



**CENTRAL YAVAPAI  
METROPOLITAN PLANNING ORGANIZATION  
7501 E. Civic Circle, Prescott Valley, AZ 86314**

**EXECUTIVE BOARD MEETING  
Wednesday, September 16, 2009  
6:00 P.M.**

**Yavapai County Administration Bldg.  
Supervisors Boardroom**

**1015 Fair Street  
Prescott, AZ 86305**

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***MEETING MINUTES***

**BOARD MEMBERS PRESENT**

Town of Prescott Valley  
City of Prescott  
Town of Chino Valley  
Yavapai County

Mike Flannery, Chairman  
Robert "Bob" Luzius, Vice-Chairman  
Ron Romley, Secretary/Treasurer  
Supervisor Thomas "Tom" Thurman (Proxy for  
Supervisor Carol Springer)

**BOARD MEMBERS NOT PRESENT**

State Transportation Board

William "Bill" Feldmeier

**AGENCY REPRESENTATIVES PRESENT**

ADOT Multimodal Planning Division Director  
ADOT Prescott District  
Yavapai County  
City of Prescott  
Town of Chino Valley  
Town of Dewey-Humboldt  
Town of Prescott Valley

Jennifer Toth  
Alvin Stump  
Chris Bridges  
Mayor Elect Marlin Kuykendall, Councilman Bob Bell  
Mayor Jim Bunker  
Councilman David Nystrom  
Norm Davis

**CYMPO STAFF PRESENT**

Administrator  
Program Manager  
Program Coordinator  
Administrative Assistant

Jodi Rooney  
Vicky McLane  
Jean Knight  
Deb Hernandez

**ADDITIONAL ATTENDEES**

Territorial Transit  
Citizen  
League of Women Voters  
Courier  
NACOG  
Prescott Transit

Lindsay Bell  
Cheri Romley  
June Ruth  
Cindy Barks  
Eileen Nesmith  
Steve Silvernale

**1. CALL TO ORDER, ROLL CALL AND/OR INTRODUCTIONS**

The meeting was called to order by Chairman Mike Flannery at **6:00 P.M.** Deb Hernandez, CYMPO Administrative Assistant, performed roll call. Yavapai County Supervisor, Tom Thurman, served as proxy for Member Carol Springer who was absent along with Member Bill Feldmeier.

**2. ANNOUNCEMENTS and CYMPO UPDATES**

Secretary/Treasurer Ron Romley noted that the Great Western Road will be built parallel to Hwy 89 and expressed concern that the Chino Valley Extension was not yet on the radar screen. He would like CYMPO Administrator Jodi Rooney to look at identifying some funding of how we can at least get a DCR started as Chino Valley cannot handle two or three years of constant Great Western Traffic going through the town. She acknowledged the request.

CYMPO Administrator Jodi Rooney provided the board with the following updates:

The Transportation Enhancement Round 17 will be meeting this October in Globe; there are approximately 55 projects, 3 of those are local.

During the ARRA process there were funds apportioned to our region for transit. As CYMPO was not able to take advantage of the money it provided an opportunity to open discussions with a neighboring urbanized area, the City of Avondale. There have been on-going discussions in regards to potential future partnering. If anything transpires we will definitely move it through the T-TAC and then onto the Executive Board.

\$600,000 has been apportioned to this region in Safety Funds. Information is being obtained as to what the eligible projects would be. There is a 5.7% match for those funds.

There is a Public Private Partnership workshop sponsored by Wilbur Smith Associates, September 29<sup>th</sup>, at the Arizona Biltmore Resort and Spa.

**3. CALL TO THE PUBLIC:** This item is to provide an opportunity for presentation of comments by the public on subjects *not* on the agenda. Individuals wishing to address the Board need not request permission in advance and are limited to three (3) minutes.

There were not comments from the public.

**4. APPROVAL OF MINUTES: July 15, 2009, & August 12, 2009, Special Meeting**

Chairman Flannery requested the July 15, 2009, be changed to reflect the removal of Item #13, Upcoming Scheduled Meetings, as no business was conducted after the Board reconvened into regular session. Additionally, Chairman Flannery also requested the August 12, 2009, Executive Session minutes be changed to reflect: Item #3, Roll Call, remove “and assigned his proxy to Chairman Mike Flannery”.

**MOTION**

Secretary/Treasurer Romley presented a **Motion** to approve the July 15, 2009, Executive Board Meeting Minutes and the August 12, 2009, Executive Board Special Meeting Minutes with exceptions as noted. The **Motion** was seconded by Vice Chairman Luzius.

**VOTE ON THE MOTION**

The vote was unanimous.

**5. bqAZ FRAMEWORK PROCESS**

*Jennifer Toth, Director Multimodal Planning Division, ADOT*

ADOT has been working closely with the COGs and MPOs on bqAZ Framework Studies, as one of many steps to strengthen links between long range planning and investment decisions. Earlier this year, the COG and MPO

Association requested ADOT have more direct interaction with non-metropolitan elected officials before moving from the Statewide Scenarios to the recommended framework. Ms. Toth came to reach out to the

*For more information contact CYMPO at (928) 759-5520 or email: jknight@pvaz.net*

elected officials within the CYMPO region. ADOT has been looking ahead to formulate a 2050 Plan as Arizona will continue to be one of the fastest growing states. Discussions have occurred with neighboring states. Global competition is increasing and this change dramatically affects our economic position. Transportation systems need to be tied to the economy and sustain the economic condition and competitiveness of Arizona. As Arizona's population increases so do pressures on land use, travel times, housing prices, and the environment. ADOT envisions the future and identifies what needs to be done in order to get there, free of budget restraints. From that point we start looking at a long range transportation plan with fiscal constraints, which feeds directly into a Five Year Construction Program with committed funding, followed by construction and completion of projects. Guiding principles are to: improve mobility and accessibility, support economic growth, promote a sustainable development pattern that links land use and transportation, consider Arizona's environment and natural resources and ensure safety and security. Statewide Transportation Future Scenarios are expressed in three different philosophic views: Scenario "A" emphasizes the personal vehicle as the predominate form of transportation; Scenario "B" emphasizes enhanced transit systems; Scenario "C" focuses on growth. We need to know what components of our vision are missing at your local level.

Supervisor Thurman questioned if it is imperative that TIME coalition come back to fund these studies? He stated that there needs to be a better way to fund roads other than fuel taxes. He noted we will not see the use of personal vehicles decrease, but gas consumption will decrease as more fuel efficient vehicles become predominant. He also stated that multimodal, public transportation systems will not work if those local stops do not have a local system to connect them. Towns like Prescott Valley cover a large land mass (population of 40,000). Interconnectivity does not do any good unless the towns have an internal system in place. We will need to ramp up the funding mechanisms for local towns; i.e., communities such as Chino Valley. Supervisor Thurman stated that he liked Ms. Toth's work.

Ms. Toth replied that is the assumption happening within Scenario "C". There is a robust enough system to handle those inner modal connections whether it be from rail then to a bus system or from a rail to a commuter rail, or from rail to light rail then to a bus system. It is imbedded within that transit option (Scenario "B") as well as Scenario "C".

Secretary/Treasurer Romley commented he was very impressed with the communications with other states. Cars will never go away in this state regardless of the density. A major concern is that a lot of this vision seems to be directed by our current administration i.e., high speed rail. What happens 10 years down the road when the administration changes, will there be a lot of half built projects? Mass transit is the wave of the future. The cost of gasoline will continue to increase and people are going to be looking at hybrids. Long term, we are headed in the right direction. Secretary/Treasurer Romley complimented Ms. Toth's work.

Vice-Chairman Luzius stated that some of Supervisor Thurman's comments prompted him to think that maybe we should have a regional transit system in our tri-city area to prepare for this inner city connectivity. He is pleased to hear that Arizona is communicating with other states. All of the states that surround Arizona have a rail program. A rail system is not just something nice to have — it is going to be a necessity. He appreciates long range planning for future years but his concern is that every time you turn around the state is raiding local funds (airport funds and LTAF II funds). We are not getting the funding that we need to do what we are doing today. A revolutionary change does need to occur in the way our funding is done. He also commented that he appreciated Ms. Toth's presentation.

Ms. Toth responded that funding demonstrates a gap that we need to fill. This provides a basis to use as a tool to help with long range planning and to say to our legislature exactly that, "Quit raiding the funds or come up with a new solution on how we are going to get there."

Chairman Flannery spoke of one of the difficulties that have been encountered: formula funding. Frankly, it is not a matter of how we divide it — the size of the pie needs to be expanded. The problem is we keep on pushing; our five year plan becomes a six year plan so that we can work within our means. It is great to do

something like this but in order to facilitate it you do need to bring in more revenues in the midst of declining revenues. It is an awkward moment in our State's history. In the entire planning process what kind of constraints were considered? Chairman Flannery stated that he commends the process; not sure of the product at this time.

Ms. Toth stated that there were a number of constraints: topography, wildlife corridors, where the economic activity centers were going to be, population growth, and water usage; all of those constraints were inputs in developing those scenarios. A lot of those considerations did come from the stakeholder and public focus groups.

Chairman Flannery commended Ms. Toth and her team at ADOT because there has been a huge effort in making sure that all elements of our state have been involved, with the stakeholders and the general public. The Reauthorization is very heavy handed towards mass transit. The problem is that most of it will occur within urbanized areas — it is not going to be for rural areas. Urbanized areas will have a bulk of the funding. That might in and of itself be said that CYMPO is in an urbanized area, but that is even to be argued right now because the population threshold may increase from 50,000 to 100,000.

Ms. Toth related as reauthorization is worked out it is important that everyone come to the table as a unified front to present what Arizona needs.

Another concern of Chairman Flannery was that anything that comes out of Washington tends to be built from the top down. If you have a main line system and you do not have feeders, then you dump those people out and they have nowhere to go. He likens this to recycling. We did great when it came to educating people on how and what to recycle but have no means available to recycle the materials. With no infrastructure in place, the recyclable materials have been put in the garbage anyway. Building needs to be from the bottom up rather than the top down.

From the audience, Chino Valley Mayor Bunker stated that in his opinion we ought to look very seriously at Scenario "A". Given our propensity to enjoy cars (especially in the rural west) it will continue to be the dominant form of transit. Consideration must be given to efficient freight trucking systems in order for our rural areas to be competitive. If a massive policy shift to divert freight to rail occurs, that will put rural communities at a disadvantage in competing for jobs. As of now the freight rates are determined from the trucking industry, up to 70% of this nation's freight is moved by truck, rail then becomes a function of that. Should the policy hinder that form of transportation, rates will be raised and that will affect our competitiveness. As a nation if we are going to be competitive, we need to take a long hard look at how we develop a competitive transit system inside the country.

Councilman Nystrom, Town of Dewey-Humboldt, commented that Arizona, even with 10 – 15 million people in the future, has a substantial land mass and has a lot of rural area. The personal automobile is not going to go away in favor of mass transit, but what will happen is some form of alternative fuels, whether it is propane, hydrogen, bio-grade fuel, or electricity. The vision should include a plan of how states partner with industry to support infrastructure/growth, so that you have the infrastructure for whatever the new alternative fuel is built into the plan for our long range growth. The long range plan not only supports alternative fuels but encourages infrastructure and growth in the right direction — the two need to coincide. Industry cannot independently say, "Let's do the infrastructure here" while the plan for transportation is something else. The two will need to partner.

Steve Silvernale, Prescott Transit Authority, said that a lot of western states are beginning to shy away from federal dollars. If we are going to count on those dollars, he felt that we were going to be mistaken.

**6. TOWN OF DEWEY-HUMBOLDT AS PARTICIPATING AGENCY OF CYMPO**

*Jodi Rooney, CYMPO Administrator*

CYMPO Administrator Jodi Rooney expressed that the Town of Dewey-Humboldt has brought forward a resolution to the CYMPO Board indicating their interest in joining as a participating agency. The next couple of steps are in place. Presented is the draft of an Intergovernmental Agreement that will go out to each of our current participating agencies to be signed by their mayor as well as each entities legal counsel. A resolution will be provided from this Board approving the Town of Dewey-Humboldt as a participating agency. There is another full month due to the formal paperwork process.

Vice-Chairman Luzius commented it is very good the Town of Dewey-Humboldt is coming forward and becoming a member. He has encouraged us to go forward and do whatever was needed to facilitate the process.

Chairman Flannery commented that when this organization was formed, the Town of Dewey-Humboldt was one of the entities petitioned and they chose at time not to join. The Yavapai Prescott Indian Tribe was also petitioned and opted out. Recently, an invitation was extended them to become part of CYMPO as well.

Dewey-Humboldt Councilman Nystrom thanked Administrator Rooney for advising him what he needed to know in order to become a participating member. He thanked the Board for keeping the Town of Dewey-Humboldt on the agenda and moving forward step by step through the formal documentation.

**MOTION**

Supervisor Thurman presented a **Motion** to instruct staff to proceed with the required documents to include the Town of Dewey-Humboldt into CYMPO at the next available meeting. The **Motion** was seconded by Secretary/Treasurer Romley.

**VOTE ON THE MOTION**

The vote was unanimous.

**7. CYMPO YEAR END FY 2009 AND CURRENT FINANCIAL UPDATE**

*Jodi Rooney, CYMPO Administrator*

CYMPO Administrator Jodi Rooney presented the 2009 fiscal year end financial report showing CYMPO under budget by \$78,001.72. Part of the reason, is we had a change in staffing last year. When you have positions vacant for a few months, you are paying out fewer dollars. Noted overages were: Temporary Salaries, Workers Compensation and Insurance (coded in a different line item) — the bottom line is \$78,000.00 under budget.

Part two of the update is fiscal year 2010, which began July 1, 2009. CYMPO's fiscal year runs from July 1<sup>st</sup> to June 30<sup>th</sup> every year. Current July and August expenditures are approximately \$30,000, out of a budget of \$273,000; we have used about 10%.

**8. AMERICAN REINVESTMENT AND RECOVERY ACT (ARRA)**

*Norm Davis, Town of Prescott Valley*

*Chris Bridges, Yavapai County*

Norm Davis, Public Works Director for the Town of Prescott Valley, gave an update on a couple of projects currently out to bid. After receiving notice of available funding through the American Reinvestment and Recovery Act (ARRA) the M-TAC committee met to prioritize area projects that could utilize this money. Based upon population, CYMPO received \$1.2 Million. Most closely matching the funds received was project number three, the Glassford Hill Overlay Project. Yavapai County received \$290,675 in ARRA funding and elected to put it towards this project. The scope of this project is two miles long from Hwy 89A to Long Look Drive. Even though this project is in Prescott Valley, it has been a partnership with ADOT and CYMPO agencies. Federal criteria did have to be met: Right of Way Clearance, Utility Clearance, Environmental Clearance and an IGA needed to be signed to qualify for funding. Bidding will close on September 25, 2009.

Mr. Davis commented that as a federal project, ADOT has to procure the project, which means Prescott Valley will assist. The project should be completed before Thanksgiving.

Secretary/Treasurer Romley wanted to clarify whether this project was a mill and fill or an overlay. He also asked if it was common do have to do an environmental study for an overlay?

Mr. Davis replied, the original project was scoped as a mill and fill but ADOT engineers felt an overlay was needed. The environmental process must be done but it was reduced.

Vice-Chairman Luzius commended Mr. Davis for going forth and getting federal ARRA money in our area. Glassford Hill Road is in need of rehabilitation and will be well used.

Mr. Davis gave an update on the Bison Lane Multi-Use Path, another ARRA funded project. Less than four years ago funding was received for a multi-use pathway in Prescott Valley (Bison Lane Multi-Use Path) connecting three of the schools to the downtown civic center. This was a Federal Transportation Enhancement project requiring the same federal criteria. This project is a concrete tempered multi-use path costing approximately \$500,000. This project was not only shovel ready but it had already met the federal criteria. The project is 100% funded with ARRA money, reducing the obligation of the Town by \$150,000. This particular project is also out to bid and expected to be completed by spring 2010.

Chris Bridges, Yavapai County, gave an update to the Transportation Investment Generating Economic Recovery (TIGER) application submitted for the Fain Rd./SR89A/Viewpoint Traffic Interchange. This is a discretionary grant program with \$1.5 Billion available nationwide. The application was submitted with Letters of Support received from the local mayors, Central Yavapai Fire District, Representative Ann Kirkpatrick and Senator John McCain. The application itself was 64 pages with backup information, photos, maps, etc.; it is a comprehensive application and should compete quite well.

Supervisor Thurman questioned when Mr. Bridges would have an idea as to how the application fared. Mr. Bridges responded that review of applications was to be immediate and the Feds have until February 17, 2010, to make a decision. Teams of reviewers will review a certain number of applications per day. Mr. Bridges commented that if an application was disqualified, notification should be right away.

Secretary/Treasurer Romley reiterated competition is nationwide. He also wanted to know if there was a maximum dollar value on TIGER money.

Mr. Bridges replied projects between \$20 and \$100 Million qualified; no state can receive more than \$300 Million. The CYMPO project is \$36.5 Million total, which would include the widening of Fain Road, the Viewpoint Traffic Interchange, and the 89A Spur. His understanding is the design is expected to be ready by June.

## **9. CYMPO BY-LAW REVISIONS**

*Ron Romley, CYMPO Secretary/Treasurer*

Chairman Flannery announced he would entertain a motion to table this item to wait for Dewey-Humboldt to be incorporated into our by-laws.

Secretary/Treasurer Romley reminded the committee, at the last meeting they were asked to submit any changes; he informed the board members they still had another month to do so.

**MOTION**

Vice Chairman Luzius made a **Motion** to table this item until the October Executive Board meeting. The **Motion** was seconded by Secretary/Treasurer Romley.

**VOTE ON THE MOTION**

The vote was unanimous.

**10. 2010 EXECUTIVE BOARD MEETING CALENDAR**

*Jodi Rooney, CYMPO Administrator*

CYMPO Administrator Jodi Rooney indicated the “Tentative” 2010 Meeting Schedule is included in the agenda packet. We need to work ahead to procure the rooms for that particular year. The 2010 tentative meeting dates are scheduled for the 3<sup>rd</sup> Wednesday of each month at 6:00 PM, in the Yavapai County Board of Supervisor’s Room. This schedule is published in the local newspaper.

**MOTION**

Supervisor Thurman made a **Motion** to approve the 2010 Executive Board Meeting Calendar.

The **Motion** was seconded by Vice Chairman Luzius

**VOTE ON THE MOTION**

The vote was unanimous.

**11. PROPOSED FUTURE AGENDA ITEMS**

*Jodi Rooney, CYMPO Administrator*

Items for the October Agenda are:

- Transportation Bills
- Future MPO Operations
- Approval of the Town of Dewey-Humboldt to join CYMPO
- CYMPO By-Law Revisions
- ARRA
- LTAF II

**12. UPCOMING SCHEDULED MEETINGS**

- State Transportation Board: **Friday, September 18, 2009, 9:00 AM**, Snowflake, AZ
- M-TAC Meeting: **Thursday, October 1, 2009, 8:00 AM**, Prescott City Hall, Council Chambers, 201 S. Cortez, Prescott, AZ.  
(*CYMPO Multimodal Technical Advisory Committee monthly meeting.*)
- T-TAC Meeting: Thursday, **October 8, 2009, 8:00 AM**, Prescott Valley Town Hall, **Conference Room #433**, Prescott Valley, AZ. (*CYMPO Transit Technical Advisory Committee monthly meeting.*)
- Executive Board Meeting: Wednesday, **October 21, 2009, 6:00 PM**, Yavapai County Administrative Offices, Board of Supervisor’s Room, 1015 Fair St., Prescott.

**13. ADJOURNMENT**

Chairman Flannery adjourned the meeting at 7:36 PM.