

ANNUAL REPORT 2008

CITIZENS TRANSPORTATION CTOC OVERSIGHT COMMITTEE



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SECTION 1 INTRODUCTION & PROGRAM UPDATE

CITIZEN'S TRANSPORTATION OVERSIGHT COMMITTEE (CTOC)

On April 21, 1994, House Bill 2342 established a Citizen's Transportation Oversight Committee (CTOC) to facilitate citizen involvement in the decision making process of freeway planning and construction. Their primary responsibilities included review and advisory functions concerning the Regional Transportation Plan, the Transportation Improvement Plan (TIP), changes to the plan, and on the priorities regarding Proposition 300 freeways for corridor and segment development. An annual audit must be performed by an outside audit firm of the expenditures of the Regional Area Road Fund (RARF), along with necessary public hearings. Members were appointed for a period of three years by each of the governing bodies of cities and towns and tribal councils in Maricopa County. The Governor appoints a Chairperson and a Member at Large. Staff and coordination support was to be provided by the Special Assistant for the Regional Freeway System.

House Bill 2172 was passed in 1996 that repealed the existing CTOC and created a new seven member CTOC with the same statutory responsibilities as the original committee. The new CTOC is authorized to; review and make recommendations regarding any proposed major revision to the MAG Transportation Improvement Program; consult with the State Auditor General regarding the required Performance Audit of the Regional Freeway System; receive and make recommendations to MAG regarding citizens complaints relative to MAG's statutory responsibility over the Regional Freeway System; and receive, review and make recommendations to the State Transportation Board regarding citizens complaints about the Regional Freeway System. The seven-member committee consists of five members appointed by each of the members of the Maricopa County Board of Supervisors. The Governor appoints a Chairman and Member at Large. Members previously appointed by the local jurisdictions under the old legislation could opt to complete their original term.

Arizona House Bill 2456, which was passed in the spring 2004 session of the Arizona Legislature, redefined the role of the CTOC. The CTOC Board will be involved in all matters relating to the Regional Transportation Plan (RTP). The RTP is a comprehensive multi-modal and coordinated regional plan. The RTP covers all major modes of transportation from a regional perspective, including freeways/highways, streets, public mass transit, airports, bicycles and pedestrian facilities. The RTP is developed through a cooperative effort among government, business and public interest groups.

A.R.S. § 28-6356 provides CTOC's new roles. The CTOC Board plays a number of important roles in the regional transportation process. It reviews and advises MAG, RPTA and the State Transportation Board on matters relating to the RTP; the Transportation Improvement Program (TIP); the ADOT Five-Year Construction Program and the Life Cycle management programs. This includes making recommendations on any proposed major amendment of the RTP, on criteria for establishing priorities, and on the Five-Year Performance Audit of the RTP. The CTOC Board will conduct an annual Financial Compliance Report of expenditures from the Regional Area Road Fund, the public transportation fund and receive the auditor's report.

The CTOC Chairperson is a voting member of the MAG Regional Council and Transportation Policy Committee on matters related to the Regional Freeway System and Regional Transportation Plan, and a nonvoting member of ADOT's Priority Planning Advisory Committee.

REGIONAL TRANSPORTATION PLAN LIFE CYCLE PROGRAM

Arizona House Bill 2292, which was passed in the Spring 2003 session of the Arizona Legislature, established the Transportation Policy Committee which was tasked with developing a Regional Transportation Plan for Maricopa County, and established the process for an election to extend the current half-cent County Transportation Excise Tax. The Regional Transportation Plan includes both new freeway corridors to serve growth in the region and improvements to the existing system to reduce current and future congestion. The Regional Transportation Plan also addresses quality of life issues such as noise mitigation, maintenance, litter control and landscaping. The Regional Transportation Plan has three major components: Freeways/Highways, Transit and Arterial Roads.

On November 2, 2004, voters in Maricopa County approved Proposition 400 to extend the existing half-cent Sales Tax for transportation for an additional twenty years to December 31, 2025. The previous tax expired December 31, 2005. The extension began January 1, 2006.

The Regional Transportation Plan Freeway Program (RTPFP) is funded by three primary revenue sources: the extension of the Maricopa County Transportation Excise Tax (often referred to as the one-half cent sales tax or Regional Area Road Funds RARF), the Arizona Department of Transportation's (ADOT) funds dedicated to Maricopa County and federal funds.

Per A.R.S. § 42-6105.E, 56.2 percent of all sales tax collections will be distributed to freeways and state highways; 10.5 percent will be distributed to arterial street improvements; and 33.3 percent will be distributed to the public transportation fund.

The RTPFP Life Cycle Program includes both new facilities and improvements to the existing system. Operation and maintenance of the system are also addressed.

Projects include new freeway corridors, additional lanes on existing facilities, new interchanges at arterial cross streets, high occupancy vehicle ramps at system interchanges, noise mitigation and maintenance and operations programs.

The concept of a Life Cycle Program refers to a programming approach that forecasts and allocates funds through the full life of a major funding source. The Life Cycle Program is the development of certified revenues and costs. Certification involves the preparation of reliable cost estimates for the entire MAG system, as well as a forecast of revenues available to fund the system. The costs and revenues are reviewed and certified by ADOT every six months. The Life Cycle Program provides the necessary management tools to ensure both ADOT and MAG maintain realistic planning and construction schedules, predicated upon funding, and provide periodic reports to the public and other governmental agencies.

MAJOR MILESTONES IN 2008

- ❑ The final segment of the Proposition 300 project on the Red Mountain Freeway (SR202L) from Power Road to University Drive was opened to traffic in July 21, 2008. A freeway public celebration and ribbon cutting ceremony was held Tuesday, July 15, 2008.
- ❑ The Maricopa Freeway (I-10) auxiliary lane from Southern Avenue to SR143 was opened to traffic in August 2008.
- ❑ The Black Canyon Freeway (I-17) at Jomax Road traffic interchange was opened to traffic in September 2008.
- ❑ The Black Canyon Freeway (I-17) at SR74 traffic interchange was opened to traffic in October 2008.
- ❑ The Pima Freeway (SR101L) at 64th Street TI construction project was substantially completed in October 2008, but not open to traffic due to other pending local street improvements.
- ❑ The Pima Freeway (SR101L) HOV lane from Via De Ventura to SR202L was opened to traffic in November 2008.
- ❑ The Piestewa Freeway (SR51) HOV lane from Shea Boulevard to the Pima Freeway (SR101L) was opened to traffic in January 2009.
- ❑ The Black Canyon Freeway (I-17) from Jomax Road to SR74 construction project was awarded in January 2008.
- ❑ Quiet Pavement Phase X construction project was awarded in January 2008.

- ❑ The Maricopa Freeway (I-10) from Southern Avenue to SR143 construction project was awarded in February 2008.
- ❑ The Price Freeway (SR101L) from Red Mountain Freeway (SR202L) to Santan Freeway (SR202L) HOV construction project was advertised in March 2008 and awarded in June 2008.
- ❑ The Red Mountain Freeway (SR202L) at Mill Avenue and Washington Street bridge widening construction project was advertised in March 2008 and awarded in May 2008.
- ❑ The Superstition Freeway (US60) from I-10 to Price Freeway (SR101L) freeway widening construction project was advertised in March 2008 and awarded in September 2008.
- ❑ The Pima Freeway (SR101L) from Tatum Boulevard to Princess Drive HOV construction project was awarded in April 2008.
- ❑ SR 85 from MP 130 to MP 137 construction project was advertised in June 2008 and awarded in September 2008.
- ❑ The Agua Fria Freeway (SR101L) at Thunderbird Road TI construction project was advertised in June 2008 and awarded in September 2008.
- ❑ The Black Canyon Freeway (I-17) at Dove Valley Road TI construction project was advertised in July 2008 and awarded in September 2008.
- ❑ The Pima Freeway (SR101L) from I-17 to SR51 Freeway Management System (FMS) construction project was advertised in September 2008 and awarded in November 2008.
- ❑ SR303L from Happy Valley Parkway to Lake Pleasant Parkway construction project was advertised in September 2008 and awarded in November 2008.
- ❑ The Red Mountain Freeway (SR202L) from I-10/SR51 to SR101L Design-Build project was awarded in November 2008.
- ❑ The Red Mountain Freeway (SR202L) from SR101L to Gilbert Road HOV construction project was advertised in November 2008.
- ❑ SR303L at Cactus Road, Waddell Road and Bell Road TI and crossroad improvement project was awarded in January 2009.

PROGRAM CHANGES IN 2008

The detail information is shown in Appendix 'A'.

- ❑ Updated design, R/W and construction costs based on latest estimates.
- ❑ Adjusted design schedule to align with study schedule for various projects.
- ❑ Adjusted construction schedule to align with design schedule for various projects.
- ❑ Repackaged I-10 corridor based upon implementation plan identified in DCR.
- ❑ Repackaged South Mountain corridor based upon implementation plan identified in DCR.
- ❑ Repackaged SR303L corridor based upon implementation plan identified in DCR.
- ❑ Separated utility construction projects from roadway construction projects on I-10 and SR85.
- ❑ Separated R/W project from multi phased project on SR85.
- ❑ Established new R/W projects on I-10 at Perryville Road and SR303L between SR801 and I-10.
- ❑ Established new R/W projects on SR303L between I-10 and Grand Avenue (US60).
- ❑ Established new traffic interchange (TI) improvement project on I-10 at Avondale Boulevard.
- ❑ Established new traffic interchange improvement subprogram in FY 2013.
- ❑ Established new design projects on SR303L and SR85.
- ❑ Established new Freeway Management System (FMS) project on Price Freeway (SR101L).
- ❑ Deleted one construction project and transferred funds to two existing construction projects on SR303L.
- ❑ Deleted noise mitigation projects and transferred funding to establish "MAG Proposition 400 noise walls" project.
- ❑ Minor project name changes to reflect updated project limits.

PROGRAM TRENDS

Right of way and construction costs have risen at significantly higher than anticipated rates over the life of the program, resulting in higher than anticipated costs for individual projects in the Regional Transportation Plan Freeway Program (RTPFP).

Additionally, the current economic slowdown has resulted in substantially lower than projected revenue collections for the Regional Area Road Fund (RARF) and Highway

User Revenue Fund (HURF) which are used to fund the Regional Transportation Plan (RTP) Freeway Program.

While there is some indication that prices for construction have been moderating or even falling slightly in recent months, anticipated costs for the remaining program are still significantly higher than anticipated revenue. The Department and MAG are cooperatively evaluating the cumulative impacts of these economic factors to determine their impact upon the cost, scheduling and delivery of the RTPFP. A Cost Estimate Assessment is underway to analyze the current status of the RTP Freeway Program including the following items:

- ❑ Evaluation of the growth in construction and right-of-way costs between 2003 and 2009, and future trends for these project costs.
- ❑ Evaluation of project costs to determine how these costs have increased since the inception of the RTP Freeway Program.
- ❑ Determination of the portion of additional costs attributable to recent escalation of costs for construction labor, materials and right-of-way acquisition.
- ❑ Evaluation of freeway projects to determine if cost increases occurred due to unforeseen conditions (scope changes) resulting from updated design concept reports and expanded environmental studies.
- ❑ Updating RTP Freeway Program costs for each project based upon refined project requirements and updated construction and right-of-way costs.

The results of this evaluation will provide ADOT and MAG the financial methodology to work together to evaluate potential adjustments to the RTP Freeway Program to ensure implementation of the program as scheduled. These adjustments could include delaying projects, reducing the scope, or looking at staging or phasing options.

ADOT will monitor and review these trends closely and will continue assessing the potential financial impacts to the Regional Transportation Plan Freeway Program.

DESIGN CONCEPT REPORTS AND ENVIRONMENTAL STUDIES

- ❑ A Design Concept Report (DCR)/Environmental Assessment (EA) is underway for the I-10 corridor between SR101L and I-17. The study includes adding general purpose lanes.
- ❑ A DCR/EA is underway for the I-10 corridor between SR202L and I-8. The study includes freeway widening concepts.
- ❑ A DCR/Environmental Impact Statement (EIS) is underway for the I-10 corridor between SR51 and Baseline Road. The study includes freeway widening for local and express lanes.

- ❑ A DCR/EA is underway at the I-10 corridor at the Perryville Road TI. The study includes adding a new TI.
- ❑ A DCR (separated documents for Phoenix, Glendale and Peoria city limits) and related CEs were completed for Phase 1 improvements to Grand Avenue (US60) between SR101L and McDowell Road.
- ❑ A Feasibility Study/Environmental Overview is underway for the Grand Avenue (US60) between SR303L and SR101L. The study includes various roadway improvements. Recommendations have been forwarded to MAG for concurrence.
- ❑ A DCR/EA is underway at the SR85/I-8 TI. The study includes a divided roadway concept and a new interchange configuration.
- ❑ A DCR/CE is underway for the Pima Freeway (SR101L) between Princess Drive and SR202L. The study includes adding general purpose lanes.
- ❑ A DCR/EIS is underway for the South Mountain Freeway Corridor (SR202L) between I-10 East and I-10 West. The study includes the construction of a new freeway.
- ❑ A DCR/EA is underway for the Bob Stump Memorial Parkway (SR303L) between the I-10 Reliever (SR801) and I-10. The study includes the construction of a new freeway.
- ❑ A DCR/EA is underway for the Bob Stump Memorial Parkway (SR303L) between I-10 and Grand Avenue (US60). The study includes the construction of a new freeway.
- ❑ A DCR/CE is underway for the Bob Stump Memorial Parkway (SR303L) between Grand Avenue and Happy Valley Road. The study includes upgrading of a divided highway to freeway.
- ❑ A DCR/EA is underway for the Bob Stump Memorial Parkway (SR303L) between Riggs Road and SR801. The study includes the construction of a new freeway.
- ❑ A DCR/EA is underway for the I-10 Reliever (SR801) between SR85 and the SR303L. The study includes the construction of a new freeway.
- ❑ A DCR/EA is underway for the I-10 Reliever (SR801) between SR303L and the South Mountain Freeway (SR202L). The study includes the construction of a new freeway.
- ❑ A DCR/EA is underway for the Williams Gateway Freeway (SR802) between SR202L and Meridian Road. The study includes the construction of a new freeway.

ROADWAY DESIGN PROJECTS

Major design work continues on the following projects:

Corridor	Project Location	Length (Mile)	Design Status
I-10, Papago	Verrado Way – Sarival Ave.	6	Final
I-10, Papago	Sarival Ave. – Dysart Rd.	4	Final
I-17, Black Canyon	SR74 – Anthem Way	5	Final
US60, Grand Ave.	99 th Ave. – 83 rd Ave.	2.5	Final
US60, Grand Ave.	SR303L – 99 th Ave.	10	Final
US60, Grand Ave.	SR101L – McDowell Rd.	13	Stage II
SR74	MP13 – MP15	2	Stage II
SR74	MP20 – MP22	2	Final
SR85	Southern Ave. – I-10	2	Final
SR85	Hazen Rd. – Broadway Rd.	4	Stage I
SR87	New Four Peaks Rd. – Dos S Ranch Rd.	5.5	Stage I
99 th Ave.	I-10 – MC85	3.5	Stage II
SR101L, Agua Fria	Beardsley Rd./Union Hills Dr.	TIs	Final
SR101L, Agua Fria	Olive Ave. TI	TI	Stage III
SR101L, Pima	Chaparral Rd. TI	TI	Stage II
SR143, Hohokam	SR143/Sky Harbor Blvd.	TI	Stage II
SR202L, Red Mountain	SR51 – SR101L	10	Design-Build
SR303L	SR303L/I-10 TI, Phase 1	TI	Stage II
SR303L	Thomas Rd. – Peoria Ave.	8	Stage II
SR303L	Cactus Rd., Waddell Rd. and Bell Rd.	TIs	Final
SR303L	Peoria Ave. – Bell Rd.	4	Stage II
SR303L	Bell Rd. – US60, Grand Avenue	3	Stage II
SR303L	Lake Pleasant Rd. – I-17	7	Final
MAG Regionwide	MAG Proposition 400 Noise Mitigation Project	Noise walls	Stage I

Stage I: 15% Plan
 Stage II: 30% Plan
 Stage III: 60% Plan
 Stage IV: 95% Plan
 Final: 100% Plan

SECTION 2 ADMINISTRATIVE

CTOC statutory authority and responsibilities are defined in the Arizona Revised Statutes, A.R.S. § 28-6356 (shown in Appendix 'C'). This section of the report provides a summary of CTOC membership and regular CTOC administrative responsibilities.

MEETINGS

The Citizen's Transportation Oversight Committee (CTOC) met six times in 2008 including two Executive Sessions. The Committee reviewed and discussed a broad range of topics.

The regular CTOC meeting for January was held at the Surprise Council Chambers, 12425 W. Bell Road, Bldg. D-100, Surprise, Arizona 85374.

The regular CTOC meetings for May, September and November were held at the Arizona Department of Transportation, Transportation Board Room, 206 South 17th Avenue, Phoenix, Arizona.

The CTOC Executive Sessions were held at the Arizona Department of Transportation, Transportation Board Room, 206 South 17th Avenue, Phoenix, Arizona.

Following is a list of meetings held in 2008:

Tuesday, January 22, 2008	Regular Meeting at Surprise
Tuesday, May 27, 2008	Regular and Executive Session
Tuesday, September 23, 2008	Regular Meeting
Tuesday, October 21, 2008	Executive Session
Tuesday, November 25, 2008	Regular Meeting

MEMBERS

The following is a list of CTOC members as of December 2008.

<u>MEMBER</u>	<u>TERM EXPIRES</u>
David Martin, Chairman	February 2009
Jack W. Lunsford, Member at Large	February 2009
Vacant, Supervisor’s District 1	
Jeffrey A. Schwartz, Supervisor’s District 2	March 2010
Nelson Ladd, Supervisor’s District 3	January 2011
Leyton Woolf, Supervisor’s District 4	March 2010
Peggy Jones, Supervisor’s District 5	May 2010

ADMINISTRATIVE AGENDA ITEMS

Policy on “Call to the Public”

The Committee commented on protocol to be established for the Call to the Public.

A Member suggested that the Committee does not stop to hear public comment on each agenda item when it is addressed and that a total timeline of three minutes was suggested no matter how many items are being commented on.

The Chairman suggested that the Call to the Public needs to be heard at the beginning of the meeting. The purpose of this is to allow the general public the opportunity to speak, so when the Members move forward, the public’s thoughts are the priority for the Committee.

Financial Compliance Audit

Chairman stated the Citizen’s Transportation Oversight Committee is required by statute to perform independent financial audit of the Regional Area Road Fund and the Public Transportation Fund. In a previous meeting, a budget was approved to engage an auditor. It is the pleasure of the Citizen’s Transportation Oversight Committee to seek and direct staff to obtain a Request for Proposal (RFP) and identify and develop parameters for the RFP.

Financial Compliance Audit (Scope of Work)

The Financial Compliance Audit will include fiscal year 2007 and fiscal year 2008. The audit will be performed in accordance with generally accepted Governmental Auditing Standards. The auditing firm will provide the auditor's report to CTOC. The State Procurement Office recommended for CTOC to utilize four ADOA approved auditing firms. The next steps include sending a request letter to the four auditing firms, receiving their proposal including costs and schedules. A review of their proposals and a recommendation of the firm will take place with the Board's final approval. The audit will then be conducted and a report will be produced.

CTOC 2009 Meeting Schedule

The meeting schedule for 2009 includes January 27, Joint Public Hearing at MAG in March (TENTATIVE), May 19, August 25 and November 24, 2009.

Financial Compliance Audit - Proposals

During the September CTOC meeting, the Committee approved a scope of work as noted in the handout. A paragraph from the Arizona Statute was cited in a scope of work. The Financial Compliance Audit will include fiscal year 2007 and fiscal year 2008. Four ADOA approved auditing firms received a request for proposal letter from CTOC. Two proposals were received. A brief comparison of Heinfeld, Meech and Henry and Horne was shared. Proposed costs for Heinfeld, Meech is \$12,500. Henry and Horne's proposed cost is between \$8,500 and \$10,000. Both companies proposed a two month duration to conduct the audits.

The CTOC rejected the both proposals and ask for a more comprehensive proposal and audit to better evaluate what will be done.

CTOC Budget

Copies of the Proposed CTOC Budget for Fiscal Year 07/08 were distributed to the Committee members. The CTOC Budget was approved with one exception, that the amount for the audit can be changed in a future meeting if needed. Budget Report in Appendix D.

SECTION 3 INFORMATIONAL AGENDA ITEMS

There were numerous presentations made to CTOC that provided the Committee and the public with background information and an opportunity to discuss and comment on a variety of transportation issues. The following is a list of a number of the agenda items presented at the meetings in 2008.

PROGRAM RELATED ITEMS

Regional Freeway Status Report

ADOT summarized the annual ADOT preparation of the Five-Year Construction Program for 2009-2013 and provided a brief update on major projects underway or soon to be under construction for this calendar/fiscal year. A handout was given and described as a draft document and the vehicle by which ADOT and MAG will review and approve projects specifically in the MAG region. A larger statewide five year program also is in draft form. Projects discussed in the MAG region are funded by the Regional Area Road Funds. In the next three months, ADOT, MAG, CTOC, RPTA, Phoenix Transit, Valley Metro Rail and the State Transportation Board will have an opportunity to preview this draft program for the next five years and include public hearings held around the State. The draft five year program is an annual update by staff to provide decision makers prioritization of funding and schedule. Proposed changes in funding were highlighted in red and will be presented in detail in the public hearings.

The second part of presentation regarding a brief update on major projects underway or soon to be underway. A graphic was shown that represents the Regional Transportation Plan which is ADOT/MAG's twenty year plan approved by the voters of Maricopa County in 2004. The purpose of the public voting was to approve the extension of the half cent sales tax as a primary economic engine for the development of the Regional Transportation Plan. In 1985, the first portion of the Regional Transportation Plan consisted of about 137 miles of new freeways to be built in and around the Phoenix Metropolitan area. ADOT, MAG and other transportation committees made presentations to the public indicating that the program needed to be enlarged and improved. Voters agreed to extend the half cent sales tax for twenty more years. In the five year program, \$3.56 billion will be spent for transportation in the Maricopa County region. Major projects were highlighted and include a five mile section of the Red Mountain Freeway from Power Road to University Drive constituting the completion of the Regional Freeway System. Beginning on I-10 from Loop 101 to Sarival Road, a six mile section of roadway will add general purpose lanes and HOV lanes in two phases. A series of projects add general purpose lanes and HOV lanes on I-17 from Loop 101

proceeding north to the Carefree Highway. A project from Carefree Highway or SR 74 proceeding north to Anthem will improve access and capacity on I-17. A major project is the South Mountain Freeway connecting to I-10 at approximately 55th Avenue to proceed south and east. The SR 801 will connect to the future South Mountain Freeway and proceed west connecting to the SR 303 and ultimately to SR 85. Another project is improvements to I-10 from Baseline Road south of US 60 and proceeding around the Broadway curve to SR 51. A design build project on the Red Mountain Freeway from Loop 101 in Tempe proceeding west to the SR 51. Programs presented are draft only and indicate where the transportation priorities are in the valley, funding sources and prioritization.

RTP Freeway Program Report

ADOT provided an update on the Regional Transportation Plan Freeway Program. There are 18 studies, 20 major roadway design projects and 13 major construction projects underway for the RPT Freeway Program. On I-10 between Sarival and SR 101, HOV and general purpose lanes are being constructed for \$80.6 million. On I-10 at Bullard Avenue TI, work is being done on the punch list for the new TI. On I-10 between Southern Avenue and SR 143, an extended lane drop project for \$2.5 million. On I-17 between SR 101 and Jomax and Jomax to SR 74, HOV lanes and general purpose lanes are being constructed on I-17, two new TI's are being constructed on Jomax Road and Dixileta and reconstruction of the TI at SR 74. On SR51, Shea Boulevard and SR 101, an HOV lane and ramps are being constructed for \$40.2 million. There is a roadway improvement project on SR 85. On SR 87 between Forest Boundary and New Four Peaks Road, a shoulder widening and TI at Bush Highway are being constructed. On the Pima Freeway a new TI is under construction at 64th Street and an HOV lane between Princess Drive and SR 202. The final Proposition 300 construction project is on SR 202 between Power Road and University Drive with estimated opening in July 2008. There is a median cable barrier project, quiet pavement project on I-10, eight landscape projects and seven freeway management system projects are underway. The Tentative 2009-2013 Program includes projects totaling \$3.56 billion.

MAG Transportation Planning Update

MAG provided an update on Proposition 400. MAG provides overall oversight for all elements of the Proposition 400 program. The Transit Program is being implemented by Valley Metro. The arterial street fund is managed by MAG. The Freeway Program is managed by ADOT; however MAG has fiscal oversight for the Freeway Program. MAG has a responsibility to set priorities for the program and to review and approve proposed material scope and cost changes. FY 2008, revenues were down by 3.2 percent, the first time a decline in taxable sales going back to at least until 1960. This fiscal year, there have been declining revenues for each of the four months. Revenues for October 2008 were down 10.2 percent compared to being down 7.5 percent in September. The

reason behind the decline is largely due to the housing downturn. 96.2 percent of the houses in Maricopa County have declined in the last four months. Third quarter of 2008 (July-September), 60 percent of the houses sold in Maricopa County were sold at a loss. Consumer confidence plays a part as well as job prospects, feelings of personal wealth and frozen lines of credit. Some financial institutions are working with homeowners to avoid foreclosures. Sales tax revenues for FY 2008 came in \$30 million under projections. Collections were estimated at \$409 million. \$379 million were collected. ADOT revised the sales tax projections for the balance of the tax for 2009-2026. A Maricopa County Regional Area Road Fund Projected Total Revenue chart was shared and discussed. Another major source of revenue is the Arizona Highway User Revenue Fund. A chart of Projected Total Revenue was shared and discussed. Forecasts have been revised. Potential impact of the revised HURF projections on the MAG Freeway Program is an \$870 million hit. The Summary of Revenue and Costs for the Proposition 400 Freeway Program from 2006-2026 was highlighted and includes total revenues of \$16.3 billion and a deficit of \$5.2 billion in the current analysis. Additional analysis includes confirming ADOT funding to MAG, review and revise bonding scenario and recalculate discount factor based on lower revenues and bonding.

The RTP includes about \$9.5 billion of projects. The current cost estimates are \$15.7 billion. Costs have gone up about \$6.2 billion, or 66 percent since the plan was completed in 2003. The plan was designed in five year phases. Many of the Phase I projects (FY2006-FY2010) have gone to bid or are already under construction. A status report was shared. Phase II projects (FY2011-FY2015) include major projects including final projects on Loop 303. The large project in Phase III (FY2016-FY2020) is I-17 from the Arizona Canal to the stack. A list of Phase IV projects (FY2021-FY2025) was included in the presentation.

A cost update bar chart was described and includes price inflation and scope changes. Higher than normal costs result from inflation, emerging countries in the overall global economy, natural disasters, international tensions and additional demand for construction materials and labor. A pie chart describing the scope growth was shared. The total estimate is \$3.5 billion of additional scope and includes quiet pavement replacement, additional roadway lanes, "outside-in" construction filling the outside lanes first, additional interchanges or TI upgrades and others. Regional Freeway Program strategies and options were outlined and include at the federal level, reauthorization, freight program and environmental streamlining. Arizona legislative strategies include appraisal methods and DPS transfers. Management strategies include policy review of draft design concept reports, EIS Management practices, external peer review and accommodation of future needs. Program strategies include bonding beyond 2025 for HURF and federal funds, extend program/delay projects, explore scope adjustments, value engineering for cost savings and options for interim strategies. Proposition 400 Freeway program strategies include options of stay the course, alternative facilities for example the Arizona Parkway, policy and value-engineering and reprioritization. The pros and cons of each option were reviewed. Program scenarios include Trend-Line basically staying the course, Maintain-Budget looking at alternative facilities and Blend

utilizing a mixture of strategies. Next steps include review bond program in light of revised revenues and financial markets, analyze future right of way and construction cost inflation, analyze project options such as interim, staging or reducing scopes, continue policy discussion and guidance, discussion of program options in January or February, possible required consultation process if major amendments to RTP proposed and incorporate revised freeway program in the Regional Transportation Plan. Intermodal connectivity is fundamental to the process. Transit colleagues work closely with rail and bus to ensure connectivity. A Transit Framework Study is underway looking at intermodal connections.

RTP Freeway Program Report

ADOT provided an update on the Regional Transportation Plan Freeway Program. Since the May meeting several activities were accomplished including the publishing of the Final Five Year Program, publishing of the July 2008 Certification and publishing the CTOC Annual Report. All these reports can be found on the CTOC and ADOT web pages.

A detailed handout was distributed to the Board regarding the final segment of the Proposition 300 that opened on Red Mountain Freeway between Power Road and University Drive. It also includes the current program for Proposition 400. There are 16 projects under study, 22 design projects and 16 major construction projects underway.

STUDIES

I-10 & I-17 Bypass Study Update

ADOT gave a PowerPoint on the findings of the I-10 Bypass Study and made comments on the I-17 Alternative Study. The State Transportation Board tasked the Department with conducting a study to ascertain the long-range need for and feasibility of a bypass of the Metropolitan Phoenix and Metropolitan Tucson areas. A map of the study area was shown. A Technical Advisory Committee was formed with representatives from MAG, COG and PAG. Since I-10 is an interstate highway that traverses the entire breadth of the country, it was important to have a federal perspective. A mission statement was adopted and reads - to make a preliminary assessment of the need for and feasibility of a new transportation corridor that would provide an alternative to I-10. The purpose is to provide an additional high capacity transportation corridor to accommodate travel across southern and central Arizona. A portion of I-10 serves as a segment of the CANAMEX Corridor which links the countries of Canada, United States and Mexico. The needs include relieve traffic congestion, provide a shorter and faster route, provide an alternative route and serve expected population growth. Social and environmental elements were considered. A number of corridors were identified. For technical reasons, the I-10 was identified as two segments, a western segment and an eastern

segment. Currently, with existing facilities, there is an interim bypass of I-10 in place, SR 85 and I-8. As an interstate route, I-8 is a controlled access facility. As the population in the west valley continues to grow, this interim bypass will no longer suffice. The Study was coordinated with the Maricopa Association of Governments Hassayampa Framework Study. Findings included a modest relief of congestion, a shorter, faster route, an alternative route, serving expected growth and it would not traverse sensitive lands. It avoided Tribal lands and protected lands. There was some impact on entitled lands. Terrain is favorable to road construction. There would be some wildlife crossings in some areas and there is proximity to a National Monument with no encroachment. Regarding the eastern segment, four routes were identified, each with challenges that were primarily environmental. Route locations were described. With routes one, two and three, there was limited relief of congestion, it provided a shorter, faster route of little significance and did not serve western Pinal County. It does traverse extremely sensitive lands with real challenges if a roadway would be built. It avoids Tribal lands and all identified protected lands. There was favorable terrain with one exception. There was strong opposition at public meetings. Route four would have moderate relief, it is a longer route and it would provide a parallel route to I-10 from Tucson to Casa Grande. It serves both Pima and Pinal counties and there are sensitive lands in the area. It avoids Tribal lands and would encroach upon the Tucson Mitigation Corridor. There is some impact to entitled lands; the terrain is favorable and some opposition was encountered. Public meetings were held with good attendance. Numerous comments have been received at meetings, from e-mails and letters. The comments are being incorporated into the study. Key themes enunciated include most cities and towns supported the bypass study, many were concerned about the adverse impact on the environment and wildlife and there was concern that such a facility would significantly change the rural life style. The high cost was discussed for the approximately 250 miles. The report is being finalized and will be presented to the State Transportation Board.

The I-17 Alternative Study has identified several alternatives and technical analysis has been conducted. The Governor has ordered the Department to prepare a Statewide Transportation Plan in the context of frameworks. Critical needs are being identified. The I-17 Alternative Study is being discontinued. A Technical Memorandum is being prepared and will be incorporated within the Northern Framework Study. The study will be conducted but within a different context.

Update on Loop 303 Design Concept Report

ADOT provided an update on the status of the Loop 303 between I-10 and US 60. The draft Environmental Assessment was submitted to Federal Highways on August 4. Comments were received and incorporated. A revised draft is to be submitted on September 24. A map of the study area was presented and described. The EA identifies several needs that the project will meet and includes accommodate existing and projected local, regional and interstate travel demand including truck traffic, provide acceptable traffic performance and conform to local and regional development plans.

Major features of the Recommended Alternative include the interim configuration for Loop 303 as a six-lane freeway with an open median of 74 feet wide for a future general purpose lane and HOV lane in each direction. Areas of focus are the I-10/303L System Interchange, the I-10 realignment from Citrus Road to Sarival Avenue and the Frontage Road system along I-10 and 303L. Northern Parkway frontage roads provide connection to future extension to the west. The next major interchange is at 303 and US 60. That interchange is unusual in that Grand Avenue in this direction will remain at grade. Ramps for left-turn movements will pass below ground. Right-turn movements will be free flowing in all four directions. Ramps to 303 on the north side of Grand will be depressed below the BNSF Railroad. The concept will be re-evaluated to account for the Hassayampa Freeway. A pending Federal Highway signature is expected on this round of the EA. Public hearings are tentatively scheduled for October 21 and 22. After Federal Highway's approval, a draft EA and Design Concept Report will be placed in repositories throughout the west valley. The public comment period will be October 4-7 with a Record of Decision expected in December or January. There are three projects ongoing north of US 60 including Happy Valley Parkway to Lake Pleasant Parkway, Lake Pleasant Parkway to I-17 and US 60, Grand Avenue to I-17. The Environmental Study process for US 60 to Happy Valley Parkway is scheduled to begin in early 2009. Noise, air, biological and other impacts will be studied and mitigated.

NOISE RELATED ITEMS

Loop 303 Noise Issue

Resident of Sun City West gave a PowerPoint presentation and spoke on behalf of Sun City residents affected by the noise of the freeway and asked CTOC for assistance. Sun City West is a community of approximately 30,000 residents in the northwest valley. A map of the area was shown and described. The noise area was identified. They asked ADOT to look at the situation. May 2007 ADOT did a noise study and no action was recommended. Residents disputed the study and are asking CTOC to have the conclusions reconsidered. The dispute with the study is not with technical analysis but with conclusions reached. There are policy and management decisions that need addressed including improper use of decibel readings. The federal policy was violated in that the values were applied in a way that was not intended and using only those values to form the conclusions. ADOT is claiming that Loop 303 is noise mitigated. All evidence shows that this is not the case. The link from Loop 303 to I-17 was ignored. Plans are in motion for a link to I-17 scheduled to start this year and complete in 2010. Upon completion, there will be an interchange at I-17 with local traffic increases and a complete link from I-17 to I-10. ADOT has been asked to consider this in their deliberations. They have declined. They have not included it in the Environmental Assessment Report. Needs include full mitigation as part of the phase one link to I-17, perhaps with a wall and rubberizing. It was asked that CTOC recommend to ADOT that consideration of Sun City West noise abatement include a realistic, upcoming traffic

model, that additional decision criteria other than past decibel readings and support the use of Proposition 400 funds.

Noise Study Update (Loop 303)

ADOT provided a background on noise and what the difference is between the federal regulations and state policy and what is involved in a noise study. There have been since the 70's, federal regulations for noise abatement and all state funded highways. Research and studies indicate a number in which to study mitigation, which is 67 decibels where the average person is annoyed by traffic noise. This is the federal number in which states must look at to study mitigation. A mandate in the mid 90's says that all states produce a noise policy to follow either that number, or they could lower the number. In the industry, typically when two people are standing outside having a conversation, that is done three feet apart at face to face and as soon as you have to raise your voice to be heard, that is considered to be approximately 67 decibels. That is the industry standard; a rule of thumb. The mandate that required all the states to produce their own noise policy allowed some states to use that same number. There were 37 states did just that and they mitigated when noise levels reach 67 decibels. Some states decided to lower that number and reduce to 66 decibels and mitigate at 66. Some states reduced two decibels and mitigate at 65. The State of Arizona lowered it by three decibels and our action level is 64. There is no other state that has this lower action level to mitigate noise. With the average human hearing ability, it takes three decibels to hear a difference. In any given group, 15-20 percent of people hear much better than average and 15-20 percent of people hear not so well. The perception is that noise will bother some people a lot more than others. For federally funded projects, we have to use federal procedures and the required software from the Federal Highway Administration. We go out 20 years and include what other facilities will be in place, including traffic characteristics and how dynamics will change. At a minimum, basic horizontal and vertical controls are needed to input into the model to obtain future traffic noise predictions. ADOT responds to noise concerns throughout the state. In Maricopa County, we typically go out continually to pick up noise readings in the corridors to have an idea of the noise levels. Taking noise samples does not make a noise study or analysis. A complete noise analysis needs to be performed to base any mitigation decisions. There is a study that MAG has begun independent of the federal regulations and ADOT's noise abatement policy. Our number is 64, the federal number is 67 and MAG has begun a study to identify areas throughout the valley, including an area along the Loop 303 in the Sun City West area where they can identify these concerns and see about mitigation. They are using Proposition 400 monies. The reason they are not using the federal regulations or the state policy is because the numbers are quite low typically for mitigation. An example, one location in the Sun City West area on Robertson Drive where citizens were calling with noise level concerns, readings were 58, 57 and 59. These numbers are considered on the low side for mitigation at this time. As these projects on Loop 303 begin to develop, and as we get closer to finishing the environmental clearances, we will perform a complete and detailed noise analysis in July

2009. At that time, there will be sufficient information for a detailed analysis. That cannot be accomplished today because of a lack of information on future projects. A lot of the work that Mr. Maas and others have seen is data gathering and monitoring to record current noise levels, none of which have reached 64 decibels at this time.

Loop 303 Noise Issue

ADOT reported on Proposition 400 Noise Mitigation. Various MAG Committees approved the Proposition 400 Noise Mitigation Project. The MAG Committee approved to provide noise barrier in eleven locations which include Loop 303 at Sun City West. A map identifying the locations was shared. The proposed noise mitigation work along Loop 303 at Sun City West noted in the Study recommends 2,283 feet of length, 8-16 feet of height with a construction cost of \$1,248,720. ADOT is in the process of inputting the Noise Mitigation project into the Five-Year Program. ADOT is recommending a design project in fiscal year 2009 at \$1.56 million. Construction is recommended in fiscal year 2010 for \$15.6 million. Fiscal year 2010 begins in July 2009. There will be public input opportunities during the design stage. The project manager for this project is Eric Prosnier.

Loop 303 Noise Issue

ADOT provided an update on the Loop 303 noise issues. During a public meeting about one month ago, the Project Development and how Noise Analyses were studied was described. From the hundreds in attendance, it was discovered there was a misunderstanding and erroneous assumptions by the citizens about noise and how noise is mitigated. It was heard that the citizens needed and wanted ADOT to take into account the future connection to I-17, the future interchanges along 303, the future lane additions, future ramps, etc.

The corridors are broken into several sections for various reasons including scheduling and funding. The level of involvement such as federally required environmental documents are different for some sections of the same corridor. The Noise Analysis is going to be done from I-10 all the way around to Grand Avenue and beyond including the connection to I-17. The noise evaluation will be done for the entire Corridor and will be done with the modifications to the Corridor out to 2030. It is not a question or issue as to if ADOT's Noise Study is going to take into account the future activities. It would not make sense to conduct a noise evaluation out just two years because we know the valley's growth rate demands that we extend further. The Noise Study will be detailed using state-of-the-art models from I-10 to I-17 for everything that will be in place by 2030. The studies take into account the projected traffic volumes. MAG information is used to get an idea of future volumes. Noise readings are done all the time to provide a database of information. Taking readings does not constitute a Noise Analysis. So far along this Corridor, preliminary indicators are that currently, we are not exceeding federal

criteria for noise levels or of the state policy noise levels. We may exceed noise levels in the future and that is when we plan to mitigate. We will build noise barriers and utilize quiet pavement as the projects progress. We are treating it no different than any other urban areas.

Noise Issue Recommendation Letter

Chairman stated that the CTOC Board directed staff draft a recommendation letter to be sent to the State Transportation Board Chairman Si Schorr and MAG Regional Council Chairman, Mayor Mary Manross on this noise issue.

However, sending a letter to the Board for approval will not be protocol in the future. Given the lack of specific direction, legal counsel thought it was appropriate to bring the letter to the Board. The Committee approved revised letter to be sent to the State Transportation Board and the MAG Regional Council.

TRANSIT AND OTHER TOPICS

Regional Public Transit Authority Report

RPTA provided an update on the Regional Transportation Plan Transit Program. There is \$9.1 billion over twenty years for transit. Fifty-five percent of the money is for bus capital and operations and the other 45 percent is for rail capital including construction of 27 miles of additional rail. The Board approved guiding principles for the implementation of Proposition 400. The priority is to build the plan and the final principle is jurisdictional equity. The Transit Life Cycle Program is updated every year. Rail did not change; however, the bus side had \$155 million shortfall because of a decrease in estimated revenues and an increase in expenditures. Adjustments include presenting a financially balanced budget to the RPTA Board of Directors and an adjustment in projects. Contingencies were reduced or eliminated. The ITS and Bus Stops Program was eliminated. The Regional Services Program was reduced by \$7 million. Rural and vanpool operation and maintenance facilities were eliminated and the Phoenix Dial-A-Ride facility was postponed. Next steps include developing a strategy to restore contingencies, a capital project review, a service effectiveness and efficiency study review and an internal audit of Proposition 400 funded projects. The agency is working on Proposition 400 fiscal responsibility, marketing efforts, planning, public outreach and providing transportation alternatives. System facts were noted and include \$28.8 million. Revenue miles were run during fiscal year 2007 and more than 58 million passenger boardings a year. Major operators include Phoenix, RPTA, Tempe, Glendale and Scottsdale. The Board held a strategic planning session that resulted in a mission, vision and goals. The Board passed a Resolution that included developing a single regional transit agency for all modes of transit which over time integrates buses, fixed routes, paratransit and rail. The first step is to review the Regional Paratransit Program

and try to create it as a regional program. Additional project in which to focus are implementing the Proposition 400 service according to the Transit Life Cycle Program, PR and marketing campaigns, ensuring financial models are updated, continue Proposition 400 Readiness and complete the Regional Transit Framework Study in coordination with MAG.

Regional Public Transit Authority Report

RPTA provided information on 2008 service updates, system ridership and performance, farebox update and financial issues. On service updates, four new express routes were implemented in July. Three of the four are doing great with the buses being full. Extensions and more frequency were added to Route 96, Route 61 and Route 65 as noted in the PowerPoint. System facts included that nearly 60 million passengers boarded last year and customers using bikes accounted for over 1,320,472 annual boardings. 95% of the fleet is alternatively fueled. A system growth slide was shared. There are currently 345 vanpools from 170 in 2000. On-time performance dropped to 93% in 2008 from 95% in 2007. New fareboxes were implemented in November. Smart cards replaced bus cards. There were several issues when first installed including bills jamming and reporting of data. Future projects include fare integration with METRO, possible discount for large volume users, possible ticketing program for major sports/cultural events and a study of a fare increase. City departments have been asked to identify 30 percent budget cuts. This could equal about \$10 million in cuts to the transit system. There is an approximate \$3 million budget shortfall for the first two months of this year. Overall the plan is still above by \$17 million. Twelve different policy items are being reviewed to try and contain the budget issue. Items being reviewed include inflation, contract rates, revenue shortfalls, federal revenues, contingencies, financing, regional services, RPTA office space, plan flexibility, jurisdictional equity, lead agency commitments and RPTA staffing. The METRO Light Rail opens on December 27-28 with revenue service on December 29. A new Valley Metro LINK – New Bus Rapid Transit serves as an extension of light rail from Sycamore Transit Center in Mesa to Superstition Springs Mall to open up the east valley.

City of Surprise Transportation Issues

City of Surprise gave a PowerPoint presentation and stated that their needs include transit and highway construction. As the region has grown approximately 45 percent each decade since 1960, the growth in vehicles in Maricopa County has almost been as rapid as the growth in population. The region will continue to grow to a projected regional population of more than six million in 2030 and more than seven million in 2040. The projected population for Surprise is 115,000 in 2010 and 400,000 by 2030. Major developments pending were reviewed and include more than 100,000 homes approved but not yet built. Current needs include Bell Road, which has the highest volume of any surface street in the State of Arizona, US 60/Grand Avenue, the gateway to downtown

and SR 303, Estrella Freeway. Capacity enhancements were discussed. There is regional money for Phase II for construction on SR 303. STAN money was utilized for capacity improvements. Grand Avenue widening design is underway between the SR 303 and Loop 101 to be completed in FY 2009. An Enhancement Study to look beyond widening Grand Avenue is underway. The Access Management Study being funded by the City of Surprise and MAG is for Grand Avenue from the SR 303 to SR 74. The MAG I-10 Hassayampa Valley Regional Roadway Framework Study includes improvements and extensions to SR 74, a proposed White Tanks Freeway and a new proposed Hassayampa Freeway in the CANAMEX Corridor through the Town of Buckeye. ADOT has done preliminary work on a controlled access route that is needed to I-17 north of SR 74. MAG is finalizing a Feasibility Study on commuter rail. The adopted roadway plan was shown on a map.

SECTION 4 APPENDIX

APPENDIX A PROGRAM CHANGES IN 2008

APPENDIX B CTOC 2008 ISSUES DATABASE

APPENDIX C CTOC STATUTE

APPENDIX D CTOC BUDGET

APPENDIX E JANUARY 2009 CERTIFICATION MAP

APPENDIX A

PROGRAM CHANGES IN 2008

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ARIZONA DEPARTMENT OF TRANSPORTATION
PROPOSED CHANGES TO THE FY 2009 - FY 2012 REGIONAL TRANSPORTATION PLAN FREEWAY PROGRAM

Route	Phase	Project	Fiscal Year		Budget (000)		Change	Other Misc. Changes (Comments)	Item No.	MAG TIP #
			From	To	From	To				
I-10, Papago										
10	RC	SR101L, Agua Fria - I-17	10	10	\$68,000	\$53,000	(\$15,000)	Reduced amount due to separation of utility project.	40008	DOT08-668
10	Utility Const.	SR101L, Agua Fria - I-17	None	09	\$0	\$15,000	\$15,000	Break out utility project from roadway construction.	New	New
I-10, Maricopa										
10	RD	40th St - Baseline Rd, CD Road	09	10	\$5,535	\$5,535	\$0	Based on expected duration of study, this design project will not be ready in FY09.	40006	DOT06-601
10	RD	40th St - Baseline Rd, CD Road	09	10	\$4,125	\$4,125	\$0	Based on expected duration of study, this design project will not be ready in FY09.	13307	DOT07-636
10	RD	40th St - Baseline Rd, CD Road	09	10	\$4,675	\$4,675	\$0	Based on expected duration of study, this design project will not be ready in FY09.	40108	DOT09-697
10	RD	40th St - Baseline Rd, CD Road	10	11	\$4,675	\$4,675	\$0	Based on expected duration of study, this design project will not be ready in FY10.	40109	DOT08-667
10	RC	40th St - Baseline Rd, CD Road	10	11	\$50,000	\$50,000	\$0	Design will not be ready to advertise construction project in FY10.	12406	DOT07-635R
10	RC	40th St - Baseline Rd, CD Road	10	11	\$71,135	\$71,135	\$0	Design will not be ready to advertise construction project in FY10.	11307	DOT08-666
10	RD	SR202L, Santan - Riggs Rd	09	10	\$4,000	\$4,000	\$0	Based on expected duration of study, this design project will not be ready in FY09.	10103	DOT07-637
10	RC	SR202L, Santan - Riggs Rd	10	11	\$65,000	\$65,000	\$0	Design will not be ready to advertise construction project in FY10.	12407	DOT09-698
SR85										
85	RD/RW/Utilities	MP 120.54 - MP 122.99	09	09	1,200	1,440	\$240	Change project name to "I-8 TI Phase I". Change type of work to "Design". Based on latest cost estimates.	16606	DOT06-425
85	RD/RW/Utilities	I-8 to I-10	09	None	11,100	0	(\$11,100)	Delete this multi phased (design, RW and utility) project and create separate utility and RW project in FY10.	43609	DOT09-767
85	Utility Const.	I-8 TI Phase I	None	10	0	1,600	\$1,600	Separated this utility construction project from multi phased project.	New	New
85	RW	I-8 TI Phase I & II	None	10	0	9,500	\$9,500	Separated this RW project from multi phased project.	New	New
85	RC	MP 120.54 - MP 122.99	10	10	9,100	9,100	\$0	Change project name to "I-8 TI Phase I".	13607	DOT07-427
85	RD	Hazen Rd - Broadway Rd	None	09	0	3,500	\$3,500	Establish new design project in FY09 and use latest cost estimates.	New	New
85	RC	MP 149.4 - MP 152.0	10	10	16,200	16,200	\$0	Change project name to "Hazen Rd - Broadway Rd (mainline)".	10209	DOT09-6C03
85	RC	SR85 Improvements	10	10	40,000	40,000	\$0	Change project name to "Hazen Rd - Broadway Rd (mainline)".	40710	DOT05-168R
SR101L, Pima										
101	Drainage Const	Hayden Rd - Princess Dr	09	09	2,000	2,500	\$500	Based on latest cost estimates.	45509	DOT09-914
SR101L, Price										

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**ARIZONA DEPARTMENT OF TRANSPORTATION
PROPOSED CHANGES TO THE FY 2009 - FY 2012 REGIONAL TRANSPORTATION PLAN FREEWAY PROGRAM**

Route	Phase	Project	Fiscal Year		Budget (000)		Change	Other Misc. Changes (Comments)	Item No.	MAG TIP #
			From	To	From	To				
101	FMS	SR202L, Red Mountain - US60, Superstition	None	09	0	900	\$900	Establish new FMS project in FY09 for design, construction and evaluation of Ramp Meters.	New	New
SR143, Hohokam										
143	RD	SR143/SR202L TI	09	09	3,600	3,600	\$0	Change project name to "SR143/Sky Harbor Blvd TI"	45609	DOT09-907
143	RC	SR143/SR202L TI	09	10	32,100	35,100	\$3,000	Change project name to "SR143/Sky Harbor Blvd TI". The cost increase is due to inclusion of quiet pavement on SR143 between I-10 and Van Buren St.	46508	DOT08-839
SR303L										
303	RW	I-10 - Happy Valley Rd	None	09	0	4,200	\$4,200	Establish a new FY09 RW project to reimburse MCDOT for additional RW acquired by MCDOT to accommodate the future SR303L RW needs.	New	New
303	RD	I-10 - US60, Grand Ave	09	09	2,700	13,800	\$11,100	Change project name to "I-10/303L TI Phase I, I-10 re-alignment". Use 5.5% of construction costs.	43709	DOT09-6C12D
303	RD	I-10 - US60, Grand Ave	10	10	4,500	11,300	\$6,800	Based on latest cost estimates. Use 5.5% of construction costs.	43410	DOT10-6C38D
303	RW	I-10 - US60, Grand Ave	09	09	5,500	10,000	\$4,500	Based on latest cost estimates.	43809	DOT09-6C12RW
303	RW	I-10 - US60, Grand Ave	10	10	5,500	10,000	\$4,500	Based on latest cost estimates.	43510	DOT10-6C38RW
303	RC	I-10 - US60, Grand Ave	11	None	129,800	0	(\$129,800)	Deleted this project and transfer funds to two existing projects (item # 41612 and 43311).	41811	DOT07-712
303	RC	I-10 - US60, Grand Ave	12	12	190,000	205,000	\$15,000	Based on latest cost estimates.	41612	DOT12-846
303	RC	I-10/303L TI, Phase I, I-10 re-alignment	11	11	135,000	250,000	\$115,000	Based on latest cost estimates.	43311	DOT11-829
303	RD	I-10 - US60, Grand Ave	None	11	0	8,500	\$8,500	Establish a new design project in FY11.	New	New
303	RW	I-10 - US60, Grand Ave	None	11	0	10,000	\$10,000	Establish a new RW project in FY11.	New	New
303	RW	I-10 - US60, Grand Ave	None	12	0	10,000	\$10,000	Establish a new RW project in FY12.	New	New
303	RW	I-10 - US60, Grand Ave	None	13	0	10,000	\$10,000	Establish a new RW project in FY13.	New	New
System Wide (SW)										
SW	RC	TI Improvements	None	13	0	3,000	\$3,000	Continuous funding for TI improvement projects.	New	New
SW	FMS	Freeway Management System Projects	11	11	1,270	370	(\$900)	\$900K of this item was used to create FMS project on the Price Freeway. Balance FMS program.	41911	DOT11-830
TOTAL:							\$80,040			

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**ARIZONA DEPARTMENT OF TRANSPORTATION
PROPOSED CHANGES TO THE FY 2009 - FY 2012 REGIONAL TRANSPORTATION PLAN FREEWAY PROGRAM**

Route	Phase	Project	Fiscal Year		Budget (000)		Change	Other Misc. Changes (Comments)	Item No.	MAG TIP ID
			From	To	From	To				
I-10, Papago										
10	Design	Perryville Rd	12	12	\$750	\$1,400	\$650	Increase design costs in line with the increased construction costs.	40012	DOT12-832
10	Const	Perryville Rd	13	13	\$8,200	\$20,000	\$11,800	Increase construction cost to reflect current estimate. Previous programmed amount is much lower than recent interchange costs have been.	40913	DOT13-948
10	R/W	Perryville Rd	None	12	\$0	\$2,000	\$2,000	Initial scoping work has identified that new R/W is needed for construction.	New	New
10	Const	SR101L, Agua Fria - I-17	10	11	\$53,000	\$76,000	\$23,000	Due to scoping delays, construction project will not be ready to advertise in FY10. Increased cost reflects recommended initial project in this segment.	40008	DOT08-668
10	Const	Avondale Blvd	None	10	\$0	\$2,000	\$2,000	Create this project from "TI Improvements" subprogram (item #43910).	New	New
I-10, Maricopa										
10	Design	SR51 - 40th St, CD Road	10	None	\$10,000	\$0	(\$10,000)	Delete this project and repackage the I-10 corridor into three specific projects. Delay funding slightly to allow completion of the EIS.	43110	DOT10-6C27D
10	R/W	SR51 - 40th St, CD Road	10	None	\$10,000	\$0	(\$10,000)	Delete this project and repackage the I-10 corridor into three specific projects. Delay funding slightly to allow completion of the EIS.	43210	DOT10-6C27R
10	Const	SR51 - 40th St, CD Road	12	None	\$120,000	\$0	(\$120,000)	Delete this project and repackage the I-10 corridor into three specific projects. Delay funding slightly to allow completion of the EIS.	40111	DOT11-718
10	Design	40th St - Baseline Rd, CD Road	10	None	\$5,535	\$0	(\$5,535)	Delete this project and repackage the I-10 corridor into three specific projects. Delay funding slightly to allow completion of the EIS.	40006	DOT06-601
10	Const	40th St - Baseline Rd, CD Road	11	None	\$50,000	\$0	(\$50,000)	Delete this project and repackage the I-10 corridor into three specific projects. Delay funding slightly to allow completion of the EIS.	11307 & 12406	DOT07-635R
10	Const	40th St - Baseline Rd, CD Road	11	None	\$55,765	\$0	(\$55,765)	Delete this project and repackage the I-10 corridor into three specific projects. Delay funding slightly to allow completion of the EIS.	11307	DOT11-826
10	Design	40th St - Baseline Rd, CD Road	10	None	\$4,125	\$0	(\$4,125)	Delete this project and repackage the I-10 corridor into three specific projects. Delay funding slightly to allow completion of the EIS.	13307	DOT07-636
10	Const	40th St - Baseline Rd, CD Road	11	None	\$71,135	\$0	(\$71,135)	Delete this project and repackage the I-10 corridor into three specific projects. Delay funding slightly to allow completion of the EIS.	11307	DOT08-666
10	Design	40th St - Baseline Rd, CD Road	10	None	\$4,675	\$0	(\$4,675)	Delete this project and repackage the I-10 corridor into three specific projects. Delay funding slightly to allow completion of the EIS.	40108	DOT08-667
10	Const	40th St - Baseline Rd, CD Road	11	None	\$85,000	\$0	(\$85,000)	Delete this project and repackage the I-10 corridor into three specific projects. Delay funding slightly to allow completion of the EIS.	40009	DOT10-6C26

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ARIZONA DEPARTMENT OF TRANSPORTATION
PROPOSED CHANGES TO THE FY 2009 - FY 2012 REGIONAL TRANSPORTATION PLAN FREEWAY PROGRAM

Route	Phase	Project	Fiscal Year		Budget (000)		Change	Other Misc. Changes (Comments)	Item No.	MAG TIP ID
			From	To	From	To				
10	Design	40th St - Baseline Rd, CD Road	11	None	\$4,675	\$0	(\$4,675)	Delete this project and repackage the I-10 corridor into three specific projects. Delay funding slightly to allow completion of the EIS.	40109	DOT09-697
10	Const	40th St - Baseline Rd, CD Road	12	None	\$85,000	\$0	(\$85,000)	Delete this project and repackage the I-10 corridor into three specific projects. Delay funding slightly to allow completion of the EIS.	40010	DOT09-696
10	Design	Baseline Rd - SR202L, Santan	13	None	\$2,640	\$0	(\$2,640)	Delete this project and repackage the I-10 corridor into three specific projects. Delay funding slightly to allow completion of the EIS.	40813	DOT13-949
10	Design	32nd St - SR202L, Santan, Phase 1	None	11	\$0	\$12,500	\$12,500	Establish this project to reflect a repackaging of the I-10 corridor based on the latest cost estimates and construction sequencing.	New	New
10	R/W	32nd St - SR202L, Santan, Phase 1	None	11	\$0	\$116,000	\$116,000	Establish this project to reflect a repackaging of the I-10 corridor based on the latest cost estimates and construction sequencing.	New	New
10	Const	32nd St - SR202L, Santan, Phase 1	None	13	\$0	\$177,000	\$177,000	Establish this project to reflect a repackaging of the I-10 corridor based on the latest cost estimates and construction sequencing.	New	New
10	Design	32nd St - SR202L, Santan, Phase 2	None	12	\$0	\$9,200	\$9,200	Establish this project to reflect a repackaging of the I-10 corridor based on the latest cost estimates and construction sequencing.	New	New
10	R/W	32nd St - SR202L, Santan, Phase 2	None	12	\$0	\$25,000	\$25,000	Establish this project to reflect a repackaging of the I-10 corridor based on the latest cost estimates and construction sequencing.	New	New
10	Design	32nd St - SR202L, Santan, Phase 3	None	13	\$0	\$10,000	\$10,000	Establish this project to reflect a repackaging of the I-10 corridor based on the latest cost estimates and construction sequencing.	New	New
10	R/W	32nd St - SR202L, Santan, Phase 3	None	13	\$0	\$75,000	\$75,000	Establish this project to reflect a repackaging of the I-10 corridor based on the latest cost estimates and construction sequencing.	New	New
10	Design	SR202L, Santan - Riggs Rd	10	14	\$4,000	\$4,000	\$0	Defer design project to align with study schedule.	10103	DOT07-637
10	Const	SR202L, Santan - Riggs Rd	11	None	\$65,000	\$0	(\$65,000)	Defer this project to outside of 5-Year program. This project will be programmed in FY15.	12407	DOT09-698
I-17, Black Canyon										
17	Design	Arizona Canal - SR101L	12	12	2,640	6,500	\$3,860	Update design costs based on latest construction cost estimates for this segment.	40112	DOT12-835
17	Const	Arizona Canal - SR101L	13	None	48,000	0	(\$48,000)	Defer this project to outside of 5-Year program. This project will be programmed in FY15.	41013	DOT13-950
17	Const	Peoria Ave - Greenway Rd	13	None	17,000	0	(\$17,000)	Defer this project to outside of 5-Year program. This project will be programmed in FY15.	11407	DOT07-329R
US60, Grand Avenue										
60	Const	SR101L, Agua Fria - McDowell Rd	10	10	29,700	31,000	\$1,300	Increase costs based on the latest cost estimates available.	40310	DOT10-6C29
60	Design	SR101L, Agua Fria - Van Buren St	13	13	1,100	1,600	\$500	Increase costs based on the latest cost estimates available.	40513	DOT13-951

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**ARIZONA DEPARTMENT OF TRANSPORTATION
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Route	Phase	Project	Fiscal Year		Budget (000)		Change	Other Misc. Changes (Comments)	Item No.	MAG TIP ID
			From	To	From	To				
SR85										
85	R/W	I-8 TI Phase I & II	10	10	9,500	12,000	\$2,500	Increase in right-of-way costs based on the final scoping documents.	44510	
85	Const	I-8 TI Phase I	10	11	9,100	20,000	\$10,900	Defer construction due to a delay in completion of scoping thereby delaying the final design. Cost increase reflects the latest cost estimates.	13607	DOT07-427
85	Const	Hazen Rd - Broadway Rd	10	11	16,200	48,500	\$32,300	Defer construction project to align with design schedule. Costs reflect the latest cost estimate to upgrade this section to full freeway.	10209	DOT09-6C03
85	Const	Hazen Rd - Broadway Rd	10	11	40,000	40,000	\$0	Defer construction project to align with design schedule. Costs reflect the latest cost estimate to upgrade this section to full freeway.	40710	DOT05-168R
SR101L, Pima										
101	Const	I-17 - Tatum Blvd	13	13	33,000	35,000	\$2,000	Cost increase reflects the latest cost estimate for this segment based on previously constructed HOV projects.	40313	DOT13-928
SR202L, South Mountain										
202	Design	51st Ave - I-10 West	10	None	15,000	0	(\$15,000)	Delete this project and repackage the South Mountain corridor into specific projects. Delay funding to future years to allow completion of the EIS.	44509	DOT09-822
202	Design	51st Ave - I-10 West	11	None	20,000	0	(\$20,000)	Delete this project and repackage the South Mountain corridor into specific projects. Delay funding to future years to allow completion of the EIS.	43811	DOT11-918
202	Const	51st Ave - I-10 West	10	None	30,000	0	(\$30,000)	Delete this project and repackage the South Mountain corridor into specific projects. Delay funding to future years to allow completion of the EIS.	43810	DOT10-829
202	Const	51st Ave - I-10 West	10	None	30,000	0	(\$30,000)	Delete this project and repackage the South Mountain corridor into specific projects. Delay funding to future years to allow completion of the EIS.	44609	DOT10-824
202	Const	51st Ave - I-10 West	10	None	60,000	0	(\$60,000)	Delete this project and repackage the South Mountain corridor into specific projects. Delay funding to future years to allow completion of the EIS.	40709	DOT09-6C09
202	Const	51st Ave - I-10 West	10	None	110,000	0	(\$110,000)	Delete this project and repackage the South Mountain corridor into specific projects. Delay funding to future years to allow completion of the EIS.	41210	DOT10-6C35
202	Const	51st Ave - I-10 West	11	None	190,000	0	(\$190,000)	Delete this project and repackage the South Mountain corridor into specific projects. Delay funding to future years to allow completion of the EIS.	41211	DOT11-732
202	Design	I-10 East/Santan TI - 51st Ave	10	None	10,000	0	(\$10,000)	Delete this project and repackage the South Mountain corridor into specific projects. Delay funding to future years to allow completion of the EIS.	41608	DOT08-679
202	Design & R/W	I-10 East/Santan TI - 51st Ave	10	None	20,000	0	(\$20,000)	Delete this project and repackage the South Mountain corridor into specific projects. Delay funding to future years to allow completion of the EIS.	40809	DOT09-6C10

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Route	Phase	Project	Fiscal Year		Budget (000)		Change	Other Misc. Changes (Comments)	Item No.	MAG TIP ID
			From	To	From	To				
202	Design & R/W	I-10 East/Santan TI - 51st Ave	10	None	50,000	0	(\$50,000)	Delete this project and repackage the South Mountain corridor into specific projects. Delay funding to future years to allow completion of the EIS.	41310	DOT10-6C36
202	Const	I-10 East/Santan TI - 51st Ave	13	None	150,000	0	(\$150,000)	Delete this project and repackage the South Mountain corridor into specific projects. Delay funding to future years to allow completion of the EIS.	40013	DOT13-932
202	R/W	I-10 East/Santan TI - 51st Ave	11	11	80,000	20,000	(\$60,000)	Due to a delay in the completion date of the EIS, reduce the funding allocated for right of way purchases in this FY.	41311	DOT11-731
202	R/W	I-10 East/Santan TI - 51st Ave	12	12	80,000	20,000	(\$60,000)	Due to a delay in the completion date of the EIS, reduce the funding allocated for right of way purchases in this FY.	41312	DOT12-844
202	Design	17th Ave - 51st Ave, Segment 3	None	13	0	15,500	\$15,500	Establish funding for a specific South Mountain corridor project based on the latest cost estimates.	New	New
202	R/W	17th Ave - 51st Ave, Segment 3	None	13	0	228,000	\$228,000	Establish funding for a specific South Mountain corridor project based on the latest cost estimates.	New	New
202	Design	I-10/SR202L System Interchange, Segment 9	None	13	0	10,200	\$10,200	Establish funding for a specific South Mountain corridor project based on the latest cost estimates.	New	New
202	R/W	I-10/SR202L System Interchange, Segment 9	None	13	0	70,700	\$70,700	Establish funding for a specific South Mountain corridor project based on the latest cost estimates.	New	New
SR202, Red Mountain										
202	Design	SR101L - Gilbert Rd	13	13	2,530	4,300	\$1,770	This increased design cost is necessary based on the higher outside widening costs we are experiencing.	41213	DOT13-930
SR202, Santan										
202	Design	Dobson Rd - I-10	11	11	4,000	3,300	(\$700)	This lower design cost reflects our recent experience on HOV project design costs.	41711	DOT11-730
202	Const	Dobson Rd - I-10	13	13	42,000	46,200	\$4,200	This higher construction cost reflects our latest estimate for this project.	41713	DOT13-931
SR303L										
303	Design	US60, Grand Ave - I-17	12	None	20,000	0	(\$20,000)	Defer this project to beyond the 5-Year program based on available revenues.	41112	DOT12-848
303	R/W	US60, Grand Ave - I-17	12	None	70,000	0	(\$70,000)	Defer this project to beyond the 5-Year program based on available revenues.	41212	DOT12-847
303	Const	US60, Grand Ave - I-17	13	None	110,000	0	(\$110,000)	Defer this project to beyond the 5-Year program based on available revenues.	41313	DOT13-934
303	R/W	I-10 - US60, Grand Ave	10	None	10,000	0	(\$10,000)	Delete this project to repackage the I-10 to Grand segment of the SR 303 into specific projects.	43510	DOT10-6C38R
303	R/W	I-10 - US60, Grand Ave	11	None	10,000	0	(\$10,000)	Delete this project to repackage the I-10 to Grand segment of the SR 303 into specific projects.	44011	
303	R/W	I-10 - US60, Grand Ave	12	None	10,000	0	(\$10,000)	Delete this project to repackage the I-10 to Grand segment of the SR 303 into specific projects.	43312	
303	R/W	I-10 - US60, Grand Ave	13	None	10,000	0	(\$10,000)	Delete this project to repackage the I-10 to Grand segment of the SR 303 into specific projects.	43313	
303	Design	I-10 - US60, Grand Ave	11	None	8,500	0	(\$8,500)	Delete this project to repackage the I-10 to Grand segment of the SR 303 into specific projects.	43911	

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PROPOSED CHANGES TO THE FY 2009 - FY 2012 REGIONAL TRANSPORTATION PLAN FREEWAY PROGRAM

Route	Phase	Project	Fiscal Year		Budget (000)		Change	Other Misc. Changes (Comments)	Item No.	MAG TIP ID
			From	To	From	To				
303	Const	I-10 - US60, Grand Ave	13	None	155,000	0	(\$155,000)	Delete this project to repackage the I-10 to Grand segment of the SR 303 into specific projects.	41813	DOT13-933
303	Design	I-10 - US60, Grand Ave	10	None	11,300	0	(\$11,300)	Delete this project to repackage the I-10 to Grand segment of the SR 303 into specific projects.	43410	DOT10-6C38D
303	Const	I-10 - US60, Grand Ave	12	None	205,000	0	(\$205,000)	Delete this project to repackage the I-10 to Grand segment of the SR 303 into specific projects.	41612	DOT12-846
303	Design	Northern Ave - Olive Ave	None	10	0	8,600	\$8,600	Reprogram the I-10 to Grand segment of SR 303 into specific projects reflecting the latest cost estimates.	New	New
303	R/W	Northern Ave - Olive Ave	None	11	0	124,800	\$124,800	Reprogram the I-10 to Grand segment of SR 303 into specific projects reflecting the latest cost estimates.	New	New
303	Const	Northern Ave - Olive Ave	None	12	0	133,000	\$133,000	Reprogram the I-10 to Grand segment of SR 303 into specific projects reflecting the latest cost estimates.	New	New
303	Design	Indian School Rd - Camelback Rd	None	10	0	5,600	\$5,600	Reprogram the I-10 to Grand segment of SR 303 into specific projects reflecting the latest cost estimates.	New	New
303	R/W	Indian School Rd - Camelback Rd	None	11	0	152,200	\$152,200	Reprogram the I-10 to Grand segment of SR 303 into specific projects reflecting the latest cost estimates.	New	New
303	Const	Indian School Rd - Camelback Rd	None	12	0	101,000	\$101,000	Reprogram the I-10 to Grand segment of SR 303 into specific projects reflecting the latest cost estimates.	New	New
303	Design	Peoria Ave - Waddell Rd	None	10	0	5,100	\$5,100	Reprogram the I-10 to Grand segment of SR 303 into specific projects reflecting the latest cost estimates.	New	New
303	R/W	Peoria Ave - Waddell Rd	None	10	0	70,600	\$70,600	Reprogram the I-10 to Grand segment of SR 303 into specific projects reflecting the latest cost estimates.	New	New
303	Const	Peoria Ave - Waddell Rd	None	11	0	93,000	\$93,000	Reprogram the I-10 to Grand segment of SR 303 into specific projects reflecting the latest cost estimates.	New	New
303	Design	Bethany Home Rd - Glendale Ave	None	10	0	4,200	\$4,200	Reprogram the I-10 to Grand segment of SR 303 into specific projects reflecting the latest cost estimates.	New	New
303	R/W	Bethany Home Rd - Glendale Ave	None	12	0	50,300	\$50,300	Reprogram the I-10 to Grand segment of SR 303 into specific projects reflecting the latest cost estimates.	New	New
303	Const	Bethany Home Rd - Glendale Ave	None	13	0	76,000	\$76,000	Reprogram the I-10 to Grand segment of SR 303 into specific projects reflecting the latest cost estimates.	New	New
303	Design	Greenway Rd - Mountain View Rd	None	10	0	7,400	\$7,400	Reprogram the I-10 to Grand segment of SR 303 into specific projects reflecting the latest cost estimates.	New	New
303	R/W	Greenway Rd - Mountain View Rd	None	10	0	11,800	\$11,800	Reprogram the I-10 to Grand segment of SR 303 into specific projects reflecting the latest cost estimates.	New	New
303	Const	Greenway Rd - Mountain View Rd	None	11	0	135,000	\$135,000	Reprogram the I-10 to Grand segment of SR 303 into specific projects reflecting the latest cost estimates.	New	New
303	Design	Clearview Blvd - US60, Grand Ave	None	12	0	7,800	\$7,800	Reprogram the I-10 to Grand segment of SR 303 into specific projects reflecting the latest cost estimates.	New	New
303	R/W	Clearview Blvd - US60, Grand Ave	None	13	0	64,000	\$64,000	Reprogram the I-10 to Grand segment of SR 303 into specific projects reflecting the latest cost estimates.	New	New
303	R/W	I-10/SR303L TI Phase I, I-10 re-alignment	None	10	0	246,100	\$246,100	Reprogram the I-10 to Grand segment of SR 303 into specific projects reflecting the latest cost estimates.	New	New
303	Const	I-10/SR303L TI Phase I, I-10 re-alignment	11	11	250,000	335,000	\$85,000	Increase construction funding based on 30% estimate.	43311	DOT11-829
303	R/W	SR801 - I-10	None	10	0	5,000	\$5,000	Establish R/W project in FY10 for R/W protection.	New	New

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**ARIZONA DEPARTMENT OF TRANSPORTATION
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Route	Phase	Project	Fiscal Year		Budget (000)		Change	Other Misc. Changes (Comments)	Item No.	MAG TIP ID
			From	To	From	To				
303	R/W	SR801 - I-10	None	11	0	5,000	\$5,000	Establish R/W project in FY11 for R/W protection.	New	New
System Wide (SW)										
SW	Const	Noise Mitigation Projects	10	None	1,000	0	(\$1,000)	Delete project and used funding to establish "MAG Proposition 400 noise walls" project.	41410	DOT10-6C39
SW	Const	Noise Mitigation Projects	11	None	1,000	0	(\$1,000)	Delete project and used funding to establish "MAG Proposition 400 noise walls" project.	41511	DOT11-738
SW	Const	Noise Mitigation Projects	12	None	1,500	0	(\$1,500)	Delete project and used funding to establish "MAG Proposition 400 noise walls" project.	41512	DOT12-855
SW	Const	Noise Mitigation Projects	13	None	1,000	0	(\$1,000)	Delete project and used funding to establish "MAG Proposition 400 noise walls" project.	41513	DOT13-936
SW	Design	Preliminary Engineering (Management Consultants, 30% Plans Design)	11	11	13,000	19,200	\$6,200	Ongoing corridor studies and preliminary design by the Management Consultants does not allow a reduction in MC programming as quickly as originally planned.	42211	DOT11-740
SW	Design	Preliminary Engineering (Management Consultants, 30% Plans Design)	12	12	13,000	19,200	\$6,200	Ongoing corridor studies and preliminary design by the Management Consultants does not allow a reduction in MC programming as quickly as originally planned.	42212	DOT12-857
SW	Design	Preliminary Engineering (Management Consultants, 30% Plans Design)	13	13	12,000	18,200	\$6,200	Ongoing corridor studies and preliminary design by the Management Consultants does not allow a reduction in MC programming as quickly as originally planned.	42213	DOT13-938
SW	Design	Preliminary Engineering (ADOT Staff)	10	10	1,700	1,900	\$200	Continued high levels of design require increased Preliminary Engineering funding.	42310	DOT10-6C43
SW	Design	Preliminary Engineering (ADOT Staff)	11	11	1,200	1,900	\$700	Continued high levels of design require increased Preliminary Engineering funding.	42311	DOT11-739
SW	Design	Preliminary Engineering (ADOT Staff)	12	12	1,200	1,900	\$700	Continued high levels of design require increased Preliminary Engineering funding.	42312	DOT12-856
SW	Design	Preliminary Engineering (ADOT Staff)	13	13	1,200	1,700	\$500	Continued high levels of design require increased Preliminary Engineering funding.	42313	DOT13-939
SW	Design	Design Change Order	11	11	3,000	3,500	\$500	Continued high levels of design require increased Design Change Order funding.	42411	DOT11-735
SW	Design	Design Change Order	12	12	3,000	3,500	\$500	Continued high levels of design require increased Design Change Order funding.	42412	DOT12-850
SW	Design	Design Change Order	13	13	3,000	3,500	\$500	Continued high levels of design require increased Design Change Order funding.	42413	DOT13-940
SW	Const	TI Improvements	10	None	3,000	0	(\$3,000)	Funding used to establish two TI improvement projects: I-10 at Avondale Blvd & SR101L, Pima at Chaparral Rd.	43910	DOT10-825
							TOTAL:	\$190,030		

APPENDIX B

CTOC 2008 ISSUES DATABASE

CTOC 2008 ISSUES

<i>Date</i>	<i>Issue Source</i>	<i>Issue</i>	<i>Request Form</i>	<i>Agency Impacted</i>	<i>Issue Type</i>	<i>Summary/Comment</i>
1/5/2008	Gary Green	Light Rail Safety	Email	RPTA	Transit	When injuries or fatalities occur will public officials who lobbied for and approved the unsafe Light Rail be considered criminally responsible?
1/12/2008	Joseph Ryan	Light Rail Safety	Email	RPTA	Transit	He is very concerned about serious safety issues in regard to the lack of safety belts and hooks for bicycles, wheelchairs and all passengers.
1/22/2008	Jack Rogers	Loop 303 Noise Issue	Meeting minutes	MAG	Freeway	He urged the CTOC Board to step up and get something done about the noise mitigation for the residents of Sun City West.
1/22/2008	Nelson Ladd	I-10 & I-17 Bypass Study	Meeting minutes	ADOT	Planning	He asked about the projected timeframe on the possible I-10 and I-17 Bypass Study project between Phoenix and Tucson.
1/22/2008	Jack Lunsford	West Valley	Meeting minutes	MAG	Planning	Commented that west valley projects need to be an integral part of the statewide plan.
1/22/2008	William Crowley	Bus Connections	Meeting minutes	RPTA	Transit	He stated there needs to be more buses connecting to and within Sun City and Sun City West.
1/22/2008	Mae Williams	Trees Promised	Meeting minutes	MCDOT	Other	She stated a long time ago Maricopa County DOT promised to plant mature trees between the Loop 303 and her house and she wants to know where they are.
1/22/2008	Joseph Ryan	Transportation Issues	Meeting minutes	ADOT	Planning	He feels ADOT's planning for freeway and interchanges is poor and ADOT needs new leadership.

<i>Date</i>	<i>Issue Source</i>	<i>Issue</i>	<i>Request Form</i>	<i>Agency Impacted</i>	<i>Issue Type</i>	<i>Summary/Comment</i>
1/22/2008	Marvin Brown	Loop 303 Noise Issue	Meeting minutes	MAG	Freeway	He complained that noise walls go up towards and by Scottsdale but not in the area of Sun City West and Loop 303.
1/22/2008	Jim Evers	Loop 303 Noise Issue	Meeting minutes	MAG	Freeway	He complained about the extreme noise levels from the Loop 303 stating it was even hard to sleep.
1/22/2008	Paul Hunter	Loop 303 Noise Issue	Meeting minutes	MAG	Freeway	He commented on the Loop 303 noise from motorcycles, pollution, the site of tops of trucks and asked for walls and rubberized asphalt.
1/22/2008	Chuck Ullman	Loop 303 Noise Issue	Meeting minutes	MAG	Freeway	He also asked CTOC to help accelerate the Loop 303 noise mitigation for noise walls and rubberized asphalt.
1/22/2008	Walt Maas	Loop 303 Noise Issue	Meeting minutes	ADOT	Freeway	He spoke on the Loop 303 noise issues and asked CTOC for assistance in getting the proper authorities to implement improvements to decrease the noise levels.
1/22/2008	Jack Lunsford	I-10 & I-17 Bypass Study	Meeting minutes	ADOT	Financial	Asked if there are any cost benefit analyses in the I-10, I-17 preliminary assessment of the Bypass Study?
1/22/2008	Leyton Woolf	Northern Ave Parkway	Meeting minutes	MAG	Planning	Asked about the negative effects to the City of Glendale regarding a possible Northern Avenue Parkway.
1/22/2008	Peggy Jones	City of Surprise	Meeting minutes	Local Gov	Planning	She asked about the alignment of the White Tanks Freeway in the Hassayampa Valley Framework Study for the west valley.
1/22/2008	Arnold Bloomer	Loop 303 Noise Issue	Meeting minutes	MAG	Freeway	He stated the noise levels are very high during the certain times of the day and night and he hopes CTOC can help to improve the situation.

<i>Date</i>	<i>Issue Source</i>	<i>Issue</i>	<i>Request Form</i>	<i>Agency Impacted</i>	<i>Issue Type</i>	<i>Summary/Comment</i>
1/22/2008	Nelson Ladd	City of Surprise	Meeting minutes	Local Gov	Planning	He asked where funds were coming from for the Surprise's Access Management Study.
2/4/2008	Gary Green	Light Rail	Email	RPTA	Transit	He feels our Light Rail should have railroad safety gates to block street traffic when the Light Rail is present. Its a safety feature California has.
2/22/2008	Joseph Ryan	Transit	Email	RPTA	Transit	He suggests a RAPID transportation system to accommodate Phoenix to Sky Harbor and cities like Tucson and Prescott to Phoenix.
2/28/2008	Joseph Ryan	Funding	Email	MAG	Financial	He feels Maricopa County's greatest funding problems are from under-building the county's infrastructure.
3/4/2008	Gary Green	Light Rail Safety	Email	RPTA	Transit	He sent an article from California of a fatal Light Rail collision with a vehicle and urges local authorities to take all the safety precautions possible.
3/11/2008	Gary Green	Light Rail Safety	Email	RPTA	Transit	He forwarded an article from California of a "Sprinter" Light Rail severing the legs of a homeless man laying on the tracks.
5/8/2008	Gary Green	Light Rail Safety	Email	RPTA	Transit	Reported a Light Rail accident in Houston, Texas and stated our rail and Houston's share many of the on-grade, on-street related design similarities.
5/27/2008	Jack Lunsford	MAG Noise Study	Meeting minutes	MAG	Planning	In regard to the MAG Noise Study what types of recommendations might they have to remedy the noise issues with the Loop 303.
5/27/2008	Dianne Barker	Transit Audit	Meeting minutes	RPTA	Financial	She asked if CTOC would be having a transit audit performed along with the existing audit on the freeway system.

<i>Date</i>	<i>Issue Source</i>	<i>Issue</i>	<i>Request Form</i>	<i>Agency Impacted</i>	<i>Issue Type</i>	<i>Summary/Comment</i>
5/27/2008	Walt Maas	Loop 303 Noise	Meeting minutes	MAG	Freeway	On behalf of numerous residence he complained about how long its taking to get news of solutions to correct the noise issues on the Loop 303.
5/27/2008	Leyton Woolf	MAG Noise Study	Meeting minutes	ADOT	Planning	Questioned the difference and value to the ADOT Noise Study versus the MAG Noise Study.
5/27/2008	Nelson Ladd	Loop 303 Noise Study	Meeting minutes	ADOT	Planning	He asked about the capability of ADOT doing modeling right now for the Loop 303 and the number of nodes or data inputs that can be done.
5/27/2008	Peggy Jones	Loop 303 Noise Study	Meeting minutes	ADOT	Planning	She asked if the noise study takes visual applications into consideration for example; if traffic is in direct line of sight.
5/27/2008	Ed Johnson	Thank you CTOC	Meeting minutes	CTOC	Other	He was a CTOC Board member from 1994-99 when CTOC started and has continued to come and enjoy it but is retiring now and thanked CTOC and staff.
5/27/2008	Peggy Jones	Loop 303 Noise Study	Meeting minutes	ADOT	Planning	Asked what exactly the MAG study included and the estimated completion date of the study. She also requested a copy of the report.
5/27/2008	Nelson Ladd	Public Transit Report	Meeting minutes	RPTA	Air Quality	Asked if the security issues had been resolved that Phoenix and Tempe were having with the Light Rail.
5/27/2008	Jack Lunsford	Public Transit Report	Meeting minutes	RPTA	Administrative	Ask for clarification on the ITS and Bus Stops Program being eliminated and the Regional Services Program being reduced by \$7 million.

<i>Date</i>	<i>Issue Source</i>	<i>Issue</i>	<i>Request Form</i>	<i>Agency Impacted</i>	<i>Issue Type</i>	<i>Summary/Comment</i>
5/27/2008	Peggy Jones	MAG Noise Study	Meeting minutes	MAG	Planning	Felt CTOC should make a recommendation to MAG on behalf of the residence regarding the Loop 303 noise issues.
7/22/2008	Gary Green	Light Rail Safety	Email	RPTA	Transit	Reports a Light Rail and pedestrian fatality in Mt. View, California and urges local government officials to learn from these accidents before they happen here.
7/23/2008	S. Ramchandra	Loop 202 Spur	Email	MAG	Planning	He sent in a proposal for congestion improvements to connect Loop 202 to the I-10 using the SR153 spur.
7/25/2008	Gary Green	Light Rail Safety	Email	RPTA	Transit	He reported two more Light Rail fatalities in California and stated the accidents across the country need to be studied from a "lessons to be learned" perspective.
7/31/2008	Gary Green	Light Rail Safety	Email	RPTA	Transit	Article from California where a tract maintenance worker was killed by Light Rail traveling on the same track he was working on.
8/19/2008	Joseph Ryan	Light Rail Safety	Email	RPTA	Transit	Commented on the higher safety risk of ground level Light Rail compared to elevated or underground rail.
8/19/2008	Gary Green	Light Rail Safety	Email	RPTA	Transit	Reported a near collision between a Metro Transit bus and Light Rail in Minneapolis and urges authorities to learn from these reports.
8/21/2008	Mike Ross	Light Rail Safety	Email	RPTA	Transit	Stated that the Valley Metro Bus System has safety tie downs for wheelchairs and Light Rail has none.
9/23/2008	Dianne Barker	Connectivity	Meeting minutes	RPTA	Transit	We need more transit connectivity with the west and east side of the valley with buses and Light Rail.

<i>Date</i>	<i>Issue Source</i>	<i>Issue</i>	<i>Request Form</i>	<i>Agency Impacted</i>	<i>Issue Type</i>	<i>Summary/Comment</i>
9/23/2008	Leyton Woolf	Loop 303 Noise	Meeting minutes	ADOT	Freeway	Questioned if in the Proposition 400 Noise Mitigation Project will there be enough money to take care of all noise issues on the Loop 303.
9/23/2008	Keno Hawker	Funding Priorities	Meeting minutes	MAG	Financial	Stated that federal funds are distributed across the board for all projects and there ranking is checked in the Five-Year Program.
9/23/2008	David Martin	Financial C. Audit	Meeting minutes	ADOT	Administrative	Asked CTOC staff to review and evaluate the Financial Compliance proposals and give there recommendations to the CTOC Board for approval.
9/23/2008	Jeff Schwartz	Loop 303 Noise	Meeting minutes	ADOT	Planning	Asked if the Environmental Impact Study had any comments about the noise issues brought up by Sun City residents.
9/23/2008	Dianne Barker	Connectivity	Meeting minutes	MAG	Transit	Asked the CTOC Board if MAG could come and speak on transportation/transit connectivity.
9/23/2008	Walt Maas	Loop 303 Noise	Meeting minutes	ADOT	Freeway	Requesting action from the CTOC Board on the Loop 303 noise mitigation issues for the citizens of Sun City West.
9/23/2008	Peggy Jones	Funding Shortfalls	Meeting minutes	MAG	Financial	She inquired as to how MAG prioritizes the projects if funds are cut back.
9/23/2008	David Martin	Federal Funding	Meeting minutes	ADOT	Financial	Asked how many projects in the Regional Transportation Plan would be affected if Federal funding ceased.
9/23/2008	Peggy Jones	Loop 303 Noise	Meeting minutes	ADOT	Freeway	Asked what further action the CTOC Board can do to assure the citizens concerns with the Loop 303 Noise issues are taken care of as soon as possible.

<i>Date</i>	<i>Issue Source</i>	<i>Issue</i>	<i>Request Form</i>	<i>Agency Impacted</i>	<i>Issue Type</i>	<i>Summary/Comment</i>
9/23/2008	David Martin	Public Input	Meeting minutes	ADOT	Planning	Asked for an explanation of how ADOT handles the process of public input and notifications of meetings.
9/23/2008	Leyton Woolf	Public Utilities	Meeting minutes	Other	Planning	Inquired about a proposal for public utilities to be put in the middle of new freeway.
9/23/2008	Leyton Woolf	Environmental Study	Meeting minutes	ADOT	Planning	Questioned if the Environmental Impact Study considers future long term noise issues for the surrounding neighborhoods.
9/23/2008	Jeff Schwartz	Loop 303	Meeting minutes	ADOT	Planning	He asked about the estimated completion date for Loop 303 from US60 to I-10.
9/23/2008	Jack Lunsford	US60 - Light Rail	Meeting minutes	RPTA	Planning	Asked about ADOT's Transportation Investment Strategy and consideration of a commuter rail route along (US60 - Grand Avenue).
9/23/2008	Jack Lunsford	Hassayampa Study	Meeting minutes	ADOT	Planning	Asked about the Hassayampa Study in conjunction with the possible extension of Northern Avenue becoming a Parkway or Freeway.
9/23/2008	Chuck Ullman	Loop 303 Noise	Meeting minutes	ADOT	Freeway	Encourages the Committee to take favorable action for the citizens regarding Loop 303 noise and pollution issues.
9/23/2008	Jack Lunsford	Prop 400 Shortfall	Meeting minutes	ADOT	Freeway	Expressed concern regarding Proposition 400 shortfall in funds and the completion of the Loop 303 Noise issues.
9/23/2008	Leyton Woolf	Light Rail Safety	Meeting minutes	RPTA	Transit	Stated that the CTOC Board receives a lot of emails regarding Light Rail safety and asked RPTA what they are doing to educate the public.

<i>Date</i>	<i>Issue Source</i>	<i>Issue</i>	<i>Request Form</i>	<i>Agency Impacted</i>	<i>Issue Type</i>	<i>Summary/Comment</i>
11/25/2008	Martha Schary	Loop 303 Noise	Meeting minutes	MAG	Freeway	She commented the noise from the 303 is unbearable and asked if there are plans for sound barriers.
11/25/2008	David Martin	Financial C. Audit	Meeting minutes	CTOC	Administrative	Said he didn't feel the cost was high enough to dig deep into the checks and balances of the Regional Area Road Fund.
11/25/2008	Leyton Woolf	Financial C. Audit	Meeting minutes	CTOC	Administrative	Stated that as long as the proposals were approved, either firm would be alright with him.
11/25/2008	Peggy Jones	Financial C. Audit	Meeting minutes	CTOC	Administrative	She reviewed the two proposals for the Financial Compliance Audit and felt Henry and Horne's was the most detailed and her overall choice.
11/25/2008	Leyton Woolf	Right of Way	Meeting minutes	MAG	Planning	Asked if there is a way to adjust right-of-ways a little to avoid the need to more irrigation wells.
11/25/2008	Nelson Ladd	Cost Estimates	Meeting minutes	ADOT	Financial	He asked if the cost estimates for projects ever come in on budget with rising costs.
11/25/2008	Martha Schary	Loop 303 & Grand	Meeting minutes	MAG	Freeway	At the traffic light at Loop 303 and Grand Avenue exit, trucks do 'engine braking' and she wants to know if anything can be done about the noise levels.
11/25/2008	Fred Garcia	Corridor Noise Study	Meeting minutes	ADOT	Planning	He explained about a noise study that will be done to look at future noise issues extending out to 2030 on the Corridors of Loop 303, I-17 and I-10.
12/22/2008	Joseph Ryan	Light Rail	Email	RPTA	Financial	He feels the ultimate costs with the Light Rail in all factors considered the cost is extremely high to the tax payers.

APPENDIX C

CTOC STATUTE

28-6356. Citizens transportation oversight committee

- A. A citizens transportation oversight committee is established in counties with a population of one million two hundred thousand or more persons and that have levied a transportation excise tax pursuant to section 42-6104 or 42-6105.
- B. The citizens transportation oversight committee consists of the following members who are not elected officials of or employed by this state or any county, city or town in this state:
 - 1. One member who serves as chairperson of the committee and who is appointed by the governor pursuant to section 38-211.
 - 2. One member who represents each supervisorial district in the county and who is appointed by the board of supervisors. The board of supervisors shall consult with the mayors of each city and town located within each supervisorial district regarding appointments. At all times during the term, each member appointed pursuant to this paragraph shall legally reside in a different city or town located in the county. Members appointed pursuant to this paragraph shall have expertise in transportation systems or issues.
 - 3. One member who resides in the county and who is appointed by the governor pursuant to section 38-211.
- C. Members shall be appointed for terms of three years.
- D. The chairperson shall also serve as:
 - 1. A nonvoting member of the departmental committee established by section 28-6951 only for issues relating to the regional transportation plan. The chairperson may appoint a designee to attend meetings of the departmental committee.
 - 2. A voting member of the governing body of the regional planning agency in the county for all matters relating to the regional transportation plan.
 - 3. A voting member of the transportation policy committee of the regional planning agency under section 28-6308 in the county for all matters relating to the regional transportation plan.
- E. The citizens transportation oversight committee shall meet at least once each calendar quarter.
- F. The citizens transportation oversight committee shall:
 - 1. Review and advise the board, the governor, the director, the governing body of the regional planning agency and the board of directors of the regional public transportation authority on matters relating to all projects funded pursuant to section 42-6104 and in the regional transportation plan.
 - 2. Review and make recommendations regarding any proposed major amendment of the regional transportation plan by the governing body of the regional planning agency pursuant to section 28-6353.

3. Annually review and comment on the criteria developed pursuant to section 28-6354, subsection B.
4. Hold public hearings and issue public reports as it deems appropriate.
5. Annually contract with an independent auditor who is a certified public accountant to conduct a financial compliance audit of all expenditures from the regional area road fund and the public transportation fund and receive the auditor's report. The department shall reimburse the committee for the cost of this audit from the highway user revenue fund pursuant to section 28-6538, subsection B, paragraph 1.
6. In consultation with the auditor general, set parameters for the performance audit prescribed in section 41-1279.03, subsection A, paragraph 6 in the county, review the results of the auditor general's performance audit and make recommendations to the regional planning agency, the regional public transportation authority, the department, the speaker of the house of representatives, the president of the senate and the governor.

G. The committee may:

1. Receive written complaints from citizens regarding adverse impacts of any transportation project funded in the regional transportation plan, determine which complaints warrant further review and make recommendations to the state transportation board regarding the complaints.
2. Receive written complaints from citizens relating to the regional planning agency's responsibilities as prescribed in this chapter, determine which complaints warrant further review and make recommendations to the regional planning agency regarding the complaints.
3. Make recommendations to the regional planning agency, the regional public transportation authority and the state transportation board regarding transportation projects and public transportation systems funded in the regional transportation plan, the transportation improvement program, the department's five year construction program and the life cycle management program.

H. Failure by the citizens transportation oversight committee to act does not bar the governing body of the regional planning agency or the board of directors of the regional public transportation authority from taking action.

I. Members of the committee are not eligible to receive compensation or reimbursement for expenses.

APPENDIX D

CTOC BUDGET

CITIZEN'S TRANSPORTATION OVERSIGHT COMMITTEE

FY 2008-2009 Budget

<i>APPROPRIATION</i>	<i>DESCRIPTION</i>	<i>ALLOCATION</i>
<i>0600</i>	<i>Personal Services</i>	<i>\$28,000</i>
<i>0610</i>	<i>Employee Related Expenses</i>	<i>\$11,000</i>
<i>0620</i>	<i>Professional & Outside Services *</i>	<i>\$15,000</i>
<i>0650</i>	<i>Travel - In State</i>	<i>\$500</i>
<i>0700</i>	<i>Other Operating Expenses **</i>	<i>\$4,500</i>
	<i>Total Operating Budget</i>	<i>\$59,000</i>

* Includes monies for FY07 & 08 Financial Compliance Audit and meeting transcription costs.

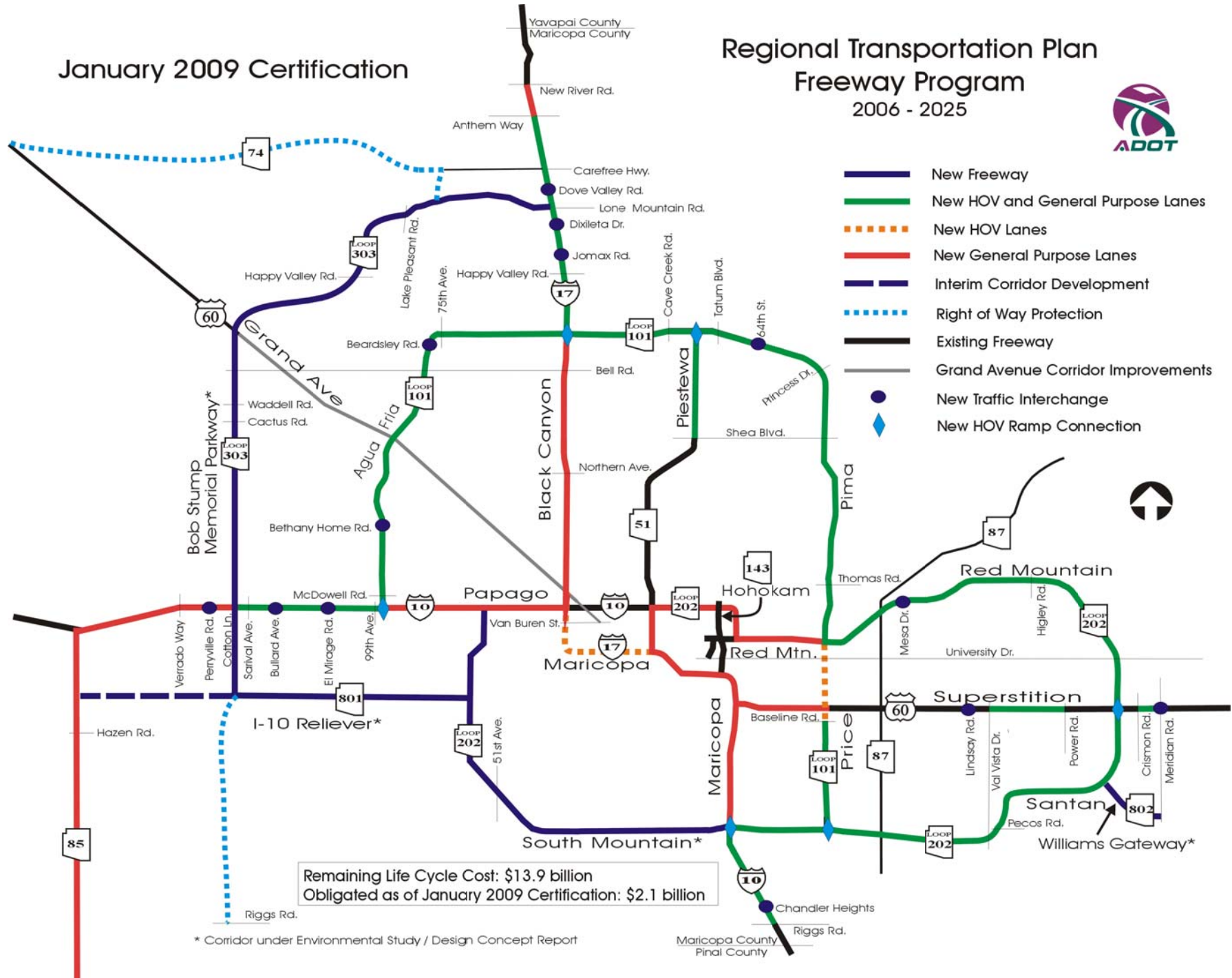
** Includes meeting costs, mailings, printing, publication, advertising, equipment usage, room fees and refreshments.

APPENDIX E

JANUARY 2009 CERTIFICATION MAP

January 2009 Certification

Regional Transportation Plan Freeway Program 2006 - 2025



Remaining Life Cycle Cost: \$13.9 billion
Obligated as of January 2009 Certification: \$2.1 billion

* Corridor under Environmental Study / Design Concept Report

Maricopa County
Pinal County