013-2 Intermountain West
13 Corridor Southern Arizona Connectivity Segment. And I --
14 I think it would be appropriate for Mr. Christy to perhaps
15 begin, maybe questions and --

16 MR. CHRISTY: Basically, the issues that we
17 have in presenting this is -- the objective is to get ADOT
18 to publicly supported continued simultaneous work on the
19 southern connectivity portion of the Intermountain West
20 Corridor and to acknowledge that the I-11 study has shown
21 the route should be through the Port of Nogales and thus
22 through Tucson and the region.

23 The concerns that we have in southern
24 Arizona regarding this -- and we hope that they're not
25 founded, but that's the purpose of bringing the resolution

1 forward today, is that there seems to be a feeling, I
2 guess, is the best way to describe it, in southern Arizona
3 that the Department has backed away from its belief that
4 the entire project should be from Las Vegas to Nogales,
5 and that the Department is going to be centering its
6 efforts on securing either funding or project time and
7 analysis simply on Phoenix to Las Vegas.

8 Now, should that occur and funding should be
9 acquired for that purpose, additional funding, we feel,
10 for our section, the southern section, would be
11 jeopardized. It's hard to get funding to begin with, and
12 if a chunk of the funding goes simply and solely for Las
13 Vegas to Phoenix, then it appears that all the efforts and
14 the studies that have included the connectivity between
15 Nogales up through Tucson, will be completely forgotten
16 and put aside.

17 What we're trying to obtain here is
18 assurances that we are looking at the project as a whole
19 from Las Vegas all the way to Nogales and simply not
20 spending our efforts, time and talent on securing the I-11
21 from Phoenix to Las Vegas.

22 There has been some discussion about monies
23 to complete the study between Nogales north. We feel that
24 there might be some alternatives that could help as far as
25 providing the funding for that. We'd like to know what --

1 if there's going to be further studies on this
2 connectivity issue, when those studies will be made, when
3 they will be completed, if they will be made at all. And
4 basically just an affirmation from the Department that it
5 is committed to the connectivity from Nogales up through
6 Tucson and north so the whole project is one, as opposed
7 to simply being a Phoenix-to-Las-Vegas corridor, I-11.

8 One -- one question of -- that I might have
9 for the parliamentarian, if it's appropriate, on the
10 resolution, Number 3, would it be possible to amend that
11 very simply where it says the board further recommends
12 that ADOT expand the study scope, if the word "scope"
13 could be eliminated entirely.

14 MR. FLORES: Well, I -- I believe that we
15 would have to amend the motion at some time if we went
16 that route.

17 MR. CHRISTY: Okay.

18 MR. FLORES: And we'd get a second.

19 MR. CHRISTY: Then we'll allow it.

20 But those basically are the -- is the
21 motivation for the resolution. Those are the concerns
22 that we have in southern Arizona. We want to explore what
23 objections that the Department might have in continuing
24 this study. If there's -- if it's a money issue, if it's
25 only money, is there other issues other than money and

1 what those issues are. And basically a discussion to see
2 what we can do together to ensure that the entire I-11
3 project includes Las Vegas all the way to Nogales.

4 MS. BEAVER: Mr. Chairman, it's my
5 understanding that the National Environmental Policy Act
6 portion for I-11 has not been completed, and so to me, it
7 seems as though this is a little bit premature. It's not
8 that we -- you know, would not look at it later, but it's
9 just premature right now, because the process hasn't been
10 completed.

11 MR. FLORES: Right. Yeah, and I -- and I
12 believe they can explain that the NEPA process is -- is
13 actually a couple of steps away before you proceed with
14 that.

15 MR. HALIKOWSKI: That's correct,
16 Mr. Chairman. Before we can even begin to embark on that
17 NEPA process, to come to the point where we'd actually
18 select a corridor, the federal government has made it very
19 clear that funding has to be reasonably identified as to
20 how we would pay for that development construction. We're
21 not even there yet.

22 What we are into right now is a
23 border-to-border study, looking at I-11 routes. And as
24 you and I have been through this over the past couple of
25 years, as you know, initially, we were looking at I-11

1 from a Phoenix-to-Wickenburg perspective. And through
2 your leadership, we embarked on this study in conjunction
3 with the state of Nevada that essentially takes a look at
4 I-11 from a high-level view from the standpoint of where
5 it would join along the border, all the way up through
6 U.S. 93, which Congress has designated to Vegas.

7 So I am not sure, Mr. Chairman or
8 Mr. Christy, where the concern's coming from that we would
9 ignore southern Arizona. That's not our intent, and it's
10 not the current focus of this initial study that we're
11 involved in.

12 But I would raise a concern to -- to say
13 that the Department would make a decision that it would be
14 in Nogales, because under the NEPA Act that Board Member
15 Beaver referred to, we have to be very careful about being
16 predecisional on where a route might go. We have to look
17 at all feasible alternatives. And then through the
18 process, alternatives become eliminated because they don't
19 best meet purpose and need for the route.

20 And we ran into this issue initially with
21 I-11, Mr. Chairman, as you'll recall, in the Phoenix area
22 when there were lots of newspaper articles about people
23 wanting to donate land and run the routes through a
24 certain segment of land. And we had to pull back and say,
25 we can't do that or accept that donation, because that

1 would be predecisional in the route.

2 So as we go through these studies, we have
3 to be able to look at all the alternatives. But I would
4 give you assurance that southern Arizona is certainly not
5 left out of this first round of study. We're looking at
6 that also.

7 MR. FLORES: Let me -- let me interject
8 something that when -- when the study was kicked off, the
9 corridor study was kicked off and the -- and the
10 collateral material came out, one thing that did concern
11 me and -- and I was assured by staff that it was not going
12 to be a problem -- is the language and -- of where it
13 talks about two parts to the study, you have a detailed
14 corridor plan between Las Vegas and Phoenix, and, two,
15 high-level visioning. So I think, although innocuous, it
16 sort of suggests that it's marginalized from Phoenix down.

17 So I think there's needs to be at least some
18 work in how it's framed. And I know, Mr. Director, you've
19 been -- you've been very clear that this is an entire
20 corridor without saying that it is going to Nogales or the
21 CANAMEX at one point, I suppose, identified Yuma. So
22 you've been very, very clear about that, there is an
23 entire corridor.

24 But this thing still remains in print, and I
25 can see if I was from southern Arizona that I would be

1 concerned that, you know, you guys are focusing all on --
2 you're doing your -- what's that? planning environmental
3 linkage on the segment north, and eventually, we'll get
4 down to you guys.

5 So I think when I read this resolution, that
6 to me was the basis, what they're trying to get some
7 assurances that -- that they are, in fact, included in the
8 corridor study.

9 So I don't -- I don't know how you
10 accomplish that.

11 MR. ROEHRICH: Mr. Chairman and Members of
12 the Board, I think we have to remember where we're at in
13 the process. Congress has passed a law that says
14 Interstate 11 is Vegas to Phoenix, the vicinity. That's
15 in law. And that's all we know of today.

16 But we know it's not in our interests to
17 only develop that corridor. That's a limited, that's a
18 fragmented approach. It's not -- it's just not practical.
19 That's why we're studying this preliminary phase to
20 develop the purpose and need and the purpose of why we
21 need to extend it to the border, so we can go back and get
22 it added into the next phase of the study when we do NEPA,
23 in order to move this forward.

24 So there are some terminologies, and maybe
25 we need to sit down and think about how we can say it.

1 But we have to be clear, we can't go out and say I-11 is
2 in Tucson or to the -- to Mexico, because I-11 is not to
3 Tucson and Mexico. I-11 is Phoenix to Vegas, by law.

4 But we know we have to extend it to that.
5 So we're doing the preliminary phase to develop the
6 purpose and need and justification to eventually get I-11
7 designated all the way down. I mean, this is all part of
8 the process to -- to lead to getting ultimately to what we
9 want.

10 And I realize sometimes it seems, you know,
11 you want it to -- quicker. You seem like why do you have
12 to go through this. But we have to follow the process in
13 order to make sure that, one, as a number of people here
14 said, Ms. Beaver, the process hasn't been tainted to the
15 point where it doesn't maintain federal eligibility,
16 because we -- I don't know how we'll ever build this
17 corridor if we don't have it federally eligible to use all
18 funding sources available. And, two, till we can get
19 enough justification and the purpose identified so we can
20 show that I-11 is not Phoenix to Vegas, it is also to the
21 border and it is beyond that, you know, we have to
22 establish that, and there's process to do that.

23 So I do agree. Maybe some of that
24 terminology leads it to think that it's not a priority
25 now. But, again, it's part of developing that so we can

1 get -- administratively get it changed, because right now,
2 the law only says I-11 is Phoenix to Vegas.

3 MR. FLORES: Yeah, before I ask -- allowed
4 Hank to make his comment, I guess, therein lies a problem,
5 though. You're explaining the I-11 when the study is the
6 Western Corridor study. So -- so somehow you need to get
7 off of the I-11, if it is, in fact, a part of the
8 corridor, so, again, I think it's -- I think it's a --
9 it's the way it's framed, the way it's discussed, and in
10 meetings like this where -- small meetings, I think most
11 people at the conclusion understand that it's the entire
12 corridor. Unfortunately, there's no one but Mr. Christy
13 from Tucson, so I think we need to work on that.

14 So thank you.

15 Mr. Rogers.

16 MR. ROGERS: The question I've got and
17 maybe, I guess, I was under the impression that the study
18 was from the border of Arizona. Is the study just from
19 Vegas to Phoenix? Is that --

20 MR. ROEHRICH: Mr. Flores, Mr. Rogers, no,
21 it is not. Only the part designated by Congress is in
22 there. We're studying it so we can provide the
23 justification to extend the corridor to the limits that we
24 want. So it is not just -- we refer to it as I-11, but
25 it's a full corridor from border -- hopefully from border

1 to border, but at least from our border with Mexico
2 through the state and on into Nevada. And then --

3 MR. ROGERS: Pardon me. Are you saying the
4 study is from the northern border of Nevada to the Mexican
5 border?

6 MR. ROEHRICH: The current study that we --
7 while Mr. Chairman, Mr. Christy -- or, Mr. Rogers, the
8 current study we have is from the northern border of
9 Nevada all the way through down to the Mexican border
10 through Arizona.

11 MR. ROGERS: Well, yeah, I mean, so but
12 you're telling us -- I guess I'm -- I'm -- I'm confused
13 here. You're telling us that you can't look at anything
14 other than what Congress has passed, but then you tell me
15 you are. I --

16 MR. ROEHRICH: Mr. Chair, Mr. Rogers, I
17 didn't say we couldn't look at it. I said we could only
18 call I-11 Phoenix to Vegas. But that's why we call it the
19 Intermountain West Corridor, and that's why we're doing
20 the feasibility to establish it needs to have this linkage
21 for it to really have connectivity and to really be
22 functional. It's not functional the way it is today.

23 But we want to make it functional. And so
24 we're laying the groundwork for that over -- over this
25 preliminary study all into a final NEPA document. It'll

1 all roll together. It's just going to take us time to get
2 to that.

3 But we have not backed off from the fact
4 that this corridor needs to extend from the border through
5 our state to where it connects into Nevada.

6 MR. CHRISTY: Mr. Chairman, I think there --
7 as you pointed out, therein lies the -- maybe the
8 misconceptions that we're feeling. But I do want to point
9 out that the resolution is designed and it merely
10 replicates your own study of October of the alternative
11 seat, which is recommended for further analysis. So this
12 is what is prompting us to feel that this whole study
13 might be in jeopardy.

14 And you -- we were talking about a bias or
15 worrying about objectivity. The resolution merely
16 replicates what has already been stated by the Department
17 in the October study, just as a point.

18 My further question at this -- at this stage
19 of the discussion is what kind -- what assurances can you
20 give southern Arizona that the Department is not backing
21 off on its intention to include the southern -- the
22 Intermountain connectivity issue that we're concerned
23 about in the entire plan.

24 MR. HALIKOWSKI: Well, Mr. Chairman,
25 Mr. Christy, I can give you my assurances that we will

1 look at all of the alternatives for southern Arizona. But
2 other than that, I am not sure what you're looking for
3 exactly. But the study does include southern Arizona.

4 MR. ROEHRICH: And Mr. Flores and
5 Mr. Christy, I think I need to -- our actions have always
6 been and we've had multiple meetings down in the Tucson
7 and southern area, we've always shown that corridor all
8 the way to -- through -- through the different segments
9 that we've looked at along the borders, we looked at
10 reasonable and feasible, we've always shown it all the way
11 to the border. That's never come out of the study. And
12 we do not intend to take it out of the study.

13 MR. CHRISTY: Mr. Chairman, my question,
14 then, is why do you -- why are you objecting to the
15 resolution --

16 MR. ROEHRICH: Mr. Floyd and Mr. Christy,
17 along with the concern, NEPA's as far as being -- being
18 predecisional as a possibility, I think there's another
19 concern that we have as staff, and that is when is the
20 appropriate time for the board to weigh in as a statewide
21 body. I look to the fact that just last month, we had
22 adopted the board policies. And the board set itself up
23 under its commitments under those policies to be a
24 statewide board that will look at all the transportation
25 needs around the state, and it will basically stay neutral

1 on those issues as the Department develops the corridors,
2 develops the infrastructure recommendations, and then we
3 bring them to the board as part of programming,
4 prioritization and moving forward.

5 I think it's a -- in my opinion, for the
6 board to in the middle a study, take a regional approach
7 to defining -- or recommending that it takes a specific
8 action or a regional look, gives -- gives the
9 impression -- or to me gives the impression to the rest of
10 the state that this board is either overly influenced or
11 it is willing to put its own bias into the studies before
12 the Department has had chance to review all of the
13 elements of the study and make a recommendation.

14 So to me, I'm just again looking at is the
15 purpose of the board, the function of the board as it
16 relates to the Department performing its work and what the
17 board's function is. And, again, taking a resolution that
18 the board that has a regional approach when it's a
19 statewide board that is affirmed through its policies that
20 it will keep open to the statewide, I just think it sets
21 bad practice.

22 MR. FLORES: Yes, Mr. Christy.

23 MR. CHRISTY: So we have two issues,
24 Mr. Chairman, of objection from the Department for the
25 resolution. One is the "need to study" issue, the bias,

1 and then your feeling that it's not a good policy for the
2 board to be utilizing resolutions as a matter of
3 direction? So those are the two issues?

4 MR. ROEHRICH: Mr. Flores, Mr. Christy, I
5 don't know about a matter of giving direction -- I guess
6 you could say direction, but trying to the influence the
7 study process that the agency is going through before
8 we've had a chance to make a recommendation to the board
9 to move forward.

10 And the other thing is passing a resolution
11 by the board becomes an official action, and therefore,
12 it's something that, you know, either has a legal
13 ramifications or ties to a challenge later on as well as
14 about, you know, the board's attempting to influence or
15 maybe inappropriately direct the agency to do something.

16 MR. CHRISTY: Mr. Chairman, would you have
17 an alternative that you would suggest.

18 MR. HALIKOWSKI: Mr. Chairman, we didn't
19 come prepared with an alternative resolution. And I'm
20 hesitant to try and wordsmith this right now in the middle
21 of a debate.

22 MR. ROEHRICH: Mr. Director, I do have an
23 alternative.

24 MR. HALIKOWSKI: Oh, I'm sorry.

25 MR. ROEHRICH: Not a resolution, but an

1 alternative.

2 MR. HALIKOWSKI: Oh.

3 MR. ROEHRICH: Mr. Chair --

4 MR. FLORES: -- another resolution, just an
5 alternative.

6 MR. ROEHRICH: Mr. Chair, Mr. Christy, let's
7 follow the process. Let the Department finish the study.
8 It's due to be done next year sometime summer or fall.
9 Let's get to a recommendation. We will come present to
10 the board. We'll -- we'll come and present the
11 recommendation. We'll talk about the timeline to the next
12 phase. And then the board can tell us the direction, do
13 they supported that, do they want us to go -- give other
14 consideration, but not consideration that directs us to a
15 solution, but consideration that questions have we
16 evaluated and analyzed it appropriately and gotten to the
17 point where we can brief the board so they're comfortable
18 to say, yes, we're ready to move to the next phase.

19 MR. HALIKOWSKI: Mr. Chairman, I would look
20 to you. I mean, we had this discussion, as you know, a
21 couple of years ago, about the scope of this study. And I
22 gave you my word then that we would look at the entire
23 state. You and I came to an agreement and understanding.
24 And I would offer you the same now, that based on what
25 staff is telling you, we are looking at I-11 from the

1 southern border all the way to the northern border. And
2 we'll present those alternatives to the board.

3 MR. FLORES: Yeah, I do believe you -- and
4 you've been, again, front and center on your position with
5 regard to this entire corridor.

6 And I guess, you know, I -- when I first saw
7 this thing, I looked at it as no more than -- I guess I
8 don't take the position that -- that as a -- a body that's
9 advocating for something is any different than what took
10 place in Pinetop regarding the input from the community
11 and -- and the changes that took place on the five-year
12 plan. I saw it as something -- something -- input from
13 our constituents.

14 I do understand, in this particular case,
15 that perhaps it has more ramifications because you've got
16 the federal guidelines and so forth. And I still believe
17 that maybe not in the form of another resolution, but in
18 some very demonstrative terms, suggest that the southern
19 segment is going to be -- that entire corridor is Mexico
20 to Nevada, would suffice for me, and -- but it's
21 Mr. Christy's to opine at this meeting.

22 MR. ROEHRICH: Mr. Flores, I could just
23 answer, I want to make sure, because I think there's a
24 very distinct difference between the action you took on
25 the five-year when we were in Pinetop and this. That was

1 the reprioritized projects and the funded projects that
2 were in the program. That is board function. That's your
3 primary function.

4 The board does not have a function in
5 studying and analyzing corridors. That's the agency.
6 We're studying and analyzing corridor. And so that's
7 where I'm saying I think the distinction is that the
8 agency follows a process to do that and then brings the
9 final results to the board.

10 So to say that -- in my mind, to say that,
11 well, we made this -- we took some latitudes in Pinetop on
12 the five-year program, that's because that was specific
13 projects and that's specific -- one of the specific
14 functions of the board is to prioritize and fund projects.

15 We're not at a projects phase. We're at a
16 study phase, a planning stage. The board has set policy
17 through its board policies and planning. After that, it's
18 the agency's responsibility to go through the planning
19 process to -- to develop a final recommendation for the
20 board. And that's to me, the distinction is is this is
21 totally different than the board taking discretion with
22 the five-year program because that's one of their primary
23 functions. This is a planning function. This is the
24 agency's primary function.

25 MR. FLORES: Yeah, well, I appreciate your

1 thoughts on that. I -- perhaps my -- my comparison was --
2 was a little naïve. But it is potentially possible that
3 the planning process could be deficient and, therefore,
4 our input was nothing more to make the Department aware
5 that there is segment that was not included. In no other
6 terms other than suggesting it. And I guess when you go
7 to a resolution, it makes it more formal and therein lies
8 the concerns, and I -- I do see that.

9 MR. HALIKOWSKI: Well, I don't want to,
10 Mr. Chairman, overlook another concern, and let me
11 illustrate.

12 There are certain projects that we are
13 involved in right now, coming to closure with the NEPA
14 process. And as you can imagine with any transportation
15 facility construction project, you have folks that support
16 it and folks who are against it. And typically, the folks
17 who are against it want to sue the Department based on the
18 process that was followed to reach the decision through
19 NEPA.

20 And my concern is that at some point when we
21 get to construction of I-11 in the future from one end of
22 the state to another, you will have folks who are in
23 opposition to it for various reasons, whether they be
24 environmental, social justice, the list goes on when it
25 comes to the NEPA process.

1 The courts tend focus on what was followed
2 in the process and whether there was anything negatively
3 influencing that process or something the Department did
4 not conduct fully according to law. I don't want to open
5 the door up with resolutions that might in the future,
6 leave us subject to attack in lawsuit under the NEPA
7 process.

8 I know that that's a little bit maybe way
9 out there as we're looking at this thing. But every piece
10 of paper gets examined, every statement that we make gets
11 examined when we get sued under NEPA.

12 MR. FLORES: Understand.

13 MR. CHRISTY: Mr. Chairman? I guess I need
14 some part, some Robert's Rules direction. I know we have
15 a motion on the floor for the passing of this resolution.
16 I would -- my goal would be not to pass or to defeat the
17 resolution, but merely to table it for further analysis by
18 myself and with a possible re-presentation or rewording in
19 some manner or not. But I would -- I'd like to have some
20 direction on how I can just move to table this resolution
21 to the next meeting.

22 MR. FLORES: Well, they'll have to ask our
23 legal counsel, but I -- I know the cleanest way would be
24 to -- to withdraw your motion and then, you know, resubmit
25 it, if you so desire, at another meeting.

1 MR. CHRISTY: And I will have that
2 opportunity to resubmit it.

3 MR. FLORES: Oh, yeah, sure, you're going to
4 be the chair, you can --

5 (Laughter)

6 MR. ROEHRICH: And that's a good point,
7 Mr. Chair. I want to -- we agenda'd this, Mr. Christy, so
8 we could talk about it. And we'll continue to do that.

9 MR. CHRISTY: And I do appreciate the
10 dialog.

11 MR. ROEHRICH: And you also have the second
12 avenue of a board study session to even delve further, if
13 you want more information on process.

14 There's a lot of interaction we can have
15 that's appropriate with the board before you take this
16 type of a formal action that we feel is a little
17 problematic and we need to work through.

18 MR. CHRISTY: Well, with your permission and
19 the board's permission, as the presenter of the
20 resolution, I would like to withdraw it.

21 MR. FLORES: And there was a second.

22 MALE SPEAKER: I second. I'll withdraw my
23 second.

24 MS. BEAVER: Just before totally, I guess I
25 would like just a little clarification and maybe not now

1 but at a study session, why originally was -- Congress
2 passed the law that the section was just from Nevada to
3 Phoenix as opposed to the full length of our state?

4 MR. ROEHRICH: Now, Mr. Flores, Ms. Beaver,
5 I've got to be careful here. I can request Congress, but
6 they have to answer that. We have no idea. Nobody knew
7 that was in there until it showed up. And then we're
8 reacting to it. So we can meet and talk about it, but
9 we'll never get satisfaction from Congress, because I -- I
10 don't know why they put it in there. And we in staff have
11 no -- we're not given justification around Congress's
12 action. I'm sorry. They're --

13 MS. BEAVER: Well, it just didn't seem
14 logical to me if the whole thing was a corridor from north
15 south, why they would stop halfway.

16 MR. ROEHRICH: So you're equating logic with
17 Congress right now? I think we need a study session on
18 that, Mr. Chair.

19 I'm sorry. I don't mean to make light about
20 it. We -- I just -- I don't believe there's a way we can
21 answer that, Ms. Beaver, why Congress did that.

22 MR. HALIKOWSKI: There were lots of
23 supporters, Mr. Chairman, if you recall the media
24 coverage. It was two big cities, Phoenix and Vegas, that
25 weren't connected. And I think that's what a lot of

1 supporters were focused on. But, again, through the
2 chairman's leadership, we really looked at this thing and
3 said we have to study this. And he brought up many years
4 he spent looking at this north-south corridor.

5 And just to restate it once more, we are
6 committed to looking at this thing from border to border.

7 MR. CHRISTY: And that would be,
8 Mr. Chairman, the purpose of my withdrawing the motion is
9 that your statement that you just made affirms the
10 Department's commitment. And we also understand the
11 issues with the objectivity. And because of what you said
12 and because of what was presented here, that's the
13 motivation for withdrawing the motion. Not to say that it
14 might not be something else down the line, but for this
15 particular agenda item, I'm -- I move to withdraw it.

16 Thank you.

17 MALE SPEAKER: And I think Board Member
18 Beaver kind of hit it on the head, why wasn't a full
19 corridor designated. When I go into my supervisor's
20 office, there it shows the I-11 from Phoenix to Vegas.
21 And I say, well, what about going to Mexico? Well, I
22 think you've got two different items to discuss. And I
23 think today's dialog is bringing forefront the issue. And
24 I think when you bring back whatever you bring back would
25 be -- will help highlight and maybe garner a little more

1 traction in the media that there are two separate issues
2 that we're fixing on here. And they're separate but
3 they're all tied together.

4 MR. FLORES: Thank you, Mr. (Indiscernible)?
5 Any other discussion on this topic?

6 UNIDENTIFIED SPEAKER: Thank you.

7 (Conclusion of excerpted proceedings)

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I, AMY E. WEAVER, do hereby certify that the 28 pages contained herein constitute a full, accurate transcript, from electronic recording, of the proceedings had in the foregoing matter, all done to the best of my skill and ability.

SIGNED and dated this 4th day of March, 2014.

Amy E. Weaver - Transcriber

Amended March 4, 2014

***ITEM 7: Resolution 2013-2, The Intermountain West Corridor (I-11) Southern Arizona Connectivity Segment—Floyd Roehrich, Deputy Director for Policy**

Motion to withdrawn Item 7, Resolution 2013-2, The Intermountain West Corridor (I-11) Southern Arizona Connectivity Segment from the State Transportation Board Agenda dated December 13, 2013 was made by Board Member Steve Christy and a second was made by Hank Rogers.

ITEM 8: MPD Report—Scott Omer, Assistant Director, MPD

Scott gave an overview on the ADOT Planning and Environmental Linkages (PEL). The PEL process links long-range planning to studies performed under the National Environmental Policy Act (NEPA) by incorporating NEPA-compliant practices into the planning study. A comprehensive look at all factors is to help determine which projects are priorities so that there is less backtracking during NEPA. Projects currently using the PEL process are Interstate 11; Statewide Climbing and Passing Lane Prioritization Study; and State Route 189: International Border to Grand Avenue, Nogales. Completed PEL projects are the Yuma Gateway PARA Study; Interstate 10 – Phoenix to California Border Multimodal Corridor Profile Study; and US 95, MP 98-104, Initial Project Assessment.

***ITEM 9: Priority Planning Advisory Committee (PPAC)—Scott Omer, Assistant Director, MPD**

Scott asked the Board to move Item 9AC from New Projects and include it with the Project Modifications.

Project Modifications – *Items 9a through 9x including Item 9ac

A motion to accept and approve Project Modifications Items 9a through 9x and including Item 9ac as presented was made by Hank Rogers and seconded Deanna Beaver. In a voice vote, the motion carries.

New Projects – *Items 9y through 9ae

A motion to accept and approve New Projects Items 9y through 9ae was made by Steve Christy and seconded by Kelly Anderson. In a voice vote, the motion carries.

Note: Item 9ac is moved to Project Modifications.

FY 2014 - 2018 Airport Development Program—Requested Modifications

Airports – *Items 9af, 9ag, and 9ah

A motion to accept and approve Airports Items 9af, 9ag, and 9ah as presented was made by Steve Christy and seconded by Kelly Anderson. In a voice vote, the motion carries.

ITEM 10: State Engineer's Report — Jennifer Toth, Deputy Director of Transportation/State Engineer

The Status of Projects under Construction report for November 2013 shows 97 projects under construction valued at \$847.2 million. The Department has finalized 75 projects fiscal year to date. Staff has done an incredible job and continues to do a good job in finalizing projects.

Jennifer gave a brief update on SR 189. The Department is doing spot improvements SR 189 at the I-19 interchange and the intent of the project is to increase that movement to alleviate traffic congestion and the backup that is happening at the interchange. The project consists of constructing dual left hand turn lanes and installing microwave communication systems so that we can control that timing from a remote location and monitor it to adjust so if we see if the queue is

backing up, we will be able to go in and preempt that timing to move that traffic forward. The project is expected to be completed by the end of this year. In addition, there is a pedestrian facility study at SR 189/Mariposa Land Port of Entry. Presently the pedestrians are walking across the truck traffic. The Department is looking at some sort of grade separation of either an overpass bridge or an underpass bridge configuration. We are reviewing three alternatives. The purpose of the study is to facilitate pedestrian traffic across the Mariposa Land Port of Entry on SR 189. Jennifer mentioned the SR 189 Design Concept Report and the PEL update. There are three alternatives that have been reviewed and are moving forward. A public information meeting was scheduled in December and recently the Department sent out a project newsletter in November and it is posted on the ADOT website. That project continues to move forward.

Jennifer gave an update on the Dust Storm Action Plan. The Director held a brainstorm meeting with staff to discuss ideas, which he had reported at last month's Board meeting. There were many ideas that were explored and categorized into three areas; Engineering, Education, and Enforcement. From the Engineering perspective, immediate efforts have been focused on the area of I-10 between Tucson and Phoenix. During recent wind events, the Department has increased staffing levels along that corridor during those time periods to provide more observations points on the ground. This will allow them to assist in decision making when those driving conditions would warrant closure of the interstate. Both portable variable message boards and the dynamic message boards were used to warn drivers based on the Nation Weather Service weather advisories. In the next few months, the Department will focus on installing video cameras along I-10. The team is working with the vendor to install them in approximately five different areas using mobile communications. In the Education component, the Department started a research effort to develop a communication plan for windblown dust with a goal to improve driver safety during dust storms. In terms of Enforcement, the Department had a debrief meeting based on the October event with DPS, and local emergency responders, the fire, ambulance, and the towing companies. The Department has debriefing meetings on most of the major events on the freeway systems. This week the Tucson and Safford Districts met with their counterparts in the area and DPS to brainstorm what operational solutions there might be into the future. They will continue to have regular meetings to discuss what opportunities there are from an operational standpoint.

***ITEM 11: Construction Contracts—Jennifer Toth, Deputy Director of Transportation/State Engineer**

***ITEM 11a:** The proposed crack sealing project is located on I-8 in Maricopa County between MP 141.10, and MP 147.60, west of SR 84. The work includes cracks sealing asphalt concrete pavement and other related work.

***ITEM 11a:** BIDS OPENED: November 08, 2013
HIGHWAY: YUMA-CASA GRANDE HWY (I-8)
SECTION: FREEMAN ROAD TO COUNTY LINE
COUNTY: MARICOPA
ROUTE NO.: I-8
PROJECT : TRACS: NHPP-SHRP-008-B(207)T : 008 MA 141 H856701C
FUNDING: 95% FEDS 5% STATE
LOW BIDDER: **CACTUS TRANSPORT, INC.**
LOW BID AMOUNT: \$ 167,640.60
STATE ESTIMATE: \$ 211,446.75
\$ UNDER ESTIMATE: (\$ 43,806.15)
% UNDER ESTMATE: (20.7%)
PROJECT DBE GOAL: No Goal
BIDDER DBE PLEDGE: Not Applicable
NO. BIDDERS: 5
RECOMMENDATION: AWARD

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A motion to accept and approve Staff's recommendation on Item 11a to award contract to CACTUS TRANSPORT, INC. was made by Steve Christy and seconded by Hank Rogers. In a voice vote, the motion carries.

***ITEM 11b:** The proposed project is located in the Town of Buckeye in Maricopa County. The project is approximately ¼ mile long on Watson Road, from Maricopa County (MC) 85 to the Buckeye Canal. The work consists of grading and paving the existing unpaved roadway. Additional work includes pavement marking and signage.

***ITEM 11b:** BIDS OPENED: November 22, 2013 Page 185
HIGHWAY: TOWN OF BUCKEYE
SECTION: WATSON RD, MC 85 TO BUCKEYE CANAL
COUNTY: MARICOPA
ROUTE NO.: Local
PROJECT : TRACS: CM-BKY-0(205)T : 0000 MA BKY SS93901C
FUNDING: 20% FEDS 80% LOCAL
LOW BIDDER: **BLUCOR CONTRACTING, INC.**
LOW BID AMOUNT: \$ 153,385.55
STATE ESTIMATE: \$ 181,142.60
\$ UNDER ESTIMATE: (\$ 27,757.05)
% UNDER ESTIMATE: { 15.3%}
PROJECT DBE GOAL: 4.07%
BIDDER DBE PLEDGE: 38.51%
NO. BIDDERS: 8
RECOMMENDATION: **AWARD**

A motion to accept and approve Staff's recommendation on Item 11b to award contract to BLUCOR CONTRACTING, INC. was made by Steve Christy and seconded by Joe La Rue. In a voice vote, the motion carries.

***ITEM 11c:** The proposed project is located in Yuma County, on County 19th Street between Avenue G and Avenue F, approximately 3 miles southwest of the City of Somerton, Arizona. The work consists of the construction of a new single-span precast concrete bridge on the existing alignment of County 19th Street over the Main Drain Canal, removal of the existing bridge, installation of vehicle impact attenuators, removal of asphaltic concrete and replacement with Asphaltic Concrete (Miscellaneous Structural) (Special Mix), pavement markings, and other related work.

***ITEM 11c:** BIDS OPENED: November 22, 2013 Page 189
HIGHWAY: YUMA COUNTY
SECTION: COUNTY 19TH ST BRIDGE OVER MAIN DRAIN (AVE F 1/2)
COUNTY: YUMA
ROUTE NO.: Local
PROJECT : TRACS: BR-YYU-0(201)T : 0000 YUYU SB43701C
FUNDING: 83% FEDS 17% LOCAL
LOW BIDDER: DPE CONSTRUCTION, INC.
LOW BID AMOUNT: \$ 997,588.00
STATE ESTIMATE: \$ 774,132.00
\$ OVER ESTIMATE: \$ 223,456.00

% OVER ESTMATE: 28.9%
 PROJECT DBE GOAL: 8.32%
 BIDDER DBE PLEDGE: 10.11%
 NO. BIDDERS: 6
RECOMMENDATION: POSTPONE

RECOMMENDATION: Six bids were received on this project ranging from \$997,588.00 to \$1,244,546.50. However, the low bid exceeds the amount of funds budgeted for this project by Yuma County. The Department is awaiting approval by Yuma County for the additional funds and requests that the Board postpone action on this contract to the January 2014 meeting.

A motion to accept Staff's recommendation to POSTPONE Item 11c was made by Steve Christy and seconded by Kelly Anderson. In a voice vote, the motion carries.

***ITEM 12: Draft 2014 Board Meetings and Public Hearing Dates and Locations—Floyd Roehrich, Deputy Director for Policy**

The 2014 Transportation Board Meetings are scheduled to be held on the second Friday of the month beginning on February 14, 2014. Study Sessions are scheduled quarterly on an as-needed basis. The January 17 meeting is scheduled on the third Friday in January in conjunction with the Arizona Rural Transportation Summit, which will be held in Prescott, Arizona.

A motion to accept Staff's recommendation to accept Item 12, Draft 2014 Board Meetings and Public Hearing Dates and Locations, was made by Hank Rogers and seconded by Deanna Beaver. In a voice vote, the motion carries.

Date	2014 Board Meeting Locations
January 17	Prescott
February 4	Study Session~HRDC
February 14	Sierra Vista
March 14	Phoenix
April 11	Marana (PAG area)
May 9	Willcox
May 20	Study Session~HRDC
June 13	Flagstaff
July 11	Cottonwood
August 8	Page
August 19	Study Session~HRDC
September 12	Casa Grande
October 10	Wickenburg
October 21	Study Session~HRDC
November 14	Lake Havasu City
December 12	Tucson (PAG area)

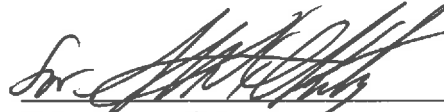
ITEM 13: Suggestions of Agenda Items for Future Board Meetings

Steve Christy suggested a tour of the Port of Tucson in 2014.

Adjournment

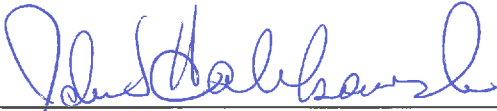
A motion to adjourn was made by Steve Christy and seconded by Kelly Anderson. In a voice vote, the motion carries.

Meeting adjourned 10:50 A.M. MST



Victor Flores, Chairman
State Transportation Board

for



John S. Halikowski, Director
Arizona Department of Transportation