

**MINUTES OF THE
JOINT TRANSPORTATION PUBLIC HEARING OF THE
ARIZONA STATE TRANSPORTATION BOARD**

**Public Hearing on Draft FY 2007-2011 MAG Transportation Improvement Program and
Draft 2006 Update of the Regional Transportation Plan**

Friday, March 10, 2006 at 12:00 p.m.
MAG Offices, Saguaro Room
302 North 1st Avenue, Second Floor
Phoenix, Arizona 85003

The State Transportation Board met in official session for a public hearing at 12:00 p.m., Friday, March 10, 2006, with Vice Chairman Joe Lane and Keno Hawker, Mayor of Mesa co-chairing the meeting. Other board members present included: Delbert Householder and Felipe Zubia (waiting to be confirmed). Chairman Gant, Dick Hileman, Jim Martin, Bob Montoya and Si Schorr were absent. Also present were Director Victor Mendez, Dale Buskirk, Division Director, Aeronautics Division and Bill Hayden and the Director of Metro Rail. There were approximately 40 people in the audience.

CALL TO ORDER/OPENING REMARKS

The Pledge of Allegiance was recited. Chairman Hawker stated that the public meeting was one component of the MAG mid-phase public involvement opportunity to provide comment on both the MAG plan and the ADOT plans with the State Transportation Board, Valley Metro and Metro, Citizens Transportation Oversight Committee and the City of Phoenix Public Transit Department representatives in attendance. The MAG representative on the panel, Councilmember Elkins representing the City of Surprise, was introduced. Members from the Citizens Transportation Oversight committee were introduced: CTOC Chair, Roc Arnette, David Boggs, Executive Director with Valley Metro, Mr. Lunsford, Mr. Ladd, Mr. Rainey and Mr. Davis.

PRESENTATIONS

Draft 2006 Update of the Regional Transportation Plan

Roger Herzog, MAG Senior Project Manager, provided an update. The Regional Transportation Plan was adopted in 2003 as a result of a comprehensive plan update. The plan was updated in 2004 to reflect light rail transit schedules, construction, and in 2005 to reflect changes in phasing of highway and arterial projects. The 2006 update covers 2007-2026. The changes are updating of the revenue forecasts and inclusion of the freeway, arterial and transit life cycle program. These programs are 20-year projects with specific programs that show projects by year and they are consistent with the original priorities and funding allocations in the regional transportation Plan and they are being included in the Plan to allow more specific monitoring and updating of the program. The half-cent funding represents the biggest part of the overall funding for the Plan. ADOT funds and federal funds are significant elements. Uses of the funds include bus, light rail, streets and freeways.

Roger Herzog provided an overview of the Freeway/Highway Life Cycle Program and stated that the half-cent monies are the biggest portion and ADOT funding is the other significant part. The funds go to widening of virtually all of the segments of the existing system including the HOV lanes and general purpose lanes and construction of new corridors including Loop 303; the South Mountain Freeway and the Williams Gateway Freeway. The Arterial Life Cycle Program is a total of \$2.9 billion half-cent funding, the most significant source. That goes to capacity and intersection improvements. The Transit Life Cycle Program is a total of \$9.4 billion. As with other programs, the half-cent funding is the significant block of funding, and federal funds also play an important role. This funding goes to bus operations and bus capital and then light rail capital. The next step in the update process includes this public meeting. In April, the comments and the Plan will be considered by the MAG committee for approval for air quality conformity analysis. The analysis will be conducted in May. In June, there will be another hearing on the Plan and the air quality results and then consideration of the Plan for adoption in July.

Draft FY 2007-2011 MAG TIP

Paul Ward, MAG Transportation Programming Manager, presented the Fiscal Year 2007-2011 Draft MAG TIP. The Plan contains major transportation projects with a schedule to be carried out within a metropolitan planning area within the next five years. This Draft Plan builds on the last program. Slides describing the TIP process were presented. Federal guidelines require that metropolitan areas periodically develop a Transportation Improvement Plan. This Plan shall include all projects utilizing title 23 cycle transportation funds with some exceptions regarding safety, emergency and/or planning funds. Due to air quality concerns, all regionally significant projects within the region need to come from a Congestion Management System. The TIP needs to be developed every four years, however, to stay completely up-to-date with air quality plans in a fast growing region and to allow for maximum flexibility, MAG TIP is usually developed every year. New MAG federally funded projects have been added to Fiscal Year 2011 and ADOT and transit projects were added by the end of December. Locally funded projects were added or changed in January, and the TIP is expected to be approved for air quality conformity analysis together with the update of the Regional Transportation Plan by the end of April. This analysis is expected to be completed by June, and the Regional Council is expected to approve the TIP by the end of July 2006. Data primarily comes from federal, state and local agencies, private developers, MAG transportation plans and the Unified Planning Work Program. Further input is provided by members of the public, MAG Technical Advisory Committees and MAG staff. Detail on all of the projects being submitted is necessary to enable MAG staff to conduct an air quality conformity analysis in accordance with conformity requirements. Currently, the largest component of funds is almost \$2.3 billion from regional funding, representing 34 percent of the total. Local funds are committed to highways and transit projects, a combined total \$1.76 billion, about 27 percent. Federal highway and transit funds are next at just over \$1.66 billion. State highway and state transit funds are at \$633 million. The remaining \$3.6 billion worth of funds are private funds at \$236 million. The total of \$6.34 billion represents an annual increase of more than 12 percent from the previous program. The funds available are shared between freeways and street projects and transit projects, the largest share being street projects with almost 50 percent, almost a 30 percent increase from the last program. The transit has a slight percentage increase. The remaining \$18 million is going to air quality projects. The percentage of MAG federal funds committed to freeways dropped from 39 percent to almost 37. Street projects have increased the largest amount, 23.5 percent.

Valley Metro/RPTA Update

David Boggs provided a Valley Metro/RPTA update. The Regional Transportation Plan adopted in 2003 and updated in 2005 identifies a comprehensive program of transit capital and operating investments that will be undertaken over the next twenty years. Proposition 400 funded that program. There are a number of bus rapid transit corridor studies. A safety and security planning study will be done this year. A Proposition 400 readiness study, which is really called Service Admission and Effectiveness, is a study that helps us develop performance measures required by the law. An audit element will be added. Audit of financial capabilities done every year was outstanding. There are two committees, an Operational and Capital Committee and a Financial Oversight Committee as part of making sure that the plan is built as planned and that it's financially strong. There is a 20-year strategic plan that requests the Board to select a consultant to look at the region and steps needed to get to the end. It was indicated there will be no new equipment until December 2006. There are a number of bus services coming up as part of Proposition 400.

ADOT's Tentative FY 2006-2011 MAG Regional Freeway System/RTP Freeway Program Recommendations

Bill Hayden, Special Assistant Regional Freeway System, addressed the tentative Fiscal Years 2006-2011 Regional Transportation Plan Freeway Program and the Regional Freeway System Program Recommendations. The Draft update of fiscal 2006 has been developed among ADOT and MAG staff and MAG members and it reflects the following changes: the dramatically increased construction commodity and right-of-way costs. As a result of those impacts, ranging between 50 percent over what had previously been estimated, there was a \$120 million exceedance of that cost that had been previously projected for the region for 2006. The best cost effective approach to addressing cost overages was to delay projects. Eight projects were identified that had been scheduled for 2006 and will be delayed to 2007. These were projects that would not have been constructed in '06 due to either engineering, environmental or project-development issues. The second element of the program was the modification to the program to ensure that the program would remain in balance with the cash flow. The specific projects that constituted the \$100 million overage were highlighted. The second part of the program is the remaining 2007-2011 projects. There are fifteen projects that reflect a one or two year – fiscal deferment. Twenty-three project cost increases total \$87 million. The programs were highlighted. Currently there is 79 miles of HOV lanes of the valley freeway systems through the Regional Transportation Plan. One hundred fifty eight more miles of HOV lanes will be added. The next segment of the project includes HOV lanes and general purpose lanes. There are three projects: the section from the 101 Freeway to the Carefree Highway where general purpose lanes and HOV lanes will be added, Section of the I-10 in South Central Phoenix, San Tan Freeway, to Riggs Road in fiscal '09 general purpose lanes and HOV lanes. And a project that's currently under construction on US 60 between Val Vista to Power Road. \$30 million was advanced from Fiscal '08 to '07 to initiate construction of the traffic interchange on I-17. The next eight years an additional thirty three miles of rubberized asphalt will be added to the existing program and there are various Transportation Corridor Studies that are either underway, nearing completion or have been completed; an I-10 reliever, the Williams Gateway connector, the Access Management Study for State route 74 and studies underway including the South Mountain EIS process. For the five years, the cumulative total of \$2.98 billion is the most ambitious program

undertaken; and it was the first phase of the Regional Transportation Program.

PUBLIC COMMENTS

Robin Petty, transit rider and an Arizona citizen is concerned about the light rail construction because she lives in the Westward Ho, which is at Fillmore and Central Avenue. Already one person died because of the construction and they had five blackouts. She used to live in Salt Lake City where there was a program when the light rail was being built called Forty Bucks. They gave people in the building paper money to help them get used to knowing the light rail was being built so they could go to the stores. At Westward Ho, when the electricity goes out, the air, the oxygen and all that goes out; there are people that are on oxygen in that building. When they work at night, that's when the problem hits. The people can't sleep with the noise. In Salt Lake City, they worked during the daytime. They didn't work at night because they were thinking of the people that lived in the buildings.

Richard Tracy, Mesa Arizona, has been a resident in the area for thirty five years. This particular community is getting a very ambitious program, but it's tied into other things that occur. And our biggest offenders to the pollution are caused by our governmental agencies. They have refused to decentralize. He avoids coming downtown because he thinks it's his duty to stay off the road. The duty of this particular transportation department would be not only to provide roads but to shorten the trip for people who are using those roads. In 1973, a survey warned that if we didn't watch ourselves, we would be in the same predicament as Los Angeles. That's occurred. They finally have decentralized. With the commute today, it's easier to decentralize; but we have control over our governmental agencies. We can't tell a developer what to do, perhaps, but we can control our courts. He prepared comments to the environmental department in Los Angeles regarding expanding the use of the reliever airports and eliminating growth at Sky Harbor. He thinks they ought to take down Terminal Two and send some of the traffic east and west because we have a million people on both sides of the valley who would not have to drive downtown if we reduce the amount of traffic going into Sky Harbor. He said that he spends an hour and a half going eight miles across town because of an accident on Route 10.

Dan Cook, Deputy Public Works Director, City of Chandler, extended thanks to MAG and MAG staff for working on the LAC program. It was an excellent document that he thinks will serve the region very well in progressing through the 20-year Regional Transportation Plan for the arterial street side of the program. Valley Metro did a great job in the Transit Life Cycle Program. He is thankful for the completion of the San Tan Freeway in Chandler. It has been a great enhancement to the transportation system in the east valley as well as helping with the economic development potential. He was glad to see the I-10 Riggs Road interchange funded and looks forward to that project starting. It's a very desperately needed upgrade to that interchange. He noted that the ADOT Aeronautics Group has supported a request from the City of Chandler for improvements to an access road that is greatly needed to help benefit Chandler Municipal Airport and has proposed funding for a terminal area storm drain. Regarding the storm drain, they asked FAA for funding and are probably not going to get it. He asked ADOT to consider making that possible.

Bill Crowley referenced newspaper articles, Air Pollution Affecting More People and Cleaner Air on the Way. Don't Hold Your Breath. He referenced a 1995 map and said the current one

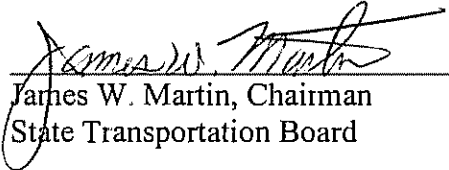
doesn't show what we're going to be doing with the bus and it doesn't go to the extent that it's supposed to. One of the places that he suggested in last year's mid-phase was with the first road under super grid, Scottsdale Road. He asked why isn't it going to go all the way and extend into Cave Creek and Carefree and when you look at the second roads being build, Chandler Boulevard and Glendale, it stops at 24th and goes into that high transit corridor, the Biltmore. That isn't what happened. He suggested getting at least that one going all the way through to Scottsdale. He noticed that we're not doing anything for the bicycles or the pedestrians when we're using six-foot sidewalks. The plan is intermodal. He would like consideration of what's going to be happening county-wide. He handed out the bicycle map and also the extension of the buses that come down into Ajo and Gila Bend, which is a positive. He suggested consideration for penny-per-dollar gas taxes. The rural highways are still behind. He asked they look at the rail, both the commuter and the freight and the need to be going northeast to take the freight, using the commuter rail within the system. The TIP 2007-2009 has the bridge integrity. The Canamex is going to be going to Central Phoenix and should be going out from 85 to Vulture Mine Road and to the 60 and 93.


Martin Shultz, Vice President, Capital Corporation was co-chairman of the 21 Transportation Task Force. He is interested as a civic person and as a business person in transportation. The plans are very large compared to what they used to be and are very complex. He thinks we need to have a transportation plan for Arizona and it needs to be accelerated, to celebrate progress and to acknowledge the challenge of constructing the ADOT and the MAG plans already adopted evaluating the demographic changes and population growth versus transportation capacity in that regard. His company has done an analysis of population growth. All of the plans are built on a base that is substantially lower in growth. Next, we need the greater Maricopa and Pinal County paradigm because we cannot exist just planning Maricopa County. "To determine to accelerate" is a major threshold policy in our community because we're so filled with responsibility and \$18 billion in the Proposition 400 plan, the ADOT plan on top of all that all the population and construction activities used. We need to evaluate the congested data to determine the priorities identified in the revenue. We need to bond forward. We need to build a new accelerated transportation plan for Arizona.

Deborah Williams, lives in the west valley, Arizona, is a former employee of Arizona Department of Transportation and worked for other governmental agencies as secretary and administrative. She is disabled and is mandatory on Valley Metro Transit. She asked why do all public transit, Dial a Ride, Light Rail and freeway projects take decades from consultation to allocation to funding to federal grants to tax dollars, bonds, to a ten-year delay or more for 1990 Light rail or 2000 whatever we're going to add to the Valley metro public transit. She's still waiting for better buses. And then we have a budget and time frames that are never met such as the 2002 Valley Metro Public Transit that will never be extended to the major metropolitan city. She's still wondering why the people who are the bottom never get the services. She was working for the County when the bonding for the 2000 bus improvement kept failing. She can't afford a car payment and she's tired of the buses. She can't get to work on time or do grocery shopping. She's wondering when we're going to get a bus system let alone a light rail. The bus system is inadequate especially if you're disabled.

ADJOURNMENT

Vice Chairman Joe Lane adjourned the Arizona Department of Transportation meeting. Chairman Hawker thanked members of the CTOC and other members present for their attendance. The meeting adjourned at 1:08 p.m.


James W. Martin, Chairman
State Transportation Board


Victor M. Mendez, Director
Arizona Department of Transportation

**MINUTES OF THE
STATE TRANSPORTATION BOARD MEETING
9:00 a.m., Friday, March 17, 2006
The Shilo Inn (In room located below the restaurant)
1550 S. Castle Dome Avenue
Yuma, Arizona 85365**

The State Transportation Board met in official session for a Board meeting at 9:00 a.m., Friday, March 17, 2006, with Chairman Jim Martin presiding. Other Board members present included: Vice Chairman Joe Lane, Rusty Gant and Si Schorr. Dick Hileman, Delbert Householder and Bob Montoya were absent. Also present were incoming Board members waiting to be confirmed by the Senate, Bill Feldmeier and Felipe Zubia; Director Victor Mendez; David Jankofsky, Deputy Director; Sam Elters, State Engineer; Jim Dickey; Barclay Dick, Division Director, Aeronautics Division; John McGee, Chief Financial Officer, Administrative Services Division and Dale Buskirk, Director, Planning Division. There were approximately 65 people in the audience.

OPENING REMARKS AND PLEDGE

Bill Feldmeier and Felipe Zubia led the audience in the Pledge of Allegiance. Chairman Jim Martin introduced dignitaries in the audience and thanked the City of Yuma for their wonderful hospitality and for hosting the dinner on Thursday evening.

DISTRICT ENGINEER REPORT

Paul Patane, District Engineer for Yuma provided an update on Projects and Issues of regional significance. Mr. Patane introduced local staff in attendance, Lucy Shipp, Scott Omer, Jaime Hernandez and Michael Jones. The Yuma District has three counties in it, Yuma, La Paz and Maricopa and contains approximately 3,000 lane miles. Projects under development include SR 195 - the Area Service Highway, US 95 and two studies in progress along SR 280 corridor, SR 85 corridor and interstate corridors. The District Minor Program focuses on the US 95 corridor with widening and other improvements. The Area Service Highway corridor begins along County 23 Street, proceeds to the north and ties in Interstate 8. A portion from San Luis II Port of Entry, budgeted this year, is ready to advertise for construction within a month. The status of ADOT's Area Service Highway within the ADOT jurisdiction, currently with \$69 million in the five year program, all segments are at a 95 percent design stage with final approval of the document in early fall. The community and local government have expressed approval for the project. The 2000 voter ½ cent sales tax and public support and local contribution of \$13.125 million has been secured. The next priority for the District is the US 95 corridor. It is in the final stages of design concept report and current estimates of the highway section are \$43 million and the current five-year program has \$8 million allocated in FY'10. There is importance for continued programming due to service to farming communities and the significant truck traffic, produce traffic, buses and passenger cars, all this mixed in along the highway can create unsafe conditions. There are projections for eighteen new traffic interchanges in the District. As Buckeye expands to the south, there are approximately 20,000 acres of new residential development. As Phoenix moves to the west, there is potential for ten new traffic interchanges within that section. As Arizona continues to grow, so does the traffic and the accidents. As the infrastructure is built, a maintenance strategy should be kept in mind. Looking at trends over the last few years, there has been a steady increase in the number of incidents and an increase in costs.

CALL TO AUDIENCE

Alan Stephens, Governor's Office, brought greetings from the Governor and stated that the Governor recognizes that the transportation issue is one of the biggest issues the state faces. There have been regular briefings and presentations with ADOT staff. The Governor, in her budget, wanted to make sure that ADOT had some additional resources and that is why she proposed repaying the VLT \$118 million this year and it is hoped that the Legislature will respond positively as anticipated. The Governor proposed \$40 million be repaid to the VLT for money that was shifted to pay for the Highway Patrol and looks forward to looking at that issue again over the next couple of years, again shifting some resources into the HURF fund for building transportation projects. The Governor was happy to work with ADOT staff and elected officials across the state in urging the President to make a priority for some of the border projects, especially in Yuma County. The President's budget did include some funding requests that she sought along with the delegation. The Governor talked about the issue of growth and infrastructure and is one of the largest issues that face Arizona over the next several years. She asked state agencies who have responsibilities in the area of growth and infrastructure to come together and find how to work better for the public good. A good example is what ADOT and the State Land Department were able to do on the north Pinal County corridor highway. The Governor looks forward to reaching out to local governments in terms of finding ways of working with the transportation planning part of state and local government to coordinate some of the zoning and planning decisions that local governments deal with on a daily basis. And working with the development community dealing with the fantastic growth in Arizona. Another example is reaching to the construction industry and focus on the material shortage challenges to find ways to help in terms of state government policy. The Governor looks forward to working with ADOT over the weeks and months and thanks ADOT and the Board for the good work that is being done.

Casey Prochaska, Chairman, Yuma County Board of Supervisors and Chairman, YMPO, expressed appreciation for District Engineer Paul Patane and incoming Board members Bill Feldmeier and Felipe Zubia. She stated that Yuma County has a good working relationship with the ADOT Board. She is anxious for work to begin on the Area Service Highway and there is money in the budget for San Luis II. She is appreciative of both projects. She thanked the Board for the widening of 85, as things are much safer.

Edward Farrell, Councilmember, City of Maricopa, thanked the Board as a follow up to his presentation last month regarding the City of Maricopa and ADOT partnership for the railroad crossing underground, overground separation. With the expertise and knowledge of staff members, an engineering firm has been selected and a study is underway. The separation is important and it will take five to seven years to complete when the population in Maricopa will be 100,000. He asked ADOT to look at short-term solutions during the construction process on the grade separation. Perhaps the light at Riggs Road can be reviewed or left hand turning lanes can be extended. A major corridor in western Pinal County is very much needed and the sooner the better.

Lieutenant Colonel John Cane, spoke as a representative of concerned citizens along Araby Road. As it appears that Ash Highway will soon connect into Araby Road, there is concern about the safety of the traffic flow in the area. There has been significant growth along Araby Road since 1995 and that was where it was decided to connect Ash Highway to I-8. Growth included schools, community centers, a fire department, churches and three large communities, perhaps an additional 1,000 residents. Commercial trucks access I-8; south of I-8 there is a large packing processing plant. There

are six traffic lights that span three miles. Commercial traffic needs to be redirected from Araby Road. There are 1,500 trucks expected on Ash highway per day going up Araby Road. He expects to see more resistance from the community along Araby Road. A right-of-way was discussed to connect I-8 to I-95. The proposal to put in Ash was a good one in 1995. It's not a good idea today. He would like the Amendment to I-8, not north of I-8 but up to I-8 and have trucks travel westbound on I-8 to Avenue 3E and north on 3E to I-95. That adds 10 minutes to the truck driver's route and is a solution to residential traffic.

Ken Rosevear, Executive Director, Yuma Chamber of Commerce, thanked ADOT for the projects in the area including the passing lanes on Highway 85 and looks forward to the final completion. The next project is the Area Service Highway and looks forward to construction. Improvements on Highway 95 are a huge corridor for traffic coming in and out of Yuma County. The Chamber has a monthly transportation luncheon with business, city, county and ADOT to discuss and coordinate projects.

Shane Dille, Town Manager, Town of Wickenburg, discussed an Item before the Board that allows some needed funding for the airport. He recognized the partnership between the Town of Wickenburg and ADOT in the past relative to the airport. The project has significance from a safety standpoint. He asked the Board for their consideration and support for this Item that will be heard later in the Board meeting.

Jack Kretzer, feels the ADOT meetings are not handicapped accessible because he is not able to hear the speakers at the meeting because everyone is soft-spoken and there is only one microphone. He recommended that the meeting be televised so that people who are working during the day can see what the Board is all about. Tax dollars are being used and he wants to see how the money is being spent. He complimented Mr. Cane on his presentation. The problem is when Ash Highway was created, there was going to be a lot of manufacturing plants south of the border in Mexico. The jobs in Mexico are also going to China and Mexico. Is the Ash Highway necessary today? How many trucks are going to go north of I-8, to California, to Washington? They are going east and west. The Ash Highway is not a priority. It's a two-lane road to carry a few trucks if there are any jobs left in Mexico. Consider moving the alignment of the Ash Highway to the west. You can go along the river, go into California. Consider going to City Hall with this meeting and televising it.

Gary Magrino, Chairman, Greater Yuma Port Authority, stated that they would not have trucks go north of I-8. There is a technical problem now in that the state owns the road, currently and when the road turns over to the city or county that will be a no truck zone except for local pick up and delivery. South on 8 and 3E to 95 is the route. The interface between San Luis and Canada is crucial to the development of our country's economy and the logistics. We're here to increase commerce and help make Arizona a portion of the logistics industry that this country is developing. As a port authority, he hopes for approval of Item number 6 that will establish the western passage of the Canamex Corridor by officially recognizing Highway 95 as a NAFTA corridor. Arizona will take the first step toward establishment of a route parallel to I-5 from Mexico to Canada. This step will provide our state with one additional tool to compete against other western states for a share of the lucrative international logistics industry. Idaho is establishing 95 as a corridor so we're right in line. He thanks our Governor, her staff, Victor Mendez and his staff and hopes for approval of Item 6.

Mack Luckie, Executive Director, YMPO, discussed a project that helped YMPO implement a rural transit board connectivity route between the Township of Welton and Yuma. This provides for the first time, public transportation capabilities for the Township to bring people in to medical, educational and shopping opportunities in Yuma. Ridership is growing every day and he thanked the ADOT board for helping to plan and finance the route.

Chuck Busby, Vice Mayor, Town of Quartzsite, distributed copies of the intergovernmental agreement between ADOT and the Town of Quartzsite regarding the Quartzsite projects on B-10 and traffic interchanges. They understand the lack of funding and priority projects. They have been patient and look forward to these projects being completed soon. The agreement calls for an approval for completion by 2009. The finances are not going to allow that and he asks that they be kept in mind. He described the growth and need for the projects. The transportation issues are getting worse with each day.

Molly Blake, 6204 East 25th Place near Araby Road, explained that they are a community of homes, churches, four schools, a high school under construction, parks and soccer fields and a small family owned grocery store, all within walking distance and the desire to keep it that way. They support the smart expansion of Yuma but want to grow in a direction that makes sense and doesn't affect the residential area. There is open desert and she wants to save Araby Road from expansion.

Glenn McGinnis, Chief Executive Officer, Arizona Clean Fuels Yuma, a company that is proposing to build a new oil refinery 45 miles east of Yuma. They were granted the first air permit for a new refinery in this country in the thirty years, last year and are moving forward with engineering, moving into the field to start construction later this year. They achieved a landmark agreement with the Governor of Mexico in November and granted the right to build a pipeline across Mexico. That is the first that's been done for a private company outside of the Government of Mexico. This is a \$3 billion project. There will be transportation challenges throughout the project and thanked ADOT in advance for their assistance.

CONSENT AGENDA

Because Mr. Schorr recused himself from Items 31 and 34, they were removed from the consent agenda because there would not be a quorum for a vote on those items.

Director's Report

Victor Mendez, Director stated that they have been working closely with the Governor on some of the growth and infrastructure initiatives that she is planning to unveil soon. The initiative includes cooperation among many state agencies. Many of the state agencies, including ADOT, impact the state's economic development issues. There is a lot of activity across the state and growth is an issue. This growth has a direct impact on the transportation system. In coordination with the Governor, ADOT's role is to provide information and there is a desire to expand that level of coordination beyond the traditional stakeholders. There will be an undertaking to not only work with local governments, but with developers. A lot of progress has been made on the Regional Freeway System in the Phoenix area in the last ten years in the building of freeways. There is a remaining twelve-mile segment of the San Tan Freeway that will be completed this summer. New requests from the City of Tucson and Pima County asked ADOT to incorporate elements to the I-10 widening project in Tucson as well as significant change in the underpasses to provide more widening which was more complex

and a new underpass for pedestrians. All of those elements will be incorporated under certain conditions. One of those conditions is that they pay for all the construction costs for those improvements, the widening and new underpass. And because timing is critical, Mr. Mendez authorized staff to begin design and suggested to City and County that we would split the cost on the design. He asked them for formal governmental assurance on the construction costs. The plan is to advertise the project in late April. Changes will need to occur through an addendum process. Construction should occur in late October or early November.

Legislative Report

Jennifer Hott provided an update on legislative issues. Congress has been working on several budget items including those related to transportation. They had some hearings; however, nothing is out officially. On the state side, budget negotiations are beginning as well. Appropriations in the House and Senate both adopted a preliminary budget for the Department of Transportation about a month ago and the actual details need worked out in negotiations. There are several pieces of legislation moving through the system intended to accelerate specific projects within the state highway program. SB1098 appropriates \$463 million from the general fund to the state highway fund for specific transportation projects and functions around the state. There are approximately nineteen bills that make amendments to statutes related to eminent domain. In summary, what these bills would do is to increase the level of compensation that government entities have to provide to property owners for property acquisitions, other eminent domain. It would also establish, as a cause of action, these acquisitions and require government entities to compensate property owners for all attorneys' fees regardless of the outcome of those court cases. Work is being done with the sponsors of the legislation to draft amendments that would exempt acquisitions for state transportation purposes. HB2777 would require the motor vehicle division to provide a \$5 credit to customers who wait in excess of thirty minutes in the MVD offices. That bill failed on the House floor this week. HB2206 removing the highway bonding cap, passed out of House with a few no votes and passed unanimously from the Senate Transportation Committee. Its next stop is Senate Appropriations Committee.

Financial Report

John McGee provided summary reports on revenue collections for Highway User Revenues and Maricopa Transportation Excise Tax Revenues, comparing fiscal year results to last year's actuals and forecasts, and reported on interest earnings, HELP Fund status, and other financial information relative to the Board and Department. Reports were distributed including the Federal-Aid Highway Program Federal Fiscal Year 2005 Report that outlines the federal funds received in '05, where the funds came from and who they went to. The Debt Financing Program booklet includes all the Issues done. HURF collections for February totaled \$112.857 million, an increase of 6.0 percent over last year and 0.1 percent below the estimate. Year-to-date collections total \$866.5 million, an increase of 7.0 percent over last year and 1.2 percent above the estimate. Gas tax revenues continue to run slightly behind forecast and that is attributed to the early year high prices. Use fuel, VLT and Other categories continue to do well against the forecast. Motor Carrier and Registration are running behind forecast believed to be due to irregularity in month-to-month seasonality patterns compared to prior years. One state, Missouri, submitted almost \$3.1 million of Motor Carrier and Registration late to the state after the month end cut off. January RARF collections totaled \$37.2 million, an increase of 16.3 percent over last year and 9.7 percent above the estimate. Year-to-date collections total \$213.3 million, an increase of 17.2 percent over last year and 7.9 percent over the estimate. The greatest year-to-year differential in the twenty year tax was in '94-'95 at 12.2 percent. We're seeing extraordinary collections. The collection on the original ½ cent sales tax ended December 31; January collections

represent that final month of collections. From inception, January 1, 1986, to December 31, 2005, total RARF collections were \$3.7 billion. For the investment report, interest income for January 2006 totaled \$2.553 million, representing an average rate of return of 3.88 percent. Year-to-date interest income totals \$15.279 million, representing an average rate of return of 3.46 percent. Short term increases in interest rates continue to help the investment portfolio. The HELP fund ending balance for the month of February 2006 is \$76.2 million, up approximately \$1.5 million over last year, which was a result of approximately \$600,000 of loan repayments and \$100,000 interest income for loans. As of February 28, there are eight loans with unfunded commitments of \$50.6 million.

Financing Program

John McGee provided an update on financing issues affecting the Board and the Department, including HURF and RARF Bonding, GAN issuances and Board Funding Obligations. On the agenda is the tentative program that will be recommended. The ability to do the program is dependent on a number of things happening. They have built into the funding assumptions, the Governor's proposed budget recommendations with respect to ADOT's operating program, the DPS funding, and the \$118 million of the return of the VLT money. It is important that all those things happen in order to do this program. Also included is an assumption that HB2206 passes. In order to do the program, they will need at least \$350-\$360 million of additional bonding capacity that will be a result of that bill.

Resolution

Dale Buskirk and Marisa Walker/Canamex Corridor Coalition presented a Resolution to the Board to adopt the recommendations of the Canamex Corridor Coalition for the Western Canamex Passage. The Resolution was distributed and details specific changes to the designation of the Canamex Corridor within the State of Arizona. At this month's Board's Study Session, these proposals were presented and come recommended by the Governor's Canamex Task Force. If approved, next steps would be for Arizona to work with its Congressional delegation to have the federal statute changed to incorporate these proposals. In summary, there are two changes to the designation of the Canamex Corridor within Arizona. First, in the existing federal statute, the location of the Corridor within the metropolitan Phoenix area is very ambiguous. The proposed change specifies a route, Interstate 8, State Route 85, Wickenburg Road, Vulture Mine Road connecting with the ultimate 5,000 Wickenburg, connecting with US 93. The second change is one that is of interest to the people in Yuma, it is adding another leg of the southern end of the Canamex Corridor, the Western Passage, which is US95, connecting to the trunk of the Canamex Corridor. Again, these changes come to the Board, recommended by the Governor's Canamex Task Force. Recommend Approval.

Board Action: A motion to approve the above Resolution was made by Mr. Schorr, seconded by Mr. Lane and passed unanimously.

* **MINUTES – APPROVAL**
January 20, 2006 - Board Meeting Minutes
February 7, 2006 – Study Session Minutes

* **2006 BOARD MEETING, PUBLIC HEARING & STUDY SESSION**
DATES AND LOCATIONS

March 17, 2006, 9:00 a.m. – Board Meeting – Yuma
April 7, 2006, 9:00 a.m. – Public Hearing – Phoenix

April 21, 2006, 9:00 a.m. – Board Meeting & Public Hearing – Marana
May 5, 2006, 9:00 a.m. – Public Hearing – Flagstaff
May 19, 2006, 9:00 a.m. – Board meeting – Graham County
June 6, 2006, 1:00 p.m. – Study Session (if necessary) – Phoenix
June 23, 2006, 9:00 a.m. – Board Meeting – Prescott (Please note this meeting will be held on the 4th Friday of the month, instead of the third Friday.)
July 21, 2006, 9:00 a.m. – Board Meeting – Show Low
August 1, 2006, 1:00 p.m. – Study Session (if necessary) – Phoenix
August 18, 2006, 9:00 a.m. – Board Meeting – Holbrook
September 15, 2006, 9:00 a.m. – Board Meeting – Glendale
October 3, 2006, 1:00 p.m. – Study Session (if necessary) – Phoenix
October 20, 2006, 9:00 a.m. – Board Meeting – East Valley
November 7, 2006, 1:00 p.m. – Study Session (if necessary) – Phoenix
November 17, 2006 – Board Meeting – Willcox
December 5, 2006 – Study Session (if necessary) – Phoenix
December 15, 2006 – Board Meeting - Tucson

PRIORITY PLANNING ADVISORY COMMITTEE (PPAC) – DALE BUSKIRK

FY 2006 / FY 2007 – 2011 Statewide
Transportation Facilities Construction
Program Recommendations

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

- a. FY 2006 Statewide Program
Recommendations
(Excluding MAG & PAG)

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

- b. FY 2007 – 2011 Statewide Program
Highway Construction Program
Recommendations
(Excluding MAG & PAG)

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

- c. FY 2006 PAG Regional Highway
Construction Program Recommendations

Board Action: A motion to approve the above recommendation was made by Mr. Schorr, seconded by Mr. Lane and passed unanimously.

- d. FY 2007 – 2011 PAG Regional Highway Construction Program Recommendations

Board Action: A motion to approve the above recommendation was made by Mr. Schorr, seconded by Mr. Gant and passed unanimously.

- e. FY 2006 MAG Lifecycle / Regional Transportation Plan Recommendations

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

- f. FY 2007 – 2011 MAG Lifecycle / Regional Transportation Plan Recommendations

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

- g. FY 2007 – 2011 Airport Development Program Recommendations

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

FY 2006 - 2010 Transportation Facilities Construction Program Requested Modifications

| | |
|---------------------|---|
| ROUTE NO: | US 191 @ MP 162.00 |
| COUNTY: | Greenlee |
| SCHEDULE: | FY 2006 - New Project Request |
| SECTION: | Ward Canyon Repair |
| TYPE OF WORK: | Erosion control and retaining wall repair |
| PROGRAM AMOUNT: | New Project Request |
| PROJECT MANAGER: | Yuwei Qi |
| PROJECT: | H671301C |
| REQUESTED ACTION: | Establish a new project in the amount of \$185,000 in the FY 2006 Highway Construction Program. Funds are available from the FY 2006 Coronado Trail District Force Account #17004. |
| NEW PROGRAM AMOUNT: | \$185,000 |

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

ROUTE NO: I-10 @ MP 160.00
COUNTY: Maricopa
SCHEDULE: FY 2006
SECTION: Ray Road TI
TYPE OF WORK: Construct TI improvements
PROGRAM AMOUNT: \$ 4,943,000
PROJECT MANAGER: Khalid Salahuddin
PROJECT: H662701C Item # 15805
REQUESTED ACTION: Increase program amount by \$1,195,000 to \$6,138,000 due to higher unit cost. **Funds are available from the RARF cash flow.**

| | |
|---------------------|-------------|
| PROGRAM AMOUNT: | \$4,943,000 |
| INCREASE AMOUNT: | \$1,195,000 |
| NEW PROGRAM AMOUNT: | \$6,138,000 |

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

ROUTE NO: I-40 @ MP 330.00
COUNTY: Apache
SCHEDULE: FY 2007 - New Project Request
SECTION: McCarrell TI - Querino
TYPE OF WORK: Pavement preservation
PROGRAM AMOUNT: New Project Request
PROJECT MANAGER: Akram Friekh
PROJECT: H636501C
REQUESTED ACTION: Establish a new pavement preservation project in the amount of \$15,032,000 in the FY 2007 Highway Construction Program. **See multiple funding sources below.**

| | |
|---|--------------|
| PROGRAM AMOUNT: | New Project |
| FY 2007 Pavement Preservation Fund #72507 | \$15,000,000 |
| FY 2006 Bridge Inspection and Repair #71406 | \$32,000 |
| NEW PROGRAM AMOUNT: | \$15,032,000 |

Board Action: A motion to approve the above recommendation was made by Mr. Schorr, seconded by Mr. Gant and passed unanimously.

ROUTE NO: US 93 @ MP 161.00
COUNTY: Yavapai
SCHEDULE: FY 2006
SECTION: Santa Maria River - Wickenburg
TYPE OF WORK: Design roadway

PROGRAM AMOUNT: \$ 1,540,000
PROJECT MANAGER: Larry Doescher
PROJECT: Item # 13204
REQUESTED ACTION: Delete roadway design project from the FY 2006 Highway Construction Program. **Funds are to be transferred to the FY 2006 Program Adjustment Fund #72306.**

ROUTE NO: US 93 @ MP 2.00
COUNTY: Mohave
SCHEDULE: FY 2006
SECTION: Hoover Dam to MP 17.0
TYPE OF WORK: Design roadway
PROGRAM AMOUNT: \$ 2,000,000
PROJECT MANAGER: Larry Doescher
PROJECT: H534701D Item # 11106
REQUESTED ACTION: Increase program amount by \$1,540,000 to \$3,540,000. **Funds are available from the FY 2006 Program Adjustment Fund #72306.**

PROGRAM AMOUNT: \$2,000,000
INCREASE AMOUNT: \$1,540,000
NEW PROGRAM AMOUNT: \$3,540,000

Board Action: A motion to approve Items 13 and 14 was made by Mr. Schorr, seconded by Mr. Lane and passed unanimously.

ROUTE NO: SR 19 B @ MP 2.90
COUNTY: Santa Cruz
SCHEDULE: FY 2006
SECTION: Jct. SR 189 Mariposa Rd – Jct I-19
TYPE OF WORK: Pavement preservation
PROGRAM AMOUNT: \$ 2,500,000
PROJECT MANAGER: Rod Collins
PROJECT: H613701C Item # 18806
REQUESTED ACTION: Increase program amount by \$400,000 to \$2,900,000 due to increased unit costs. **Funds are available from the FY 2006 Pavement Preservation Fund #72506.**

PROGRAM AMOUNT: \$2,500,000
INCREASE AMOUNT: \$400,000
NEW PROGRAM AMOUNT: \$2,900,000

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

COUNTY: Statewide
SCHEDULE: FY 2006

SECTION: Statewide - Highways Special Guardrail
TYPE OF WORK: Replace blunt end guardrail
PROGRAM AMOUNT: \$ 1,500,000
PROJECT MANAGER: Rod Collins
PROJECT: H650801C Item # 25206
REQUESTED ACTION: Defer project to FY 2007. **Project funds are to be transferred to FY 2006 Title II Safety Fund #72806. New funds are available from the FY 2007 Title II Safety Fund # 72807.**

COUNTY: Statewide
SCHEDULE: FY 2006
SECTION: Statewide Non-Interstate, Northern Region
TYPE OF WORK: Construct shoulder rumble strips
PROGRAM AMOUNT: \$ 314,000
PROJECT MANAGER: Richard Weeks
PROJECT: H598002C Item # 21206
REQUESTED ACTION: Defer project to FY 2007. **Project funds are to be transferred to FY 2006 Title II Safety Fund #72806. New funds are available from the FY 2007 Title II Safety Fund # 72807.**

COUNTY: Statewide
SCHEDULE: FY 2006
SECTION: Statewide Non-Interstate, Western Region
TYPE OF WORK: Construct shoulder rumble strips
PROGRAM AMOUNT: \$ 572,000
PROJECT MANAGER: Richard Weeks
PROJECT: H598003C Item # 21306
REQUESTED ACTION: Defer project to FY 2007. **Project funds are to be transferred to FY 2006 Title II Safety Fund #72806. New funds are available from the FY 2007 Title II Safety Fund # 72807.**

Board Action: A motion to approve Items 16, 17 and 18 was made by Mr. Gant, seconded by Mr. Lane and passed unanimously.

ROUTE NO: I-10 @ MP 260.00
COUNTY: Pima
SCHEDULE: FY 2006 – New Project Request
SECTION: I-10/I-19 (FMS Phase 2)
TYPE OF WORK: Extend ITS along I-10 / I-19
PROGRAM AMOUNT: New Project Request
PROJECT MANAGER: Farzana Yasmin
PROJECT: New Project Request
REQUESTED ACTION: Establish a new Freeway Management System (FMS) project in the amount of \$1,500,000 in the

FY 2006 Highway Construction Program. **Funds are available from the PAG 2.6% funds.**

NEW PROGRAM AMOUNT: \$1,500,000

Board Action: A motion to approve the above recommendation was made by Mr. Schorr, seconded by Mr. Lane and passed unanimously.

FY 2006-2010 Airport Development Program – Requested Modifications

AIRPORT NAME: H.A. Clark Memorial Field
SPONSOR: City of Williams
AIRPORT CATEGORY: Public GA
SCHEDULE: FY 2006 - 2010
PROJECT #: E6F89
PROGRAM AMOUNT: New Project Request
PROJECT MANAGER: Ed Suserud
PROJECT DESCRIPTION: Construct General Aviation Apron, Phase 3

REQUESTED ACTION: Approve State matching funds for FAA Grant #3-04-0050-18.

| | | |
|------------------|----------------------|-------------|
| FUNDING SOURCES: | FAA | \$1,142,582 |
| | Sponsor | \$30,069 |
| | State | \$30,069 |
| | <i>Total Program</i> | \$1,202,720 |

AIRPORT NAME: Gila Bend Municipal
SPONSOR: Town of Gila Bend
AIRPORT CATEGORY: Public GA
SCHEDULE: FY 2006 – 2010
PROJECT #: E6F90
PROGRAM AMOUNT: New Project Request
PROJECT MANAGER: Ed Suserud
PROJECT DESCRIPTION: Install Perimeter Fencing

REQUESTED ACTION: Approve State matching funds for FAA Grant #3-04-0016-10.

| | | |
|------------------|----------------------|-----------|
| FUNDING SOURCES: | FAA | \$189,264 |
| | Sponsor | \$4,981 |
| | State | \$4,981 |
| | <i>Total Program</i> | \$199,226 |

Board Action: A motion to approve Items 20 and 21 was made by Mr. Gant, seconded by Mr. Schorr and passed unanimously.

AIRPORT NAME: Wickenburg Municipal
SPONSOR: Town of Wickenburg
AIRPORT CATEGORY: Public GA
SCHEDULE: FY 2006 – 2010
PROJECT #: E6S91
PROGRAM AMOUNT: New Project Request
PROJECT MANAGER: Mike Klein
PROJECT DESCRIPTION Runway extension and parallel taxiway extension.

REQUESTED ACTION: Previously issued federal grants are insufficient to complete project. Project is not conducive to phasing and is of a high safety priority

FUNDING SOURCES:

| | |
|----------------------|-------------|
| FAA | |
| Sponsor | \$183,844 |
| State | \$1,654,600 |
| <i>Total Program</i> | \$1,838,444 |

Board Action: A motion to approve the above recommendation was made by Mr. Schorr, seconded by Mr. Lane and passed unanimously.

- *
 - Minutes of February 1, 2005
 - Summary of Changes to the FY 06 – 10 Highway Construction Program
 - Highway Program Monitoring Report

* Next regular scheduled meetings of the Priority Planning Advisory Committee (PPAC). Times and dates of meetings could vary and will be announced at time of agenda distribution.

- April 5, 2006 10:00 AM
- May 3, 2006 10:00 AM
- May 31, 2006 10:00 AM
- July 5, 2006 10:00 AM
- August 2, 2006 10:00 AM
- August 30, 2006 1:00 PM
- October 4, 2006 10:00 AM
- November 1, 2006 10:00 AM
- November 29, 2006 10:00 AM
- January 3, 2007

RIGHT OF WAY RESOLUTIONS

* RES. NO: 2006-03-A-012

| | | |
|---|-----------------|---|
| | PROJECT: | S-089-A-703 / 089YV289H543501R |
| | HIGHWAY: | WICKENBURG - PRESCOTT |
| | SECTION: | Kirkland Junction – Wagoner Road |
| | ROUTE NO.: | State Route 89 |
| | ENG. DIST: | Prescott |
| | COUNTY: | Yavapai |
| | RECOMMENDATION: | Establish additional right of way as a state route to relocate the intersection of State Route 89 and County Road 15 to improve the safety for the traveling public |
| * | RES. NO: | 2006-03-A-013 |
| | PROJECT: | 191GH118H574401R |
| | HIGHWAY: | BOWIE JCT. - SAFFORD |
| | SECTION: | Safford Sidewalks |
| | ROUTE NO.: | U.S. Route 191 |
| | ENG. DIST: | Safford |
| | COUNTY: | Graham |
| | RECOMMENDATION: | Establish additional right of way as a state route for improvements designed for the safety of pedestrians |
| * | RES. NO: | 2006-03-A-014 |
| | PROJECT: | 060MA186H670201R |
| | HIGHWAY: | SUPERSTITION FREEWAY (U.S. 60) |
| | SECTION: | HIGLEY ROAD T.I. |
| | ROUTE NO.: | U.S. Route 60 |
| | ENG. DIST: | Phoenix |
| | COUNTY: | Maricopa |
| | RECOMMENDATION: | Establish additional right of way as a state route for widening improvements to Higley Road |

STATE ENGINEER’S REPORT

Sam Elters updated the Board on the environmental reorganization and effort. The Department pursuant to the consent decree and an attempt to reorganize environmental resources has been working on that effort. Todd Williams was hired in the office of environmental services. This position is equal to the deputy state engineer reporting to Sam Elters. Mr. Williams comes from Maricopa County with extensive knowledge and experience in storm water and environmental compliance. He will begin employment on March 25. A milestone has been reached with 86 projects under construction valued at \$1 billion. In the month of February, the Department finalized 14 projects for a total of \$14 million. Fiscal year-to-date, 79 projects have been finalized.

* Right of Way Acquisition Report for February, 2006.

CONSTRUCTION CONTRACTS

Interstate Non-Federal Aid

* BIDS OPENED: February 17
HIGHWAY: BENSON-STEINS PASS HIGHWAY (I-10)
SECTION: West San Simon TI
COUNTY: Cochise
ROUTE NO.: I-10
PROJECT: I-010-F-507 010 CH 378 H663401C
FUNDING: 100% State
LOW BIDDER: Southern Arizona Paving & Construction Co.
AMOUNT: \$ 415,337.70
STATE AMOUNT: \$ 401,987.00
\$ OVER: \$ 13,350.70
% OVER: 3.3%
NO. BIDDERS: 6
RECOMMENDATION: AWARD

BIDS OPENED: February 10
HIGHWAY: CORDES JUNCTION – FLAGSTAFF HIGHWAY
(I-17)
SECTION: Cienega Creek Bridges, North Bound & South Bound
COUNTY: Yavapai
ROUTE NO.: I-17
PROJECT: I-017-B-513 017 YV 277 H644601C
FUNDING: 100% State
LOW BIDDER: Show Low Construction, Inc.
AMOUNT: \$ 320,430.50
STATE AMOUNT: \$ 312,623.40
\$ OVER: \$ 7,807.10
% OVER: 2.5%
NO. BIDDERS: 6
RECOMMENDATION: AWARD

Because Si Schorr recused himself from this Item, it had to be removed from the consent agenda and voted on separately. Since that would mean there would not be a quorum, this item was removed from the agenda and will be added to the April 7, 2006, Special Board Meeting agenda, right before the public hearing.

Interstate Federal-Aid (“A” “B”) 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)

* BIDS OPENED: February 10
HIGHWAY: FLAGSTAFF BUSINESS ROUTE
SECTION: Switzer Canyon-Fanning Drive

COUNTY: Coconino
 ROUTE NO.: I-40B
 PROJECT: STP-HES-040B-D(001)A 040B CN 197 H679101C
 FUNDING: 94% Federal 6% State
 LOW BIDDER: Fisher Sand & Gravel Co. dba
 Southwest Asphalt Paving
 AMOUNT: \$ 1,943,603.00
 STATE AMOUNT: \$ 2,276,489.00
 \$ UNDER: \$ 332,886.00
 % UNDER: 14.6%
 NO. BIDDERS: 4
 RECOMMENDATION: AWARD

Non-Interstate Federal-Aid (“A” “B”) 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)

BIDS OPENED: February 10
 HIGHWAY: PHOENIX-GLOBE HIGHWAY
 SECTION: US 60 – Miami Sidewalk
 COUNTY: Gila
 ROUTE NO.: US 60
 PROJECT: TEA-060-D(010)A 060 GI 244 H659001C
 FUNDING: 94% Federal 6% State
 LOW BIDDER: DJ’S Companies, Inc.
 AMOUNT: \$ 191,729.50
 STATE AMOUNT: \$ 146,820.00
 \$ OVER: \$ 44,909.50
 % OVER: 30.6%
 NO. BIDDERS: 7
 RECOMMENDATION: AWARD

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

BIDS OPENED: February 17
 HIGHWAY: ORTEGA LAKE – ST. JOHNS HIGHWAY (SR 61)
 SECTION: Junction US 60 – East Section
 COUNTY: Apache
 ROUTE NO.: SR 61
 PROJECT: STP-061-A(002)A 061 AP 352 H636101C
 FUNDING: 94% Federal 6% State
 LOW BIDDER: Combs Construction Company, Inc.
 AMOUNT: \$ 1,562,241.32
 STATE AMOUNT: \$ 1,685,437.00

\$ UNDER: \$ 123,195.68
% UNDER: 7.3%
NO. BIDDERS: 4
RECOMMENDATION: AWARD

Because Si Schorr recused himself from this Item, it had to be removed from the consent agenda and voted on separately. Since that would mean there would not be a quorum, this item was removed from the agenda and will be added to the April 7, 2006, Special Board Meeting agenda, right before the public hearing.

BIDS OPENED: February 10
HIGHWAY: PAYSON-SHOW LOW HIGHWAY (SR 260)
SECTION: Milepost 259 – Milepost 263
COUNTY: Gila
ROUTE NO.: SR 260
PROJECT: TEA-260-B(008)A 260 GI 259 H661101C
FUNDING: 94% Federal 6% State
LOW BIDDER: Electrobraid Fence Inc.
AMOUNT: \$ 324,660.00
STATE AMOUNT: \$ 414,320.50
\$ UNDER: \$ 89,660.50
% UNDER: 21.6%
NO. BIDDERS: 6
RECOMMENDATION: AWARD

Board Action: A motion to approve the above recommendation was made by Mr. Schorr, seconded by Mr. Lane and passed unanimously.

Non-Interstate Non-Federal Aid

* BIDS OPENED: March 2
HIGHWAY: SANTAN FREEWAY , SR 202L
SECTION: Frye Road to Power Road
COUNTY: Maricopa
ROUTE NO.: SR 202L
PROJECT: RAM-202-C-519 202L MA 036 H591103C
FUNDING: 96% RARF 4% Town of Gilbert
LOW BIDDER: M Anderson Construction, Corp.
AMOUNT: \$ 5,060,772.15
STATE AMOUNT: \$ 5,180,116.00
\$ UNDER: \$ 119,343.85
% UNDER: 2.3%
NO. BIDDERS: 4
RECOMMENDATION: AWARD

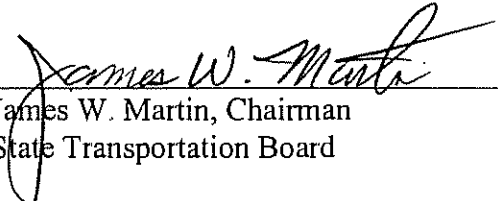
CONSENT AGENDA

Board Action: A motion to approve the Consent Agenda was made by Mr. Gant, seconded by Mr. Lane and passed unanimously.

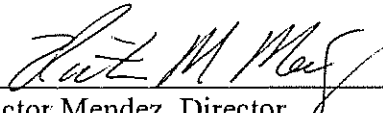
ADJOURN

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

The meeting adjourned at 12:00 p.m.



James W. Martin, Chairman
State Transportation Board



Victor Mendez, Director
Arizona Department of Transportation

*Denotes items approved in the consent agenda