

CITIZEN'S TRANSPORTATION OVERSIGHT COMMITTEE

Arizona Department of Transportation

Meeting Minutes **November 24, 2009**

A Citizen's Transportation Oversight Committee (CTOC) meeting was held at the Arizona Department of Transportation, 206 South 17th Avenue, Phoenix, Arizona 85007 on November 24, 2009, with Chairman Roc Arnett presiding.

Members Present:

Roc Arnett, Chairman
Kyle Robinson, Maricopa County District 1
Nelson Ladd, Maricopa County District 3
Leyton Woolf, Maricopa County District 4
Peggy Jones, Maricopa County District 5

Members Absent:

Others Present:

Mike Taylor, Valley Metro	Roger Herzog, MAG
Stephanie Wilson, McDOT	Bill Cowdrey, HDR Engineering
Elizabeth Neville, RFS	Michelle Manley, RFS
Phil Shumway, Z Global LLC	Kwi Kang, RFS
Warren Mills, Z Global LLC	Richard T. Tracy, Citizen
William "Blue" Crowley, Citizen	Timothy Tait, ADOT-CCP
Brock Barnhart, ADOT-CCP	Milan Zlojutro, Z Global, LLC
K. Carol Kulloch, Citizen	Dianne Barker, Citizen
Sintra Hoffman, ADOT-CCP	Lynn Peterson, Gannett Fleming
Julian Avila, ADOT-CCP	Steve Hull, RFS
Adrienne Weinkamer, A.G. Legal Council	

1. Call to Order:

Chairman Roc Arnett called to order the Citizen's Transportation Oversight Committee meeting at 4:00 p.m.

2. Pledge of Allegiance:

Chairman Arnett led the CTOC members and the public in the Pledge of Allegiance.

3. Welcome and Opening Comments:

Chairman Arnett welcomed the public, public officials, members of CTOC and staff to the meeting. A new Board Member Kyle Robinson of District 1 was introduced.

4. Call to the Public:

Chairman Arnett read the policy for Call to the Public and reminded the public of the speaker time limit.

Richard Tracey, citizen, stated that Mesa is changing; it is not the community that it was ten years ago. Downtown Phoenix is not the community it was when I came here forty years ago. Instead of a Phoenix bird rising from the ashes, we have a volcano in the center and it keeps moving outward and everyone neglects the inner cities. I am talking about transportation. It would take me fifteen minutes to talk about all the mistakes we have made over the past thirty five years. Wasted money, traffic congestion, errors in judgment, spending millions of dollars and with short memory, repeated. I would like to see more effort put into rail and eventually rail from Black Canyon City to Tucson. Let's get modern. I grew up in Ohio and on Long Island in NY. I remember what Long Island was when it started to grow, when there wasn't any planning. There was competition between the communities and then it finally was resolved.

We have traffic jams because we have a lot of accidents every morning and every evening. It's not the person going 70 miles an hour at 5:00 at night that gets a photo radar ticket; it's the lack of traffic education and patrols in the morning and evening which are causing these accidents. This all comes under transportation. The fact that we can't get around here without owning two automobiles, most communities are moving toward being able to eliminate automobiles in everyday life. When I lived in Long Island, if I used my car during the week I could not find a place to park.

I have given you materials. I pointed out that when I was in Los Angeles last time it is a real mess. They are only starting to resolve things because they are getting some transportation in there by rail. The car does not do the job.

There are shacks we're buying here that aren't as old as I am and we're paying \$100,000 to \$200,000 for them because they are historical. They are shacks. We should put that money into the future. I can show you one project in Mesa that has cost more than \$600,000 and it hasn't given anybody a job and it's going to be a burden on the community as long as it exists.

Thank you for your attention. I hope you read the material. I hope somebody will wake up before we get like Los Angeles where you have to pay \$600,000 for a 1,200 square foot house and not get any good service as far as transportation. Thank you.

Blue Crowley, citizen, stated that with the state not doing its responsibility when it comes to the rest areas, as the chairman knows, the study in New Jersey determined it is more dangerous to drive drowsy than it is to drive drunk. By us not using the rest areas we need to lease them to the County and have the County, the City, the public and the chambers run these things. It doesn't cost much in clean up and they should already be totally green. We don't need to have to pay for the electric if we had the use of solar.

At your last meeting, that you didn't have, the public's ability to find this out is limited and I will speak more extensively on that at item 8 since it is an action item.

Since you're advisory, when you are building and planning things like the airport people mover, that is now going to cost us \$2 billion, the rail should have gone through there. The deck park has a transit center that still is not done. When we build these wide open elements we're not doing what we should. We should be doing it to the full footprint. When we do put a roadway in it needs to have bicycle and pedestrian paths as it's easier to do that then go back and fix it. With the rail, what the MAG program shows is that they want the rail to go to Black Canyon City. What I want to point out is that we need it to go to Wickenburg. In the MAG study they're saying that only 50 people between Wittmann, that's W-I-T-T-M-A-N-N, would be going and using the rail if it ran between Wittmann and Wickenburg. The Board of Supervisors has already agreed that a plat that has 20,000 homes is going in there. With an average house size being four individuals that is 80,000. So just in the simple math, if we have 80,000 people out there I think that more than 50 of them would be using the rail if you used it to the full extent and those railroad lines already run there. When you look at the railroad trains that run on the rail already, the way they operate is with an electrical engine on each one of the engine's wheels to pull it down the road. If it were cheaper to run it electrically with an overhead wire they would have done that a long time ago because we are wasting electricity with the overhead wires on our light rail project. All I'm trying to do is say is one, it needed to have more solar to it so it would be producing electricity not just using, and we don't need to be wasting electricity with the overhead wires. What we needed to do was have the engines going to each one of those wheels but then

with Marty Shultz being on that governor's committee as chair and him being a vice president of Penn West, why would APS want that done? What they want is to get the most electricity used as possible. I will see you on item 8.

Dianne Barker, citizen, stated I caught a little bit of Richard's testimony about two cars. I think to presume that we need to have them, but there are many places in the valley where you don't need a car. In Phoenix, I am representative of that, even though I may be small in stature and in transportation. I haven't owned a car for 23 years. I did make a living in real estate with a car but quite frankly cars for me can not only be an expense but you have to baby-sit them when you find a parking space. I just have a different bent on the lifestyle I've led out here. Years ago I grew up in the suburb and my dad was an Air Force Colonel. I sat on his lap, probably illegal, but helped him drive from the time I was five and in a suburb and we were able to drive a car at eleven and it was natural to get your license and drove. But when I went to a big city like Chicago, I found out I was penalized by having a car downtown and finding a place to park. Since then I have seen that even in this community. Today I came by the bus and light rail. I do have a little bicycle which helps because quite frankly, I'd beat the cars and any transportation right around this capitol downtown.

We met at MAG and Mr. Smith said in July verbatim, "there is a fundamental flaw in the way the system works because a design concept report is not being planned to a budget, for example RTP indicates there will be a certain number of lanes on a given freeway, however, ADOT does the design concept report that indicates more lanes are needed than the number included in the RTP." Mr. Smith said that because of declining revenues, the tentative scenario returns the plan to what was promised in the original RTP. If there was more revenue that becomes available then there is room to divide the 303. So basically he is saying what MAG puts forward comes to ADOT and it gets changed and there is no money for it. I think there needs to be better coordination in that regard. At the MAG Federal Review, there were probably about 30 people attending and a lot of citizens got to speak. Mr. Ryan got to speak for 30 minutes and you know he had something to say. I think he felt good afterwards and the feds listened. Some of his safety concerns he's been talking about for years, "maybe coincidence", but the feds now want to take over the safety of the rail because they don't feel it's being done. Now whether they can do it right that's another thing. Since you folks are looking at the public process I believe everybody that spoke said whenever they go to speak, if in fact they do get to speak; if they are being heard they are not being considered; they are not being listened to. Nothing ever gets put on the agenda for discussion by the body including safety factors and that was brought to the feds. The man from planning told me - I heard a lot about CTOC.

5. Review and approval of the July 28, 2009, meeting minutes:

Chairman Arnett called for a motion to approve the minutes of the July 28, 2009, meeting.

Board Action: Leyton Woolf moved to approve the July 28, 2009, minutes. The motion was seconded by Nelson Ladd and carried unanimously.

6. Light Rail Safety Report:

Steve Hull, Special Assistant, Regional Freeway System, presented a report on Light Rail safety as a result of a request on the subject from citizens and the Committee. On the website, www.metrolightrail.org/safety an entire section is devoted to safety and Light Rail issues including safety for drivers, cyclists and pedestrian; kid's safety; safety at Park-and-Ride lots; information on a safety campaign, safety design and accident statistics. Metro Light Rail estimated they have reached 2.7 million with safety messages. As part of their campaign and they have developed an Award Winning Driver Safety video. Issues about Light Rail safety have been incorporated by ADOT into the Motor Vehicle Driver Exam and Manual. The Metro Light Rail's \$260,000 campaign reached 37 million "impressions" – an advertising term. And a \$13,000 program for safety posters and brochures. The web site has Light Rail safety tips for drivers including information on signals as well as additional safety tips.

Nationwide accident statistics for 2007 include 43,033 fatalities in motor vehicle accidents with 20 of those involving Light Rail. Light Rail was 0.05% of all fatalities. In the Phoenix-Tempe-Mesa area in 2008, there were 201 motor vehicle fatalities. There have been no fatalities for Metro Light Rail. Local accident statistics for 2008 include 48,560 motor vehicle accidents in Phoenix, Tempe and Mesa combined. Fifty of those accidents involved Light Rail totaling 0.10 % of all accidents. Light Rail estimates their trains go through one million intersections each month. With 50 crashes and ten months of data that is about one crash per 200,000 trips through intersections. Nationwide the most common reasons for Light Rail crashes are because motor vehicles make illegal turns in front of trains, running red lights and pedestrians walking in front of trains. All of the crashes are due to errors of motor vehicle drivers.

Questions Asked:

Chairman Arnett asked about the national average.

In reply, Mr. Hull stated the fatalities were .05% nationally. Twenty fatalities out of 43,000 related to Light Rail. So far there have been 50 crashes in Phoenix and no fatalities. The injuries have been relatively minor.

Leyton Woolf asked for Steve Hull to expand on his experience.

In reply, Mr. Hull stated before ADOT, one of the things he was in charge of was the rail crossing safety program in the State of Indiana for about 15 years. Accidents were reduced by about 80%.

Peggy Jones was recalling a comment made previously by a citizen speaker that at the airport and rental car center, there were no materials regarding the light rail.

In reply, Mr. Hull commented that he was told that light rail brochures were provided at the airport, not necessarily at the rental car counter. If a rental car company wants them, they are available. Metro Light Rail is monitoring who are the drivers in the accidents to identify trends to further focus education.

Kyle Robinson asked about the time period for the 50 accidents so far.

In reply, Mr. Hull stated that it is since Light Rail began operating and includes 10 months of data.

Kyle Robinson asked about trends.

In reply Mr. Hull replied that it's staying consistent at about five per month.

Chair Arnett commented that those continue to be turns by drivers.

In reply Mr. Hull confirmed they are either illegal left and right turns through a red light or people running a red light straight through an intersection.

Chair Arnett asked what particular thing CTOC could recommend to light rail to improve their safety.

In reply Mr. Hull stated that at this point, there isn't much. Their watching what category of driver is the largest part of the problem and identifying markets to target them for education. That sounds like the best plan for now.

Chair Arnett continued by asking if the list of things Metro Light Rail is doing are fairly standard.

In reply Mr. Hull replied yes, they are doing a good job with their education material.

In reply to another question about obtaining a copy of this presentation, yes, most of the information is on the web site and a copy of the presentation will be made available to you.

Chair Arnett commented that with this report, CTOC responded to a request by a citizen and Committee to review Light Rail safety.

7. Effects of the Slow Economy on Proposition 400 Projects:

Roger Herzog, MAG Senior Project Manager, gave a presentation on the proposed MAG scenario to rebalance the Prop 400 Freeway Program. Rising costs since Prop 400 was adopted and the current economic slowdown have created an imbalance between anticipated future revenue and costs to complete Prop 400 projects. A graph showing sales tax revenues from January 2006 to September 2009 indicates a drop in sales tax and a drop below the green line in September 2007 for the first time in sales tax history. The comparison of monthly sales tax revenues showed collections falling back to where they were in 2005. A summary of the financial outlook showed the original cost estimate of the freeway program at \$9.4 billion. A recent estimate reached \$15 billion. After obligated projects, there is a \$6.6 billion program deficit. To approach closing the deficit, several major strategies were discussed. A management strategy looks at ways to lower costs, reduce right-of-way contingencies and maintain system-wide costs. Value Engineering looks at design alternatives for new facilities. Deferrals look at the timing of improvements and new corridors. Staying the Course strategy is living within the budget on certain projects. A chart of tentative scenario project changes was shared and includes the entire system throughout the valley. Applying the management strategies result in saving of about \$762 million. A general approach of applying a conservative 10% reduction in future construction costs was suggested as a more realistic total cost approach. It was suggested to reduce the right-of-way contingencies to 40% from 50%. Anticipated savings under the Value Engineering concept for the Loop 303 corridor total about \$1.1 billion. Utilizing Value Engineering on the South Mountain Corridor anticipated new savings total of \$572 million. Adding the two together results in \$1.7 billion in savings. A map of corridor deferrals was shared and described as well as general purpose lane and DHOV deferrals, right-of-way protection deferrals and traffic interchange deferrals. Total deferrals result in a savings of \$4.1 billion. Under Staying the Course strategy the idea is to stay with the original budget and through design approaches, achieve the original intent which is to increase capacity on those segments. A map of recommendations was shared and described. A table summarizing the overall approach of the various strategies was described and indicates a new cost opinion of \$9.4 billion which generally matches the estimated revenues available through 2026. MAG will continue to work with ADOT to incorporate the scenario into the long-range transportation plan which is being updated, along with the transportation improvement program. That is expected to continue through the spring for adoption in July. This has been approved by the MAG Regional Council in October 2009.

Questions Asked:

Chair Arnett asked what happens should the revenue projection increase.

Roger Herzog replied that elements would re-enter the program based on the original priority.

Kyle Robinson asked about right-of-ways being secured.

Roger Herzog said that it is important to protect right-of-way and funding for protection. Full acquisition would have to be deferred until phase five.

Blue Crowley asked to speak. He was given a few moments and stated I have a problem with the word savings because it's the cost, you are not spending the money, it isn't going to cost even more so in the future. You also stated that we have eliminated these from the program and pushed them out to 2031. Our funding stops in 2026. If we are pushing them out there and unless they are funded, will it be completed? It won't. One of the things I have a problem with is the old plan of double-decking of I-17. You've been in this business how long Mr. Chairman? That is not the cheapest way to go. What we need to do is expand. I know it's going to be taking some of those homes but if you bought a home next to the freeway, you need to understand those things are going to happen. In the long-run it costs less, if we are going to expand a number of lanes on the bottom rather than going two stories high. In fact I've kept trying to get my bike lane along there and the Grand Canal. It's supposed to be connected even though your predecessor expressed that ADOT's feeling was the bike path ran all the way to the freeway and a new one started on the other side. For us to get a tunnel would be the way to go but instead the suggestion was to put it on top of the two-decker facility so we would be going three stories into the air, not the cheapest way to do things. Putting it out five years past the time of getting any money is not doing it correctly.

I also have a problem with this - MAG Region. Let's draw a line for the county, Peggy, Leyton; your areas are close to 69,000 plus square miles. All of the people that live within there are paying for all this. Especially being that I live ten miles further down the road and one of the projects you did according to Prop 400 was that cut off so if you don't include it in the map, it's not thought out as it should be and not thought out to the point that it can be. Thank you.

8. Call to the Public Practices:

Steve Hull, RFS provided a report on Call to the Public practices used by other public bodies. A handout of Examples of Call to the Public Forms was shared. Mr. Hull noted that if legal advice is needed with this presentation, an adjournment to Executive Session would be necessary.

Mr. Hull continued stating Arizona Open Meeting Law says that all meetings shall be open to the public. The public body may make a Call to the Public. It is not required. It is an option. Arizona State law does not require a Call to the Public but it does make allowances in the Statute that it can be done. CTOC may receive written complaints from the public about adverse impacts of projects in the transportation plan and the responsibilities of MAG as related to what is required by statute. It does not preclude listening to other complaints and issues. CTOC is not required to hold a Call to the Public but it is a common practice among public bodies and it's an opportunity for public input above and beyond the minimum required by statute. A public body can have an open Call to the Public and the public body may set up reasonable restrictions on the time, place and manner for the public comment. At the conclusion of an open Call to the Public, you may respond to criticism, you may ask staff to review a matter or you may ask for it to be put on a future agenda. If it's not on the agenda for action, then you can't take action at that particular meeting. If it's not on the agenda for discussion you can't discuss it at that meeting, you can schedule it for a future meeting. The current practice for CTOC is that the Call to the Public comes early in the meeting. You allow a total of three minutes per speaker and there is generally no public comment during the remainder of the meeting. One of the complaints heard with this strategy is that the public must make all comments before hearing any presentation. Past practice was, Call to the Public came late in the meeting and the complaint was they didn't get to comment before the Committee voted on agenda action item.

I reviewed other public bodies also. The State Transportation Board's Call to the Public comes early in the meeting and is limited to three minutes. The Maricopa County Board of Supervisors and the City of Phoenix has Call to the Public late in the meeting. Both limit speakers to two minutes per person and also allow public comments on action items during the meeting. MAG has a well defined policy that says the public may comment on agenda action items at the time the item is heard, typically after the presentation and before committee discussion. For non action items and for items not on the agenda, MAG has an open Call to the Public and speakers are limited to three minutes and fifteen minutes for all speakers. There are no personal attacks. The chairman can change the rule due to meeting time constraints and can revoke speaking privileges for those who do not choose to follow the rules. Speakers must agree in advance by signing the public agreement form to follow those rules.

Options for CTOC include 1) you could not have a Call to the Public at all, 2) you could have a Call to the Public that limits comments to things in CTOC's Statute, 3) you could stick with current CTOC practice or past practice which is to have comments early or late in the meeting with no comments the rest of the time or 4) you could use the practice similar to MAG where Call to the Public is early in the meeting and additional three minutes are allowed for action items on the agenda.

Questions Asked:

Leyton Woolf asked about federal rules applying to CTOC and if CTOC received federal funds.

In reply, Mr. Hull stated that CTOC does not administer or receive federal funds. ADOT and MAG administer and receive federal funds and are subject to requirements.

Blue Crowley, citizen spoke and stated Mr. Hull because you are advisory to MAG, ADOT and the legislature and since they use federal matching funds on that, then yes, we are under that umbrella and if you read TEA-21 you might be able to find this out. No, I'm not an attorney either. The City and MAG do that

because they want to stay in compliance. You are a staff for a citizen's committee. We need you to be proactive. This should not be just an agenda item. It should be a public hearing. Because then the public is inputting into it and TEA-21 does not cover the open Call to the Public at the beginning, it covers on any action item. You told me I need to go to a library when you are meeting. I live in Whitman. I am ten miles either direction to use one of their computers. When I request to get it by snail mail, you say, public doesn't need to know what's going on. I find that offensive. You are a citizen's committee. It's supposed to be citizen outreach. There's over 69,000 miles in Peggy's and Leyton's District that are paying this tax. That is why we are advisory to the board and to not just the regional plan but the total plan. I would like the board to inform you that, yes, I do get it by snail mail, because when you tell me to use my computer, and I inform you, your first words are to go to the library. There is no library. I don't need the hardship; I need to get it in the mail. Thank you.

Dianne Barker, citizen spoke and stated she did not concur with Mr. Crowley before this but my gut feeling after listening to him, he has a lot of solid points. The federal money is something that comes in even if it's a drop. The people need to go by the law. No, I too am not an attorney. I believe that I look at things reasonably. This is the oversight for the Maricopa roads, bus and rail. For example, at Valley Metro, they are getting stimulus money, \$34 million of federal money to help on some projects. That is in this plan. Even though you are Regional Area Road Fund which is state money, there are swish funds here folks. The legislature got \$6 million from the feds that the Senate reported. It is pretty small in relation to the amount of money this group is using. I do not believe that you do not administer some federal money or maybe you are getting it some way. I presume that 23USC450, the federal highway for our guarantee public involvement of the citizenry not only to be heard but to be considered and I feel like you are doing this today. I am happy to hear what Mr. Hull said because we have Light Rail safety from an idea from a citizen. I believe we are moving forward out of all the different plans. I go around all these bodies you are talking about. I feel more comfortable with how far MAG has gotten. I am confused with the blue forms and yellow forms because it is different. You are unique and you have the right to make it and maybe you can make something even better than MAG. Because no one really likes personal attacks but I think they should change the word and say you are not to respond to criticism. That's life, so grow up MAG, you know the personal attack thing. I would think having time to come and speak at the beginning and when you give information like I wanted to speak on light rail and I didn't have my card in because I didn't think I wanted to speak but what Mr. Arnett said and what Steve said, it made me think, yes, when they go back to light rail, ask them about the accidents and was anybody in a wheel chair. Mr. Ryan brought up to the feds that when we bought those cars from the Japanese, they weren't ADA. When I am on there with my bicycle, I don't always hang it up; quite frankly it's difficult for me. I am standing with it and when the light rail starts I have to watch out that I'm not slipping and sliding down the way. There are baby carriages and people not tied down in the chairs and hopefully nobody did get hurt. That is something this body should look at. Thank you. And again, I support more for the MAG and if you could consider having the same color there, that would be helpful.

Nelson Ladd moved that CTOC adopt a public practice similar to MAG. What's important is being able to speak for three minutes on the agenda items.

Kyle Robinson asked if there was a three minute limit at the general and three minutes on each agenda item and is it possible to get through the agenda if there is comment on each of the items.

Roc Arnett replied that in this format, a person could speak on every subject for three minutes with a total of 15 minutes for the entire agenda item.

Mr. Hull stated that if the meeting is getting bogged down, the Chair has the prerogative to hold comments for a shorter period of time.

Chair Arnett stated what we have done today is an indication of our trying to listen, to learn. I hope the public would be sensitive to our time, to our agenda; not speak on every item and not have the chair take action.

Mr. Hull said that the form proposed for CTOC says three minutes at the general Call to the Public per speaker regardless of how many issues they want to talk about and on action items three minutes per speaker. This process works well with MAG. It is also possible to set more time limits if necessary.

Peggy Jones stated that she feels that there isn't really a perfect way to do this. However, she does support MAG's format and the Chair having discretion when needed.

Board Action: Nelson Ladd moved to follow the MAG format and practice of Call to the Public. The motion was seconded by Peggy Jones and carried unanimously.

9. Electronic Road User Fee Collection:

Warren Mills, C.O.O., Z Global, LLC presented information regarding electronic devices which can monitor routes traveled and collect road user fees based on road usage. In a presentation called Technology Advances Create New Options for Transportation, advances in GPS include improved accuracy, coverage everywhere and almost instantaneous negligible cost. Advances in wireless include improved coverage; improved bandwidth and costs continue to come down for both service and equipment. Opportunities include the fact that it is now possible to anonymously measure road usage at the vehicle level. The information can be transmitted securely to a central database. The data can be combined with other data to provide useful information to public entities and fourth amendment and individual privacy is protected. This new technology allows for flexibility. Problems to solve include road congestion, pollution, an aging transportation infrastructure and registration fees and gas taxes are not keeping up. The information can be used to increase the quality of life and provide revenue options. A Brookings Institute Study showed a reduction in congestion using congestion pricing, a reduction in emissions and funds for new construction. Through public private partnerships, you can look at toll options. An Oregon Pilot replaced gas tax with road use fees. Other studies all conclude that gas tax is obsolete. It would take a major increase in gas tax to cover the deficit. Vehicles are becoming more efficient and alternative fuel vehicles are increasing. Other considerations include public safety such as stolen vehicle recovery, uninsured and unregistered vehicles and Amber Alerts, remote vehicle emission testing and data analysis for improved traffic flow. Owner Milan Zlojutro was introduced.

Questions Asked:

Kyle Robinson asked about the cost to retrofit this device into vehicles.

In reply, Mr. Mills said it is under \$100. And if used to recover lost or stolen vehicles, the majority would be covered in your insurance. There would be a user fee to cover the wireless charges.

Leyton Woolf said he has difficulty with a universal program where the state knows where you are every second you are in your car.

In reply, Mr. Mills stated they know where the vehicle is. And if designed correctly, you can develop a system to protect individual privacy.

Chair Arnett stated he has an On Star system. Once a month an email is sent communicating low tires, oil needs etc. That is a GM product. Does Ford have a similar program?

In reply, Mr. Mills said it is an after market program and it is developed in Chandler. It can operate like an On Star. This technology has a lot of flexibility.

Nelson Ladd asked how much gas tax it would take to off set your program.

In reply, Mr. Mills stated the average Arizona motorist pays about \$180 in gas tax a year and they should be paying around \$220 to make the system fit. If you take the \$220 and a little more, you could replace the tax system and put a GPS Telemetry based application in place. You get more flexibility.

Nelson Ladd continued that maybe some of this flexibility you don't need.

In reply, Mr. Mills said it is a controversial difficult question.

Nelson Ladd asked what would be the annual fees.

In reply, Mr. Mills stated that would be captured in the tax. It could be as much as \$2/month per vehicle. Nelson Ladd stated that if you have six vehicles.... If you go to emissions, why do you bother to have emissions? You eliminate that.

Mr. Mills said in reply, you have a problem right now if you are relying on gas tax to build new roads and cover infrastructure. As cars become more efficient the only option you have is a very significant increase in gas tax. At that point, states should consider looking at a different way to pay for the roads that is fairer. The state sets the business rule that is right for them. Do they want to promote lower vehicles, charge them a lower fee? Nelson Ladd asked why they don't charge them an extra fee if they want revenue. In reply, Mr. Mills said you have to pay for it; it's not an easy question. This is a viable technology and a lot of bright people have come to the same conclusion.

Chair Arnett asked if there are any other competitors.

In reply, Mr. Mills stated in certain areas, license plate recognition technology is a competitor in the law enforcement field. There are some other GPS companies. One in Canada started and wanted a new way to charge for auto insurance.

10. Regional Transportation Plan Construction Update:

Kwi Kang, Transportation Engineer, RFS gave a report on projects in the Regional Transportation Plan that are now under construction or expected to be by the end of FY2010. Freeway Program projects include a Design Build of about nine miles on Red Mountain Freeway between SR51 and Pima Freeway. It is scheduled to be complete the summer of 2010. On Red Mountain Freeway between Pima Freeway and Gilbert Road there is construction of six miles of HOV lanes. On Price Freeway, Red Mountain Freeway and Santan Freeway, about ten miles of HOV lanes was open to the public in October. The contractor is working on punch list items. With the opening, there are 30 miles of HOV lanes opened on Price and Pima Freeway. On US60 Superstition Freeway between I-10 and Price Freeway, a general purpose lane is being added. On I-10 between Verrado Way and Sarival Avenue, there is about six miles of general purpose lane construction underway. Between Sarival and Agua Fria Freeway, an HOV and general purpose lane is almost complete. On US60 between 83rd Avenue and 99th Avenue - this project includes widening of the New River Bridge. On SR85 between Southern and I-10 widening is expected to be completed in December 2010. On SR303 there are traffic interchange improvements at Cactus, Waddell and Bell Roads. Construction of an interim freeway is underway between Happy Valley and Lake Pleasant. Construction of an interim freeway is expected to be complete in January 2011 between Lake Pleasant and I-17. There are four major projects on I-17 in the north valley. From SR74 to Anthem Way one general purpose lane in each direction will be added. From Jomax Road to SR74, there will be an HOV lane and addition of a general purpose lane. Between Jomax Road and SR101L, widening opened to traffic in November 2009. And a new traffic interchange at Dove Valley is expected to be completed in December 2009. In summary, there are 15 major projects under construction for total costs of \$867 million and 74 miles. In addition, several other projects will begin soon. These include outside widening between Sarival Avenue and Dysart Road. On US60 Grand Avenue between SR303L and 99th Avenue, widening will be starting soon. A TI improvement and frontage road will be underway at Beardsley/Union Hills. And passing lanes will be added on SR74 between milepost 20 and milepost 22. In regard to the Arterial Street Program, the program is monitored by MAG. The following programs are under construction or are expected to be constructed within FY 2010. They include El Mirage Road between Bell and Deer Valley Drive, Dobson Road at Guadalupe Road, Chandler Boulevard at Dobson Road and Greenfield Road between Baseline Road and Southern Avenue. As well as Pima Road between Thompson Peak Parkway and Pinnacle Peak Road, Happy Valley Road between Lake Pleasant Parkway and 67th Avenue and Pima Road between McKellips Road and Via Linda. And Northern Parkway between Sarival Avenue and Dysart Road, Shea Boulevard at 120/124th Street and Guadalupe Road at Cooper Road. Others include Shea Boulevard at Frank Lloyd Wright Boulevard, Warner Road at Cooper Road, Ray Road between Sossaman Road and Ellsworth Road, Hawes Road between Santan Freeway and Ray Road, Power Road between Santan Freeway and Pecos Road and Gilbert Road between SR202L/Germann Road and Queen

Creek Road. In regard to the Transit Program, a map of Mesa Main Street BRT Link Route was shared. Another link system from Arizona Avenue to Country Club Drive was described.

Questions Asked:

Chair Arnett asked about what is being done over the bridge at about 32nd Street to 44th Street. In reply, Mr. Kang stated that there will be widening by one lane in each direction and accommodating ramps.

Kyle Robinson asked about the termination of the south side of the project on Arizona Avenue link route. In reply, Mr. Kang stated the link system will extend all the way to Germann Road.

Peggy Jones asked a question about not seeing an interchange on the map on Happy Valley Road from Vistancia to I-17. In reply, Mr. Kang stated that is just now being finished up. I will follow up with you as to the exact status.

Chair Arnett commented that these are amazing projects. People from out of state compliment us for being ahead of the rest of the country.

11. Proposed CTOC Budget for FY 2009-2010:

Steve Hull reviewed the 2009 budget which totaled \$59,000. The FY 2009 expenses totaled \$40,145 and the FY 2010 proposed budget is \$56,800.

Board Action: Leyton Woolf moved to approve the CTOC budget for FY 2009-2010. The motion was seconded by Nelson Ladd and carried unanimously.

12. CTOC 2010 Meeting Schedule:

Mr. Hull presented the proposed CTOC meeting calendar for 2010.

Questions Asked:

Nelson Ladd questioned the September meeting date. In reply, Elizabeth Neville stated there was a change and the meeting in September will be on the 14th, not the 28th.

Board Action: Leyton Woolf motion to approve the CTOC calendar with the change of date in September from the 28th to the 14th. The motion was seconded by Peggy Jones and carried unanimously.

13. Recommendation of Future Agenda Items:

Chair Arnett entertained future agenda items. There were none suggested.

14. Adjournment:

Board Action: There was a motion to adjourn. The motion was seconded and carried unanimously.

The meeting adjourned at 6:00 p.m.