MINUTES
OF THE
STATE TRANSPORTATION BOARD
SPECIAL "TELEPHONIC" STUDY SESSION
2:00 P.M., TUESDAY, APRIL 1, 2003
Arizona Department of Transportation
State Engineer's Office
206 South 17th Avenue, Phoenix, Arizona

The State Transportation Board met in official session for a special "telephonic" Board meeting at 2:00 p.m., Tuesday, April 1, 2003, with Chairman Radicke presiding. Other Board members participating by phone included: Vice Chairperson Bill Jeffers, Rusty Gant, Joe Lane, Jim Martin and Si Schorr. Also participating by phone were Bill Higgins, Acting State Engineer; Barry Crocket, Joe Acosta and Ron Aschenbach, Attorney General's Office; John Voss, SPE Systems, Inc.; and John Mull Attorney representing SPE Systems, Inc..

Chairperson Radicke called the special "telephonic" Board meeting to order.

CONSTRUCTION CONTRACTS

Interstate, Non-Federal Aid

BIDS OPENED:	January 31	
HIGHWAY:	TUCSON-BENSON HIGHWAY (I-10)	
SECTION:	Cornfield Canyon Bridge, WB (Str. #73)	
COUNTY:	Cochise	
ROUTE NO:	I-10	
PROJECT:	I-010-E-502 010 CH 299 H599301C	
FUNDING	100% State	
LOW BIDDER:	SPE Systems, Inc.	
AMOUNT:		62,841.24
SECOND LOW BIDDER:	Bison Contracting Co., Inc.	
AMOUNT:	$	64,554.50
STATE ESTIMATE:	$	67,607.30
$ UNDER (second low)	$	2,512.80
% UNDER:(second low)		3.7%
NO. BIDDERS:		14
RECOMMENDATION:	AWARD TO SECOND LOW BIDDER	

COMMENTS: The project was awarded to SPE Systems, Inc. on February 21, 2003. SPE Systems failed to submit insurance from a company holding a Certificate of Authority to transact Insurance business in the state of Arizona as required by Subsection 107.14 of the Standard Specifications. The contractor submitted surplus lines insurance which does not meet the specifications. Subsection 107.14 requires the proper submittal of insurance prior to the

execution of the contract. If the contractor fails to submit the required Insurance, the Department will not execute the contract.

Therefore, the State Engineer recommends award of the contract to the Second Low Bidder, Bison Contracting Co., Inc.

Mr. Higgins presented this item.

Board Action: A motion to approve the above recommendation was made by Mr. Gant and seconded by Mr. Lane.

Mr. Acosta clarified the Board's function is solely to decide whether or not to award the contract to the second low bidder, not to decide whether Mr. Higgins was justified in refusing the offer of an insurer who did not have a license in the State of Arizona.

Mr. Martin asked how they went so far as to have a partnering meeting if an insurance problem existed. Mr. Higgins stated they acted in good faith, under the assumption that proper insurance certificates would be submitted.

John Mull, Attorney for SPE Systems, Inc., said, while he understands the policy upon which the State Engineer is relying, they are asking for an exception explaining SPE has insurance through a carrier that is listed by the Department of Insurance as a qualified, unauthorized provider. He noted their carrier's parent company, National Indemnity, is an approved company. He stated SPE Systems has been in business for 28 years, has done a number of projects for ADOT in the past and currently has bonds on two projects, covering any potential losses. He pointed out there could be an issue concerning compensation for work already performed if the contract is ultimately awarded to the second low bidder.

Mr Higgins explained surplus insurance lines are not permitted in construction contracts because the insurance companies are not regulated and the Department of Insurance does not review the companies' financial conditions or the claims they pay He said, more importantly, the state's Insurance Guarantee Fund will not pay if a surplus line insurance company goes broke. He acknowledged SPE has done work for ADOT without any insurance problems in the past, stating, that is why they did not anticipate any problems on the subject contract.

Mr Schorr asked why SPE failed to obtain an approved insurance carrier. John Voss, SPE Systems, explained they worked with their agent to obtain other insurance, but have had difficulty obtaining coverage because of problems in other fields in which they do business. He said, unfortunately, their current carrier was the only one to give them a competitive quote.

Upon a call for the question, the motion passed unanimously.

Adjournment

The meeting adjourned at 2:30 p.m.

Ingo Radicke, Chairperson
State Transportation Board

Victor M. Mendez, Director
Arizona Department of Transportation

MINUTES
OF THE
STATE TRANSPORTATION BOARD

Public Hearing on the 2004-2008 Tentative Five Year Construction Program of State Highways; 2004-2008 Tentative Airport Development Program and 2004-2007 Tentative Life Cycle Program
9:00 a.m., Friday, April 11, 2003
The City of Flagstaff
Mayor and Council Chambers
211 West Aspen
Flagstaff, Arizona

The State Transportation Board met in official session for a public hearing at 9:00 a.m., Friday, April 11, 2003, with Chairperson Radicke presiding. Other Board members present included Vice Chairperson Bill Jeffers, Rusty Gant, Joe Lane, Jim Martin and S.L. Schoor. Also present were Debra Brisk, Deputy Director; John McGee, Chief Financial Officer, Administrative Services Division; Bill Higgins; Dale Buskirk, Acting Director, Planning Division; and Gary Adams, Assistant Director, Aeronautics Division. There were approximately 100 people in the audience.

OPENING REMARKS AND PLEDGE

Chairperson Radicke led the audience in the Pledge of Allegiance and a moment of silence for fallen soldiers in the war in Iraq. He thanked the City of Flagstaff for their hospitality and dinner Thursday night and introduced dignitaries present in the audience.

Chairperson Radicke recognized Chuck Eaton for his 30 years of service to ADOT, noting he has officially retired.

PRESENTATION OF TENTATIVE FIVE YEAR CONSTRUCTION PROGRAM

2004-2008 Tentative Five Year Construction Program of State Highways

Mr. Buskirk explained the Tentative Five Year Transportation Facilities Construction Program process began with preliminary revenue forecasts which were then refined, updated and presented to PPAC for their review and approval. He stated the PPAC approved version of the program was presented to the Transportation Board on February 21, 2003. He explained the program is divided among three planning areas, the Maricopa Association of Governments planning area, the Pima Association of Governments planning area and the 13 Other Counties (TOC) planning area. He noted PAG and MAG approved their tentative programs on December 18, 2002 and March 26, 2003, respectively. He stated public meetings are also part of the process, with the first being a joint ADOT/MAG public hearing on March 6, 2003. He said the third and final public hearing will be held in Tucson on April 18. He stated, once the public

hearings have been completed and final adjustments have been made to the program, it will then be presented to the PPAC on June 5 and the State Transportation Board on June 20 for final approval.

Mr. Buskirk explained the Five Year Construction Program is divided into two major components, sub programs, which are items that are necessary to maintain and preserve the system, and new construction projects. He stated the subprograms component of the tentative program includes $144,590,000 for system preservation, $71,388,000 for system management and $37,586,000 for system improvements. He reported three new subprograms are being proposed for the Five Year Construction Program: 1) a port of entry rehabilitation subprogram in the amount of $5 million in FY 2008; 2) a federal tax evasion program in the amount of $375,000 per year beginning in fiscal year 2004 and extending through 2006; and 3) a rest area preservation program in the amount of $600,000 for FY 2006, $1.2 million for FY 2007 and $1.2 million for FY 2008. With regard to the new construction component of the program, Mr. Buskirk stated he will be presenting projects in the 13 other counties totaling $92,156,000. He explained that, due to the current state of collections and revenues, it was necessary to make some adjustments to the existing Five Year Construction Program, including: 1) deferral of $7 million of the $30 million I-10 to 40th Street, Baseline Road project from FY 06 to FY 07; 2) deferral of $3 million of the $40 million I-10 Speedway to Congress project from FY 06 to FY 07; and 3) deferral of the $16.4 million I-17 Cordes Junction TI project from FY 07 to FY 08. He stated the $4.4 million I-40 Walnut Creek project, the $6 million US 191 Burnside Junction north project and the $21.7 million SR 260 Little Green Valley project that were previously deferred out of the Tentative Program are now being returned.

13 Other Counties

Mr. Buskirk reviewed the new construction projects in the northern section of the TOC planning area. He said the first project, on State Route 260, Western Drive urban section, will reconstruct the roadway at a cost of $4.1 million. He stated the second project will construct passing lanes between milepost 364 and 372 on SR 77 at a cost of $7.5 million. He identified the third project as part of the construction of the new Hoover Dam Bridge on US 93, stating it is projected to cost $5 million. Mr. Buskirk said four new construction projects are planned for the southern section of the TOC planning area. He identified the first as a $9 million reconstruction project on US 60 Florence Junction to Gonzales Pass. He said the second project is also on US 60 and will result in passing lanes between milepost 231 and 239 at an anticipated cost of $3 million. He stated the third project will construct a new road on I-10 at Red Rock, from the railroad to the Air Park, at a cost of $8 million and the fourth project will construct a new parallel roadway on US 191 from milepost 95.4 to 95.7 at a cost of $6.5 million.

PAG Tentative Program

John Pin explained the Pima Association of Governments is comprised of nine jurisdictions, with the two newest being the Yaqui tribe and the Tohono O'Odham Nation. He said, within the PAG system, TPD and the district work jointly to gather information and work with other jurisdictions in developing the program. He explained the program then goes to the Planning Committee and

the Management Committee before ultimately being approved by the elected officials representing each jurisdiction. He reported approval of their tentative program occurred on December 18, 2002. He stated PAG works within a budget allocated through the Resource Allocation Advisory Committee, noting this year's budget totaled $53,200,000. He said, in addition to those funds, PAG also receives $3,235,000 in 2.6 funds for a total amount of $56,237,000. With regard to expenditures, Mr. Pine explained almost $51 million went into new projects in FY 08 and $1.8 million was used to supplement the Mars Station project on I-10 east. He said $880,000 went to design money in FY 07 and another $8 million went into design in FY 06.

Mr. Pin reviewed the projects, stating the first is an $8 million widening project on I-10. He reported design work on the I-10 traffic interchange, Ina Road project should be completed within the next year-and-a-half. He stated the widening project on Valencia Road will cost approximately $12.5 million and the widening project on SR 86 will cost about $8 million. He stated the Cortaro Road TI design project is underway and they anticipate bringing forward a project on I-10. He stated they are looking to widen SR 77 up to the county line and are in their final evaluation of doing four lanes down to the Miracle Mile profile.

Mag Tentative Program

Chuck Eaton stated ADOT and MAG worked together to identify both a funding estimate and the projects that should be included in the program. He stated MAG has a fully coordinated stake holder and public involvement process that results in a cooperatively developed TIP. He said MAG's funding estimate for FY 2008 totals $197 million, with $50 million committed to the Regional Freeway System program and $30 million designated for subprograms, leaving about $117 million for new projects in the region. He identified their four major projects as: 1) I-17 – widening from the Loop 101 to approximately the Carefree Highway; 2) SR 51 – extending the HOV lane network from Shea Boulevard to Bell Road; 3) Grand Avenue/U.S. 60 – widening the New River Bridge to a six-lane facility; and 4) US 60 – extending the HOV network from Val Vista to Power Road. He said other minor projects are also planned. He reported $11 million will go towards repayment of a GAN loan on US 60 and $2 million will be set aside for Loop 303 right-of-way protection. He said an additional $3 million has been put into a park and ride lot and some money has been added for interchange improvements throughout the system and future designs. He stated a small amount of money has been designated for studies and MAG wants to continue the freeway service patrol.

<u>2004-2007 Tentative Life Cycle Program</u>

Mr. Eaton stated the regional freeway system is anticipated to be completed by the end of 2007, noting they have opened 96 miles to traffic to date, 32 miles are currently under design and 7,600 acres of right-of-way have been purchased. He stated the final portion of the Red Mountain Freeway, from Greenfield to Higley, opened in January of this year and ramps connecting US 60 to the Loop 101 at 91st Avenue opened in November 2002. With regard to projects currently under construction, Mr. Eaton reported the section of 91 between Bell Road and Loop 101 should open in mid-2003 and the intersection improvements on Grand Avenue at 27th Avenue are

anticipated to open within a few months. He stated three projects are currently underway on the Santan, with the section between I-10 and 101 expected to open at the end of the year. He stated the east half of the interchange at 101 and 202 should open in mid-2004.

Mr. Eaton explained all project costs were updated and landscaping project costs were adjusted to reflect actual acres. He stated a new project was created in FY 08 on the Agua Fria at Bethany Home Road, noting they are working with the City of Glendale who will be funding design and construction of the south half in connection with the new Cardinal stadium development area.

2004-2008 Tentative Airport Development Program

Mr. Adams stated the process used in developing the Five Year Tentative Airport Development Program includes obtaining input from all airport sponsors and forecasting projected revenues for the next five years. He said a list of projects is then prepared and prioritized into their Five Year program and presented to the Transportation Board for approval. He explained the State Aviation Fund is primarily funded from user fees and taxes, the largest tax being the Flight Property Tax. He stated, while the State Aviation Fund totaled $13.7 million in 2002, forecasted numbers for the current year show the fund dropping to $12.7 million. He said, based on projected revenues and expected expenditures, they are looking at an ending fund balance of around $4 million in June. He explained the draft program was developed under the assumption there would be a $3 million funds sweep in April 2003 and that the return of the Flight Property Tax would be delayed one year. He said, however, $4.5 million dollars will actually be taken out of the State Aviation Fund and the status of the Flight Property Tax has not yet been decided.

Mr. Adams explained that the $4.5 million sweep of the fund actually equates to $8.1 million in delays to the current program. He said they anticipate pushing 70 projects back three to twelve months in order to accommodate cash flow for the 21 month period. He said they are also recommending the Airport Loan Program be dropped in 2003 and the 2003 Airport Pavement Preservation Program be delayed. He said pushing the projects back will provide about $2.5 million in FY 2004, $3.4 million in FY 2005 and $2.2 million in FY 2006. He stated the FY 04-08 program totals about $4.5 million, however, $4 million was set aside for federal match, leaving very little money for new projects. He pointed out the number of federal grant requests has more than doubled.

CALL TO AUDIENCE

Casey Prochaska, Chairman, Yuma County Supervisors, expressed his community's appreciation for the Highway 95 from San Luis to Yuma widening project and the 3E interchange project. He said residents are also very excited about the Robert Vaughan Expressway and the port of entry that will come with it. He thanked ADOT staff members in Yuma, specifically Bill Alfier, Alex Cameron and Charlene Fitzgerald. He commended the Board and ADOT, stating their work during these difficult economic times has been exemplary.

Mayor Donaldson stated ADOT and the Board play a critical role in the future economic health and vitality of their community. He said investment in the I-40/I-17 interchange resulted in

significant improvements in traffic flow and safety and improvements to Highway 180 and Humphrey Street will improve traffic flow for residents of Flagstaff and visitors to the Grand Canyon. He asked the Board for their support of the east Flagstaff traffic interchange, proposing it be put in the current Five Year Plan in place of the Pulliam Airport traffic interchange. He explained the Flagstaff interchange is critical to the success of the revitalization of the east Flag Gateway redevelopment area, noting the city recently loaned ADOT $1 million to accelerate the design of the project. He stated the interchange will not only create a safer driving environment, but will also connect more than eight miles of Flagstaff urban trails and provide pedestrian and bike connections to a number of neighborhoods. He thanked the County Board of Supervisors and the Flagstaff Metropolitan Planning Organization for their support of the project. In recognition of the County's support, he urged the Board to fund minor mitigation improvements to the Pulliam Airport traffic interchange and to keep the project in the Five Year Plan.

John Hudson, Greater Yuma Port Authority, reported they have received an infusion of both state and federal money that is allowing them to work with the GSA to begin design of not just the facility, but of the entire project. He thanked the Board for their continued support and for the Robert Vaughan Expressway and Port which are expected to open in 2007.

Deb Hill, Chairperson, Coconino County Board of Supervisors, submitted a formal written statement with regard to the Tentative Five Year Program. She voiced her support for Mayor Donaldson's request to swap the Pulliam Airport traffic interchange and Flagstaff traffic interchange projects. She said, however, they believe the Pulliam Airport interchange is essential to traffic flow and safety, therefore, they are requesting that every effort be made to find funding to keep that interchange in the current Five Year Plan. She stated, alternatively, they would ask that the project be put back in the next Five Year Plan with mitigation measures implemented immediately to lessen their safety concerns. Ms. Hill expressed appreciation for improvements to SR 179 in the Sedona area, the Munds Park TI and the passing lanes on SR 64.

David Maurer, President and CEO of the Flagstaff Chamber of Commerce, stated the business community also supports Mayor Donaldson's request with regard to the Flagstaff TI. He said the business community believes the exchange of projects is appropriate because the Flagstaff TI is critical to making the east side of Flagstaff function and to making the mall expansion project work.

Jeremy Christopher, Director of Business Development, Greater Flagstaff Economic Council, voiced their support for the Flagstaff TI, stating the project is in line with several of the community's economic development goals. He asked for the Board's support of their airport runway extension project, stating the project is necessary for the preservation of air service in their community.

Phil Moon, Vice Mayor, City of Kingman, expressed his community's appreciation for their relationship with ADOT and, in particular, Debra Brisk and their new District Engineer.

Mark Maryboy, on behalf of the Navajo Nation and Chairperson of the Transportation and Community Development, submitted written testimony for the record. He recognized members

of his staff, including Eleanor Shirley and Lee Begay. He stated the Navajo Nation has two-lane and four-lane highways within urban areas. He identified US 89 and US 160 as principal arterials within the Navajo Nation, connecting northern Arizona to southern Utah and Colorado. He said SR 264 and SR 64 are minor routes, noting SR 264 runs across the Navajo Nation into the Hopi Reservation. He pointed out there are 816 miles within the five major areas of the Navajo Nation.

Willie Tracy, Jr., Council Delegate, Navajo Nation, stated I-40 is a unique interstate route that runs through the southern part of the Navajo Nation. He recommended an all-weather bridge be constructed at Black Creek Crossing on the north frontage road west of Houck, Arizona. He said, given the number of future developments planned along Highway 89, they are recommending that Highway 89 be widened to a four-lane divided roadway and that ADOT continue with studies and plans for passing lanes, traffic signals, and pedestrian and bicycle paths. He also asked for improvements to the Shanto Wash drainage facility on SR 98 and that US 160 be upgraded to a four-lane divided highway.

Willie Begay, Navajo Nation Council Delegate, stated US 163 leading from Kayenta and continuing north to Utah needs traffic lights and warning lights for the intersection at 160 and N42 as well as streetlights in Kayenta. He also asked that the shoulders be widened throughout to allow traffic to safely pull off the road and that a pedestrian bridge be constructed at the Laguna Wash. He stated traffic signalization is needed on US 191 at the hospital access road and the road should be widened to five lanes south of the intersection to allow traffic to turn safely. He said the Navajo Nation would like to continue to coordinate the corridor study on SR 264 from Tuba City to Window Rock and provide the five-lane widening from Kinlichee to Burnside. He said they also encourage the DCR study from Kinlichee to Summit on SR 264. Mr. Begay reported routine maintenance on SR 564 is needed during inclement weather and long-term pavement management is recommended.

Mr. Maryboy readdressed the Board, stating their concerns were brought forth in an effort to provide safer roads for the traveling public. He thanked the Board for construction of the four-lane divided roadway from N12 Saint Micheal's to Navajo Nation Forest Summit and for the streetlights from the Arizona Port of Entry to Saint Micheal's Days Inn.

Gary Nelson, Kayenta Township Town Manager, stated the Kayenta Township fully supports the Navajo Nation's recommendations. He said Kayenta Township is the only Indian land throughout the United States that is structured as a town government. He explained they have a five-member elected commission, they do their own planning and development and they assess, levy and collect taxes. He said the collection of taxes has allowed Kayenta to participate in certain cost sharing opportunities, including the installation of a traffic signal and streetlights. He said Kayenta has plans to grow, both as a community and in terms of their economic development, and he looks forward to working with ADOT in the future on a more desired configuration for Highway 160.

Leslie Deli, Navajo Nation Council Delegate, expressed concern about the climbing lane at the old trading post, explaining trucks find it difficult to climb during winter months and cause

considerable traffic backups. He also asked for bus turnoff lanes and highway markers indicating the presence of businesses, pedestrians and areas with reduced speed limits. He noted they are working on a request to ADOT for a yard between Shonto and Middle Mesa. He thanked the Board for their efforts on Highway 89.

Teddy Bedonie, Cameron Chapter President, stated Cameron is working on their community land use plan, part of which deals with the road that goes through their community. He said they are experiencing a high number of fatalities because people do not understand the structure of the road and have a tendency to speed. He asked if their community could have the assistance of a civil engineer and an architect who could teach them how to plan their community.

Pete Byers, Mohave County Supervisor, thanked the Board for the improvements made in Mohave County. He said, however, they are concerned that there is not enough money set aside for the design of the dam bypass. He asked if something could be planned for the design of US 93 and for another underpass at Littlefield.

Ms. June Cornelison, President, Voice of Choice for SR 179, reported her organization and the community have entered into a working relationship with ADOT thanks to the efforts of Debra Brisk and Jennifer Livingston. She acknowledged the Board members for their devotion and willingness to serve the state.

Dick Ellis, Mayor of Sedona, stated Ms. Brisk and Ms. Levingston gave Sedona an opportunity to design a plan, noting they have held two visioning sessions and several scoping sessions and are currently in the process of selecting a design consultant. He said, once the design consultant has been selected, they will begin their needs based implementation plan.

Alan Roes, Holbrook Municipal Airport Manager, stated a number of people in the aviation community are very concerned about the raiding of the Aviation Fund to make up for the shortfalls in the State's General Fund. He said the diversion of those funds is starting to affect the facilities available to pilots and the aviation community. He urged the Board to keep the aviation community in mind when doing funding and to bring their concerns to the Legislators.

Jay Howe, LaPaz County Supervisor, reported the intersection of Highway 95 and 72 is becoming increasingly dangerous. He asked the Board to give consideration to traffic controls that can be implemented to improve accident rates. He said they look forward to working with ADOT on the turnbacks on the B-10 project in Quartzsite and continue to look forward to additional passing lanes on Highway 95. He informed the Board that the LaPaz County Supervisors will be adopting a resolution in support of appropriations for ADOT transportation monies.

Chuck Busby, Vice Mayor, Town of Quartzsite, stated the traffic interchange on Highway 95 increased traffic on B-10, making B-10 a primary concern and key component of the transportation system in Quartzsite. He also characterized the intersection of Highway 95 and 72 north of Quartzsite as a virtual death trap.

Councilmember Dan Brown, City of Page, thanked the Board for improvements on Highway 89. He voiced his support of the comments made by members of the Navajo Nation regarding Highway 89 and 98. He also expressed appreciation for improvements to their airport and for Director Mendez's assistance in solving a small problem concerning houseboats moving around Lake Powell. He asked to have the rest stop scheduled for Page returned to the Five Year Plan, stating the City Council has identified an appropriate site. He assured the Board the city would support and maintain the rest stop, stating they believe it will be an economic benefit, not only to Page, but to the Chapters as well. He noted Page intends to supply personnel at the facility to aid in tourism promotion.

Bill Avery, Associate Engineer, Bullhead City, asked the Board to support a second bridge linking Bullhead City with Laughlin, Nevada. He explained the population of Bullhead City has increased with the development of SR 95, stating the additional bridge would substantially reduce congestion and provide additional access for both communities.

Dave Barber, Deputy Director, Western Arizona Council of Governments, expressed their appreciation for ADOT's commitment, support and technical assistance in the creation of safe highway systems. He expressed concern over the method of distribution of the tentative construction document, stating it was not mailed to the cities and copies were difficult to obtain. He stated the improvements planned along Highway 95 will add to the safety of the highway, but the highway will have to be continually improved to meet the needs of the future population. He further expressed concern over the lack of funding for LaPaz County for two of the five years. He thanked the Board for the $9.2 million allocated to the local Councils of Government for improvement to roadways within each of the communities

Mr. Barber pointed out Mohave County remains the fourth largest expenditure of highway funds, commending ADOT on the work it has done to date. He stated his concerns center around the bottleneck that will be created at the Hoover Dam bypass between milepost two and milepost 17 where the highway will remain two-lane. He said diverting truck traffic off Highway 68 through Bullhead City will present a serious problem. He urged the Board to increase funding for the design and engineering work that is currently scheduled. He said he is also concerned that no construction money has been assigned to the McGarry's Wash project or Highway 93 between mileposts 102 and 111. With regard to Highway 95, south of Bullhead City, Mr. Barber said, while a study is underway for a corridor in a new location, it will likely be in excess of 10 years before any improvements are made. He thanked the Board for small area transportation study monies and improvements that were made as a result of past studies. He also expressed his appreciation for the 5211 transit monies, noting Mohave county will have three public transit services in Kingman, Bullhead City and Lake Havasu.

Mr. Barber submitted written comments concerning improvements scheduled in the Desert Springs area.

Phillip Johnson, Tuba City Unified School District, spoke about the need for a left turn lane at the top of the hill after the intersection of Highways 160 and 264. He said school buses often have to pull off the shoulder to wait for traffic to clear before turning into the group homes

located south of Highway 160. He acknowledged that the area is in the current five year plan, but asked that it be accelerated.

Libby Silva, Vice Mayor, City of Flagstaff, thanked the Aviation Division for their efforts in bringing their airport up to standards. He said, however, they are concerned about the state's raiding of the Aviation Fund. He voiced his support for the Flagstaff TI and expressed his appreciation for the County's cooperation and support.

ADJOURN

Board Action: A motion to adjourn was made by Mr. Gant, seconded by Mr. Jeffers and passed unanimously.

The meeting adjourned at 10:48 p.m.

Ingo Radicke, Chairperson
State Transportation Board

Victor Mendez, Director
State Transportation Board

*Denotes items approved in the consent agenda.