



**CENTRAL YAVAPAI  
METROPOLITAN PLANNING ORGANIZATION**

**MULTI-MODAL TECHNICAL ADVISORY COMMITTEE  
(M-TAC)**

**Thursday, January 15, 2009  
9:30 A.M.**

**Prescott Valley Town Hall  
Training Room-4<sup>th</sup> Floor, Room #433**

**7501 E. Civic Cir  
Prescott Valley, AZ 86314**

---

---

***SPECIAL EMERGENCY MEETING MINUTES***

**AGENCY VOTING M-TAC MEMBERS PRESENT**

Town of Prescott Valley	Chairman Norm Davis
Yavapai County	Phil Bourdon
ADOT Prescott District	Dallas Hammit
Town of Chino Valley	Ron Gritman
ADOT Transportation Planning Division	Bret Anderson

**AGENCY VOTING M-TAC MEMBERS ABSENT**

City of Prescott	Vice Chairman Craig McConnell
U.S. Forest Service	Cynthia Moody

**AGENCY REPRESENTATIVES PRESENT (NON-VOTING)**

City of Prescott	Tim Burkeen (Presented Projects-was not given voting authority)
Town of Prescott Valley	Councilman Mike Flannery
Yavapai Indian Tribe	Chris Moss

**ADDITIONAL ATTENDEES**

C.W.A.G	Ken Janecek
Courier	Cindy Barks
WYCO	Richard Clemmer
PAT	Jim Warrick, Lisa Barnes
J & K Engineering	John Sapanich, Ed Williams
AGC	Sarah Morgan
Territorial Transit	Lindsay Bell
Fann Contracting	Mike Fann
Asphalt Paving	Chris Graff

**CYMPO STAFF**

Administrator	Jodi Rooney
Administrative Assistant	Jean Knight

1. **CALL TO ORDER: 9:30 A.M.**

**Norm Davis - Chairman**

Introductions were made of those in attendance.

2. **ROLL CALL: Jean Knight, CYMPO Administrative Assistant**

**Chairman Norm Davis made an announcement that the committee always welcomes public comments; however, due to the time constraints and the nature of this “Emergency Meeting”, there will not be a public comment period.**

Chairman Davis invited introductions for those in attendance.

3. **STIMULUS PACKAGE PROJECTS RANKING (ECONOMIC RECOVERY)**

*Jodi Rooney, CYMPO Administrator*

Arizona Department of Transportation (ADOT) has requested that the Economic Recovery Projects for the CYMPO Region **be prioritized** and provided to them by January 30, 2009. To obtain Executive Board approval on January 28, 2009, and meet the deadline noted, it is necessary to hold this Special Emergency meeting. If some of the projects are not on the MTIP, the document will need to be amended and submitted to the Executive Board for approval. (Item #4)

Additionally, they have requested more information. The objective is to put people to work. Mrs. Rooney presented to the group how they might decide on the prioritization of the projects. There are a couple of different ways to approach this. One way is to use the lottery system, by pulling numbers. Another way is to look at tiers of projects. They must be projects that are ready to go; 90 – 120 days. If prioritized in 3-tiers, then we can start at the bottom and move up or start at the top and go down.

Member Ron Gritman questioned if the feds have given us any direction as to process to adhere to? Mrs. Rooney related the conference call that followed the letter of January 9, 2009. Victor Mendez, Director of ADOT, several ADOT and Federal Highways Administration (FHWA) professionals and the COG and MPO Directors were on the conference call; they made it very clear they want projects that are ready to go. Bob Hollis, FHWA, stated that the number is still up in the air but they are looking at \$700 billion up to a trillion dollars; however, the highways component may be \$30 - \$40 billion. We need to be prepared as the money comes down so that we have our part done. Bob Hollis mentioned that AZ might get as much as \$600 million. He also stated that we have to look at projects that are realistically programmed. If not programmed, they need to be put into the TIP and STIP.

Mrs. Rooney also related that Bob Hollis stated that there will be no waivers of the federal requirements. It was discussed that there may be a possibility of 100% reimbursement. The money would be paid up front and the funds would be reimbursed. Victor Mendez stated that ADOT is hiring in consultants to assist. We have to amend the TIP with the assumption that we will get the money. They will work with us on amending the TIP. We can amend it now and again amend the TIP to remove projects if there are not enough funds.

And finally, it was discussed on the conference call “How will it be decided that projects will move forward?” Victor Mendez notes, “We ask you to prioritize the list we sent out to you and we will also have to prioritize just like your approach. At the end of the day we have to work with what we get. If it comes directly to the DOT, we are directly prepared to manage it.”

Member Dallas Hammit received frequently asked questions and answers from FHWA relating it states that unless stated otherwise, projects must be developed in the manner that complies with design standards adopted by State DOT and approved by FHWA.

Member Ron Gritman announced for the audience's benefit, that if the local entities comply with environmental act requirements, this can add 20% to a project as well as 6 – 8 months to go through the environmental process. It greatly reduces what were going to be considering for realistic projects. Most of the cities will not be ready.

Member Phil Bourdon added for the audience purposes, that although we do not comply with the NEPA requirements, we do comply with the element of the biological work, archeological work and mitigation studies. It's usually that added step of consultation with process that is not performed. We still do prepare documents based on the scope of work necessary for a project.

In the ranking of the projects, Member Phil Bourdon stated which projects have the best criteria, and then it is up to the ADOT consultants to assist. Member Dallas Hammit indicated that ADOT has a Request for Proposal for consultants that can bring design projects up to Federal standards, then do construction administration; ADOT will do the oversight. ADOT will have to go from the list that is to be provided by the M-TAC.

Chairman Norm Davis indicated to the audience that although he will accept public comments from those in attendance, his goal is to move through the meeting as expeditiously as possible.

Mike Fann, Fann Contracting questioned if there has been any discussion on Intergovernmental Agreements (IGAs), whereby ADOT could program those projects that meet federal requirements already and then free up some additional HURF funds to distribute that would not have to meet the requirements? Is there a way through an IGA between ADOT and local governments that will meet all of the criteria of the stimulus?

Dallas Hammit commented that the Economic Stimulus funds can be used to replace state funds, which would allow money to be used on other projects, provided that state funds are there to be used on other transportation and processed in a timely manner. Right now there are no HURF monies available and there isn't state money to exchange right now.

HURF monies were discussed at length regarding the continual decline, as well as an exchange of monies as stated previously.

Member Ron Gritman indicated in his opinion that the list compiled should include viable projects, not "fluff" projects, i.e. parks, pools, park equipment, etc.

Chairman Norm Davis discussed the list of projects that have been forwarded to CYMPO as well as the Regional Transportation Advocacy Council (RTAC). The State list of economic recovery projects was discussed as to the type of projects and the indicated "project ready" time. (I.e. type of projects, how many projects on the list, etc.)

Questions from Member Ron Gritman: If a list is generated to ADOT, in priority order, how will ADOT rank vs. the local ranking? Is funding taken into consideration? Dallas Hammit's response: With the pot of money, highway fund, and local fund, state projects will not compete against local government projects. The funds will be separated up front. Member Ron Gritman then questioned if CYMPO should endorse the State projects? It was related that the State Transportation Board will vote on the projects.

CYMPO Administrator Jodi Rooney referenced the ADOT letter of January 9, 2009; four bullet points were provided as guidance: specific location, scope of work, status, prioritize ranking. Mrs. Rooney reiterated her suggestion of the different approaches for ranking the projects. The Tier approach was suggested as the most viable prioritization, and determined working from the top of the list going down.

Mrs. Rooney discussed the full list of projects submitted by the local entities. Each project was discussed as far as meeting the compliance required to be submitted to ADOT.

Member Ron Gritman indicated that in his opinion it was a waste of time to discuss the projects where the NEPA requirement has not been met. The projects that have met the NEPA requirements, or close, should be those to discuss for ranking. By applying the NEPA standard, are there projects that rise to the immediate top? He then suggested going through the list of projects and highlighting those that are NEPA ready or close to being ready. He also suggested that those projects that best benefit the region should also be ranked higher.

The Fain Road and Side Road projects were discussed at length as to which project is actually at the ready stage over the other project. The group as a whole agreed. The group discussed putting the projects in a Tier I group and a Tier II group. Fain Road and Side Road were determined to be a Tier I. The other Tier I projects are: Williamson Valley Road and Yavapai Prescott Tribe Connector project. Member Ron Gritman requested the scope of work be described for the Tribal Connector project. Although the Tribe may be able to receive BIA funding, it is not guaranteed and this will be the only route to use near the SR 89 and SR 69 interchange, to go east on SR 69. The project is already under construction; however, the money that was allotted was only for the bridge. The M-TAC agreed to add the Tribal Connector to the Tier I group.

As a whole, the M-TAC agreed that “regional significance” should be considered when selecting the Tier I projects. (Those projects that have the largest impact in the region and serve a “greater need”.) Additionally, those projects that had the NEPA compliance completed needed to be considered.

Sub-part B, Tier II, were those projects that have less of a regional significance. These projects also need to have the compliance completed or near completion.

**The M-TAC recessed for lunch at 11:00 AM and reconvened at 11:30 AM.**

Reviewing the morning activities, it was agreed that the highest priority for the ranking of the projects was the regional network, followed by shovel ready projects going down to the smaller roadways.

The M-TAC reviewed each project that was previously submitted to CYMPO for the Economic Stimulus Package and scrutinized them thoroughly as to the various compliance issued required to determine if it met the requirements to be submitted to ADOT on the Economic Stimulus Ranking project list. The following is the list determined to be projects that met the ADOT/federal requirements.

1. Fain Road widening –SR 69 to SR 89A	\$25,000,000
2. SR89A - Side Road Interchange	\$21,600,000
3. Glassford Hill Road Overlay (Long Look Dr. to State Route 89A)	\$1,200,000
4. Senator Highway/ Mount Vernon Improvements	\$4,700,000
5. Yavapai-Prescott Indian Tribal Connector from SR 89 to SR 69	\$7,500,000
6. Williamson Valley – Side Winder to Pioneer Parkway	\$20,000,000
7. Rosser Street Improvements, Phase II	\$1,325,000
8. Lakeshore Drive widening, Lake Valley Rd. to Victor Rd	\$2,500,000
9. Robert Road widening & improvements, Spouse Dr. to Tranquil Blvd.	\$3,300,000
10. Demerse Avenue Reconstruction	\$3,500,000
11. Park Avenue Reconstruction	\$4,000,000

The dollar total for all of the projects - \$94,625,000

It was determined that Tim Burkeen from the City of Prescott was **not** the proxy for Craig McConnell as he was not given voting privilege. He only spoke on behalf of the City of Prescott during the discussion.

**MOTION**

Member Phil Bourdon presented a **Motion** to forward the Stimulus Project ranking, with the dollar amounts, determined by the M-TAC to the Executive Board with the recommendation of approval and forwarding to ADOT. The **Motion** was seconded by Member Ron Gritman.

**VOTE ON THE MOTION**

The motion passed unanimously.

CYMPO Administrator Jodi Rooney advised the group that the projects from each of their entities, with the four (4) bullet points set forth by ADOT, be sent to CYMPO by the same date as the executive board meeting (January 28, 2009) as it needs to be forwarded to ADOT on January 30, 2009. Additionally the information needs to be added to the TIP.

**4. METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) AMENDMENT**

*Jodi Rooney, CYMPO Administrator*

As this accounts for federal dollars, anything that we assume is going to be funded needs to have the information added to the TIP per Federal Highways Administration (FHWA) regulations. It has to be amended for this year. If any of the items do not get federal funding, we can remove it from the TIP.

Member Bret Anderson related that once we know what the Stimulus package is, we may have to adjust the TIP accordingly.

**MOTION**

Member Ron Gritman presented a **Motion** to recommend to the Executive Board to approve amending FY 09-13 MTIP to include Stimulus Project Items if not on the MTIP and to adjust project amounts for FY 09. The **Motion** was seconded by Member Phil Bourdon.

**VOTE ON THE MOTION**

The motion passed unanimously.

**5. UPCOMING SCHEDULED MEETINGS**

- ❖ Rural Transportation Summit, **January 21-23, 2009**, Hon-Dah Resort, Hon-Dah, AZ
- ❖ Executive Board Meeting: **Wednesday, January 28, 2009, 6:00 PM**, Yavapai County Board of Supervisors' Room, 1015 Fair St., Prescott, AZ (*CYMPO Executive Board monthly meeting.*)
- ❖ M-TAC Meeting: Thursday, February 5, 2009, 8 AM, City of Prescott Council Chambers, 201 S. Cortez, Prescott (*CYMPO Multi-Modal Technical Advisory Committee*)

**6. ADJOURNMENT**

Chairman Norm Davis adjourned the meeting at 12:15 PM.