



**FLAGSTAFF METROPOLITAN  
PLANNING ORGANIZATION**  
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*Approved Minutes*  
**Executive Board**  
**8:00 a.m., Wednesday, January 26, 2011**

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Flagstaff City Hall Council Conference Room,  
211 W. Aspen Avenue, Flagstaff, AZ 86001

Chair Overton called the meeting to order at 8:07 a.m.

**Roll Call.**

**Present:** Chair Scott Overton, Councilmember City of Flagstaff; Carl Taylor, Supervisor Coconino County; Matt Ryan, Supervisor Coconino County; John Harper, Arizona Department of Transportation Designated Alternate

**Excused Absent:**

David Wessel, FMPO Manager; Coral Evans, Councilmember City of Flagstaff; Art Babbott, Councilmember City of Flagstaff; Jennifer Toth, Arizona Department of Transportation

**Others Present:**

Martin Ince, FMPO Multimodal Planner; Meg Roederer, FMPO Administrative Specialist

**I. PRELIMINARY GENERAL BUSINESS**

**A. PUBLIC COMMENT**

None

**B. ANNOUNCEMENTS**

None

**C. APPROVAL of MINUTES.**

Mr. Ryan made a motion to approve the Minutes of December 13, 2010 and Mr. Taylor seconded, which passed unanimously.

**II. OLD BUSINESS (Continued, postponed, and tabled items.)**

**1. FY 2011 Highway Safety Improvement Program & Projects**

Mr. Ince presented the details of this state run, federal program and received input on project priorities that can be obligated in FY 2011. Mr. Ince also requested an amendment to the transportation improvement program for the prioritized projects. Mr. Ince explained the background information on highway safety funds and stated in 2010 ADOT began administering highway safety funds and it is ultimately federal money that comes from the surface transportation act (SAFETEA-LU.) He stated the state then divides its share of the money up in a couple of different ways. Mr. Ince stated the state keeps a certain amount for state projects and then each local COG and MPO is given about \$600,000 annually and MAG and PAG receive a slightly higher level of funding. Mr. Ince stated with our \$600,000 it is a use it or lose it scenario and whatever we don't obligate in any given fiscal year is returned to the state and it puts pressure on the locals to identify projects and get them into the pipeline and have them obligated. Mr. Ince continued, for fiscal year 11 we need to have projects

obligated by the end of June with a deadline of June 1<sup>st</sup> for projects to be ready for obligation and submitted to the state. We are working in a compressed schedule and we need to identify projects that are ready to go and can get obligated. Mr. Ince explained the \$600,000 is an annual amount, so we are simultaneously working on prioritizing and identifying projects for fiscal year 12 and have more time and will not run into such a compressed schedule. ADOT is managing a lot of this program at the state level on behalf of the local COGS and MPOS. ADOT is in the process of hiring a consultant, Kimley-Horn, to prepare some administrative documents and review criteria for future projects. We are still waiting for them to come on board and as of yesterday (1-25-11) they are not formally under contract yet with ADOT and once that happens for FY12 there will be a more robust process for identifying projects and reviewing them. Mr. Ince stated for FY11 we have solicited projects primarily from the City and County. Mr. Ince directed the Board to pages 10-11 in the agenda packet for the list of projects. He explained at the last TAC meeting they went through the process of prioritizing the projects and they were based on the evaluation criteria on page 8 and reiterated it is an abbreviated process and in the future it will be more robust.

Mr. Taylor stated he went through the material and he was very unhappy with the action summary "recommendations do not include executive board member ideas on US 180 corridor" and "staff discussed the 180 corridor with ADOT based on accident history with no recommendations to do that." Mr. Taylor stated he understands it is safety money but there are two situations with schools on 180 and does not think we should wait until "a kid gets run over" and he has seen some bad accidents on Fremont. He mentioned there is a mess at Sechrist school with people trying to get in and out and busses and the whole impact and in his opinion it is a mess at Fremont. Mr. Taylor stated again he is very unhappy with the report that says basically it doesn't merit future consideration. He stated he doesn't expect to be in this year or next year but the tone of this report would essentially say those areas are ineligible and he thinks that is a mistake. Mr. Taylor was unsure of the action and to regard it as a draft or whether we can amend it or remove that language but he states as someone who drives back and forth out there all the time that this is a problem area and does not agree with the policy that states we need a certain number of fatal incidents before we at least plan. Mr. Taylor recommended taking the \$300,000 to fix the bad design on Woody Mountain, which affects almost nobody, and reallocate that to another area. He thinks the priorities are not correct and realizes the TAC went through it and realizes ADOT has it rules. Mr. Taylor stated when he looked at the report this is essentially business as usual to fix some old problems and doesn't look at what are going to become serious problems. Mr. Taylor reiterated he is not happy with the report and will not support the report with the items of language in it. He would support it if we struck those discussions and does not expect to reorder the priorities. Mr. Taylor stated he thinks when schools are on state highways that it is more important than many of the projects that have been listed here in the priority list. Mr. Taylor stated he was quite upset about it.

Mr. Ryan commented that Mr. Taylor looked at it day-to-day and is looking at the issue associated with it. Mr. Ryan stated there has been money placed there with the work on the walkways and median associated with the school and it is not perfect yet. Mr. Ryan stated he sits on the NACO committee that deals with safety funding and the reason the money was set aside, and actually, if you push the federal criteria a lot of this could be easily thrown out because they want it specifically for safety because capital road projects everybody is tight on money and does not have enough to do it and they keep getting knocked aside, so they set up this fund specifically to go that way and you need the crash data and then the listing of projects. Mr. Ryan stated how do we get it in there and get the study? And mentioned it is a valid concern, do we get associated with further evaluation. Mr. Ryan stated we have safe to schools doing SAFTEA-LU and setting up that federal fund and was one that we fought on both an MPO and COG level to try and get funding, as well as, rural road safety which were other pieces that are boarder line but we might be able to fit into that kind of funding and can we fit it into the appropriate category. He stated they are looking at safety based on the criteria they have. Mr. Taylor stated he respects his knowledge on this, which is superior to his but he has almost hit kids twice coming out of FALA because their classes go until after dark and they dash across 180 in the dark and they are difficult to see and between that and Sechrist school there is going to be a bad situation. Mr.

Taylor does not have a problem of going through the process the problem he has is the language in the report that excludes consideration of it and we may need to find another fund. Mr. Taylor reiterated when someone gets killed on a bike or dashing across the street at night we are going to feel really bad about that and he has seen car wrecks and close calls with kids with the opening of the school (FALA) and the other one (Sechrist) is not as bad because they do have an officer and it is more of a controlled crossing. Mr. Taylor explained that the FALA area has a jumble of traffic but Fremont is also a dangerous intersection in his opinion with the opening of that school (FALA) with extended hours and extended programs. Mr. Taylor stated he does not care if it is a roundabout or traffic light but does not want a report that states it's not bad enough yet. Mr. Harper stated they are addressing the corridor from Columbus to Hidden Hollow and is reviewing the draft. Mr. Harper stated it will take care of the corridor in terms of capacity and safety and they will be looking at all those issues and in that have decided to add in Fremont looking at that intersection with probably a roundabout. Mr. Harper stated at the TAC they probably looked at projects that would qualify under this funding. Mr. Harper stated he knows there have been accidents but not enough so that's probably why it did not show up in this particular one. Mr. Taylor stated if there is some way to address it he will calm down but in this particular report where there are two different places that specifically exclude what he felt like was a problem from consideration. Mr. Taylor recommended to strike the last sentence of the action summary and strike the paragraph "staff discussed the 180 corridor" and leave that mute, not try to rewrite it and not put new projects in the list although he stated he personally has a problem with \$300,000 for the Woody Mountain roundabout. Chair Overton responded we all do and stated it is a reasonable request. Chair Overton asked if Martin Ince or Dave Wessel wrote the report. Mr. Ince stated he wrote the basic report and it was updated for the Executive Board after the TAC. Chair Overton stated for full disclosure Mr. Taylor has a general concern for the area and has brought it up a number of times and advocated for it. Mr. Taylor agreed. Chair Overton stated they are not trying to highlight it saying we are not going to do it and believes they are highlighting it stating this is not the place to put these items and that is the way he interpreted it. Chair Overton stated he agreed and the language is fairly strong and does not know if it is a necessary sentence. Mr. Taylor stated it is not necessary and makes it counterproductive for finding a place for it. Mr. Taylor made a motion to amend the report to simply strike the references and Mr. Ryan seconded. Mr. Taylor wants to see Mr. Harper's work and there may be other things we can do but does not want anything in our work that says we don't have a problem because he believes we have a problem. Mr. Ryan stated there is also an evaluation they are going to do. Chair Overton confirmed the motion by Mr. Taylor of the language on the staff report for HSIP and the TIP amendment:

- 1) Strike the second sentence in the staff report action summary "the recommendations do not include Executive Board member ideas on the US 180 corridor."
- 2) Strike bullet six on the second page of the staff report (page 7 of the agenda packet) "Staff discussed the US 180 Corridor issues with ADOT. Based on accident history staff supports ADOT's conclusion that the intersections at Quintana and Fremont do not warrant further study under this program. However, the District is willing to entertain an expanded scope of an existing project assessment that includes this section of US 180 provided the FMPO or some other party pays for it. The expanded scope would evaluate the need for and effectiveness of a roundabout at Fremont to address high-speed approaches at that location."

Mr. Ryan seconded the motion, which passed unanimously.

Mr. Ince added that Mr. Harper's Study may identify specific project level improvements that might be eligible for future safety funding in future years. Mr. Ince stated in the evaluation criteria there is one that specifies existing crash history and the second one is a risk narrative and the idea of the narrative is to give projects an opportunity to explain why there are potential safety hazards even if there is not an existing crash history. For example, on pedestrian projects there may be a dangerous situation but there is not a real crash history at a site. Mr. Taylor stated it has really gotten scary there with FALA because they all need to get to the other side of the road to use the bus stop and you get three or four teenagers dressed in dark at twilight or later, and he has seen several places where people are dogging them and it is not a crash per say but it is a serious problem.

Mr. Taylor inquired about the double line in the table of the agenda packet on page nine. Mr. Ince stated it is the cut-off. Mr. Taylor confirmed that is where the funds run out, so the Woody Mountain Reconstruction is below the line and therefore a low priority. Mr. Ince stated he is correct and it falls below the line. Mr. Ince stated the last item on the list is County Sign Replacement and that amount takes up the remaining \$600,000. Mr. Ince stated both FY11 and FY12 are listed and a number of the FY11 projects are studies or preparation of construction drawings and actual construction is in 2012. For example, the Kona Trail Sidewalk with \$160,000 is for design in FY11 and \$450,000 is for construction in FY12. If you add up the projects in FY12 we are exceeding \$600,000, so the consequences of those projects will need to be prioritized again in FY12 and not all of them will be able to be built in FY12 and wait for subsequent years, additionally if we identify other projects those will be thrown into the mix and be prioritized as well. Mr. Ince stated funding for the design in FY11 does not guarantee they will be built in FY12 and like anything there is competition for limited money. Mr. Taylor stated he is okay with the projects above the line priorities.

Mr. Ryan commented on the Woody Mountain Roundabout and acknowledged it does not get as much traffic especially in what was anticipated but the design was not good and it is unsafe. He stated part of the question is can the City's Capital pick it up or the private sector capital pick it up if it goes through improvements. Mr. Ryan stated it is one of our more heavily used forest roads and that people come "whipping" in there and it has a small design and there is a safety issue associated with it. He stated it is a remote one and the subdivision didn't occur and if there is still a question related to safety on it. Mr. Ryan suggested it have further review before we completely toss it out. Mr. Taylor stated he is curious and mentioned he comes from the world if there is a deficient design you fix it and if you don't fix it you get sued. Mr. Taylor questioned if it was designed by ADOT or consultant. Mr. Ince stated it was a consultant. Mr. Taylor stated if the consultant designed it there should be another design done at no cost at the very least and does know how aggressive we have been in going back. Mr. Harper asked if it was part of the Presidio design. Chair Overton stated "yes." Mr. Taylor stated there is design liability and is not warm with the idea that tax payer dollars do something twice. Chair Overton agreed and assured him there is a significant amount of council frustration as well on the intersection of the public improvement side of the house. Chair Overton stated they pulled the bonds to complete the public infrastructure in the subdivision and unfortunately it was completed and signed off and it's not right and it's an unfortunate situation but it has limits with bankruptcy and different land owners. Chair Overton mentioned he wished it was as simple to go back to the original designers and build it again and assured Mr. Taylor that City Capital staff has exhausted literally every option to try and resolve it with the private parties but to no avail and that's why it's in our program – we don't want to fund it either. Mr. Taylor stated there is nobody out there left to be accountable is what Chair Overton is saying. Chair Overton stated we have pulled every bond to complete what we were responsible to complete as far as bonding. Mr. Taylor stated he is sorry about that and won't comment about that one anymore. Chair Overton stated at some point there will be a private party again that is solvent and takes the property over and decides to move it forward and develop and it may not be next year but in the near future. Mr. Taylor stated they will see that as a liability to be fixed. Chair Overton stated they will want an egress an ingress into their property and may be willing to address some of that and we need to keep it on the radar but at the same time it doesn't always rise to the top of the priority list. Mr. Ryan stated this is also a forest service road but does not know if it qualifies that far into the City or not.

Mr. Ryan made a motion to amend and approve the amendment of the FY 2011 TIP to include the TAC-recommended safety projects and priorities. Mr. Taylor seconded the motion, which carried as amended unanimously.

## **2. FMPO FY 2012 Unified Planning Work Program**

Mr. Ince explained the discussion was started with TAC and continued with the Management Committee. He stated the basic idea is the FMPO regular sources for funding are for planning and are being used primarily to support basic functions of staff and office supplies and it leaves very little in

additional monies for planning studies. Mr. Ince noted under key considerations (page 12 of the agenda packet) the FMPO has some recurring programs, some annual and some that occur less frequently; for example, the Trip Diary and Transit Plan Update are every five years. He stated of the recurring programs some require staff resources and some require hiring a consultant such as the Trip Diary Survey or Five Year Transit Plan, which takes money. He stated we also have one-time studies of various types and some are planned in advance and some come up at the last minute and funding becomes increasingly scarce. Mr. Ince stated the discussion that has been taking place is should the FMPO take some of its money in the past that we have typically applied to construction projects and brought money to other agencies ADOT, County and City to help construct projects and use that money instead to support some of our planning programs. Mr. Ince stated we are not alone in this problem and there are a number of COGS and MPOS in the same position. Mr. Ince stated it is legitimate per federal guidelines to use some of the federal money to support our planning program and what it means in the future is that staff time for the FMPO employees are charged to different projects. Mr. Ince mentioned the planning efforts in particular is Every Day Counts, which is a federal initiative that has sifted through a number of best practices for transportation planning and road construction and identified 15 initiatives. He stated these 15 initiatives are filtered down to the local level and implemented as basic good practices for transportation planning and road construction. Mr. Ince stated this is an effort the FMPO has been involved with and it take some time and FMPO funds and a project that could be subsidized with the FMPO's planning monies. Mr. Taylor stated the administrative allocation of 43% and reducing general administrative costs and asked if the plan is to put an administrative component in each project and reduce the overhead number or was it the feeling of the group that staff is spending time on paperwork and administration and not enough time on projects. Mr. Ince responded that administration takes up a disproportionate amount of the FMPO Manager's time and we are looking for ways to streamline things. Mr. Taylor stated he would really support that and stated he likes the reports but they are hugely time consuming for the size of organization and size of staff that needs to produce the packets. Mr. Taylor supports the idea of summaries and wants to see staff working on strategic and project issues. Chair Overton commented that it goes back to the days when Council Member Cooper wanted everything documented and that he supports general summaries as well. Mr. Ryan commented on federal requirement and if there is the opportunity to reduce it down and the fee concept of personnel. Mr. Ince stated we are not at a place to look for other personnel. He stated he understands that all of us that work in federal government and federal projects by their nature generate more paperwork and the FMPO is created by federal legislation, so there is a certain amount that will be necessary but there are always ways to look for efficiencies. Mr. Ryan commented that the FMPO serves a future piece and coordination that occurs with it but it is not a direct function of any of the one institutions and that it is hard to think from a sustainable nature. Mr. Ryan agreed with Chair Overton on the summaries and stated with two new Board members, if we can summarize well enough to explain the program but not create a whole report associated with it. Mr. Taylor responded that a new program gets a full descriptor and report and on-going gets a check-off. Chair Overton stated the Manager may need to meet with individuals and sees it as a short term issue. Mr. Taylor stated there is a need for effective collaborations and would rather see the administrative time to collaboration and less paperwork for the Board and Committees. Mr. Taylor stated there is an opportunity for a better use of time. Mr. Ince stated an example of that is each year we are required to prepare a local human services transportation regional coordination plan and NAIPTA is becoming more involved and has applied for some federal money for a mobility manager position and that position could do a lot of coordination and help us significantly with the plan. Mr. Ryan stated those discussions have been initiated.

### **III. NEW BUSINESS (Continued, postponed, and tabled items.)**

#### **1. FMPO FY 2011 Mid-Year Work Program Status Report**

Mr. Ince provided an update on work program tasks and received direction and input from the Board. He stated we expect projects to be completed, a PARA grant was received for Regional Plan efforts on the ASU Decision Theater, and in element 1000 we were successful with two enhancement grants for FUTS trails and another is in progress through Safe Routes to School to connect NAU with Lone Tree and provide better access to kids that go to Kinsey. Mr. Taylor inquired about element 200 traffic count

program “cancel fall, winter and spring counts to achieve data collection for winter congestion study”, if that is a reallocation of funds or time. Mr. Ince stated that is correct and goes back to the discussion earlier that in the past we have done traffic counts annually and that we hire a consultant for and it takes actual money. He stated there has been a discussion of going to a three year cycle for traffic counts. Mr. Ince mentioned we are mandated to do it minimally every three years and with our growth rate things may not change much to warrant traffic counts more than three years and we can do a combined approach by just targeting roadways that may have changed from specific improvements such as the Fourth Street Overpass. Mr. Taylor stated he is interested in anything that has to do with the Winter Recreation Planning Effort. Mr. Taylor stated it has sputtered along and this year he had hoped that by the time winter got here there would be a more effective grand plan in place and much was sidetracked in the County by the various catastrophes. Mr. Taylor stated there needs to be a regroup to get more effective action on it and stated an episode where he can sit at his house and see lights going out and beyond at Wing Mountain. He stated we are seeing it as a public safety issue and not an economic development opportunity issue and as long as we see it that way we are not going to be that effective. Mr. Taylor is disappointed we are not further along in terms alternative transportation to snowplay sites and it is the County's problem. Mr. Ryan stated we may be progressing. Mr. Ince stated the blue tooth counters are out. Mr. Harper stated there have been traffic counts. Mr. Ryan requested a summary update on US 180 regarding recreation and counts. Mr. Harper stated there are counts scheduled through President's weekend and will take the data and come up with ideas. Chair Overton stated he is guessing the report will state we are mid stream in the study, collecting data and will report in the spring. Chair Overton stated on the City side we have been working hard on traffic re-routes and thrown resources at it and have found it is a 6-8 day problem with holiday weekends or Sunday afternoons and have not had to post PD every weekend and it is fairly sporadic. Chair Overton stated he hopes the study will give us a better idea on how to control it and gives the PD and traffic staff credit for trying. Mr. Taylor stated we are still doing band-aides. Mr. Ryan stated it is done piece by piece. Chair Overton stated he would like to be further along as well.

## **2. Legislative Update & Outreach Opportunity**

Chair Overton explained MPO Manager, David Wessel, is in Washington, D.C. for a conference and meeting with the federal delegation and local officials. Mr. Ince provided an update on Mr. Wessel's meetings and stated he met with Senator Kyle and Congressman Gosar with another meeting planned with the deputy administrator at FHWA. Mr. Ince stated the information that was brought forward was on the Lone Tree T-I and Beulah Blvd. Chair Overton stated he was in DC last Wednesday, Thursday, and Friday and met with the key stakeholders. He stated it is going to be a difficult year from the federal standpoint and we all recognize that. Chair Overton mentioned Congressman Gosar was open to listening and educated him on all the big issues and in particular covered the Lone Tree T-I and had Dave's presentation and Dave was going to follow-up on Monday with the details. Chair Overton stated it was a brief overview with Gosar and he understands the significance but the continued stumbling block at the federal level is how the budget is truly going to function and that they are on a continuing resolution until March 4<sup>th</sup>, which is good news for some things such as surface transportation, reauthorization and anticipates working on CRs (continuing resolutions) through the end of the year. Chair Overton stated they are looking more at the state and scrutinizing what the buy-in is from the locals and state in particular. Chair Overton explained they are keenly aware of ADOT's financial outlook for construction years and are supportive but yet will wait for more players to come to the table and it is almost in a holding pattern. Chair Overton also met with Pastor's Office and it was very similar and they are willing to start looking at the Lone Tree Project but they know it is a ways out. Chair Overton stated his trip was mainly on water and not a lot of time on transportation.

Mr. Ryan stated we are young as an organization and how do we optimize and handle the regional element of backing each other. Mr. Ryan stated transportation components may not be a high priority from the City or County but some pieces are, so how do we help mature our lobbying opportunity and bring the conversation back by talking to each other about it and explain what has shifted and when you go can you hit this element associated with it. Mr. Ryan explained the conversation with Lucy Murphy from Kyle's Office was now they are having the non-earmark conversation and one is the

language has changed and it is now authorization. Mr. Ryan stated we probably need to get more sophisticated on how we deal with the administrative side and who do we go too administratively to make sure the projects are moving forward and help support each other in that kind of way. Mr. Ryan stated he is going to Washington DC soon and stated he sits on the NACO Transportation Committee and did not go last year to keep his travel budget down but they are going to start talking about the policy components of the reauthorization. Mr. Ryan mentioned these are pieces and how do we streamline, we need more emphasis on rural discussion or safety discussion or what elements do we need to throw in and push for. Mr. Ryan cited the threat to the FMPO in terms of population and that we need to keep bringing it back and can hit on them with the county but the NATO, NARC crossover with the COG component and then the administrative piece to push on. Chair Overton stated he thinks it works well when we all communicate and the FMPO is a good model for that. He sees it forming a lot like the water discussions of a few years ago and to get on the same page delivering the same message. Chair Overton stated he briefed the congressman and senator on these but the point of our (the City) trip was a lot of information and he was counting on Dave to cover the details. Chair Overton stated the message needs to be consistent. Mr. Ryan mentioned the state has their lobbyist and we need to focus on the rural component and help out the district.

Mr. Harper commented if there is a larger framework we can look at. Mr. Harper mentioned the I-95 corridor that travels from Maine to Florida and how all the stakeholders in the last twenty years have received a disproportionate amount of money to do improvements on the corridor. He stated they all agree it is their first priority and no one disputes it. Mr. Harper stated the same thing is happening in Vegas with an I-15 Corridor Alliance from Long Beach up to the Canadian Border and Arizona is a part of it for 25 miles. Mr. Harper suggested doing something similar that would help support the Lone Tree T-I in the bigger picture. Chair Overton suggested Los Angeles to New Orleans. Mr. Harper suggested the idea of a larger group to help support each other to bring attention to the region. Chair Overton stated we are struggling and can't move forward on the funding side. He stated he thinks we will see it on the water settlement where there are multiple parties joining forces to make the legislation move forward because individualized they are to great of a price tag to solve the problem unless there are four regions or states participating in a large piece of legislation. Mr. Harper stated it is a larger voice. Mr. Ryan stated is it the I-40 discussion or megalopolis discussion of the West with big chunks that can't compete because they are not coordinated and it makes sense that we need to start coordinating more and more such as the Eastern range with LA, Phoenix, Las Vegas and Salt Lake with the different megalopolis that have evolved but are not linked. Mr. Harper stated that is what Vegas is looking at the link from Phoenix, to Vegas, to Seattle and LA to Salt Lake. Chair Overton commented that the megalopolis idea is going to move forward whether we are there or not and thinks I-40 would be a better fit. Mr. Ryan stated it is in the long range plan but there is not a broader discussion that is recurring. Mr. Taylor likes the idea but is unsure how to get that going and mentioned Arizona is not in good standing nationally there has been wacky politics and a lot of people don't pay much attention to Arizona and does not believe it will come from Kyle or McCain and is interested if we can connect a spoke to Las Vegas such as Albuquerque. Mr. Ryan stated it is an Eastern range discussion. Mr. Harper will send out a few links on the I-95 and I-15 to the Board or forward it to Ms. Roederer to email out. Mr. Taylor asked about a forum to talk about this to introduce the topic and suggested a community town hall. Mr. Ryan stated we have the MPO and COG and need to find out more about what Las Vegas is doing and can tie it into state politics from the MPO and COG piece but we do not have the interstate conversation happening and the ADOT lobbyist could but where they prioritize, which is probably with MAG, and its playing those pieces and bringing them together and seeing our opportunities associated with it. Mr. Taylor stated in general, we are surrounded by states that are more effectively managed for example Utah is more effective and politically we are weak. Mr. Taylor agrees that to be effective we need to be part of a larger scheme than by ourselves advocating. Mr. Ryan stated he needs to hear from David Wessel and tie it into the County piece before going back to DC. Chair Overton stated there are background talking point materials in the packet and then to contact Bob Holmes and to make sure you are up to speed because he sits in on all the meetings.

Mr. Ince asked if this is a continued discussion agenda item for the next meeting. Chair Overton stated

it plays into the FMPO goal discussed at the retreat of becoming more strategic legislatively and empowering the electeds to carry more weight and get off the technical aspects and pushing hard as we have tighter budget streams and one of the Board's goal is to become more engaged legislatively. Mr. Ryan stated it would help him (Chair Overton) with the RTAC discussions. Mr. Taylor stated we would like a more effective briefing on the idea of the mega collaborations – how they work? Did they form an authority? How did they do that exactly? Mr. Taylor suggested with such an informational piece we should invite additional people to the meeting, so it is a more strategic briefing. Mr. Ryan stated we could get smart about how we coordinate with the district that it could be helpful in the long range perspective to know how to foster opportunities for the district itself. Mr. Taylor inquired who the new ADOT Board member is. Mr. Harper stated it has not been done yet. Chair Overton stated that person comes out of Navajo County. Mr. Harper stated the last he heard they were looking at people in St. Johns. Ms. Roederer clarified that Jennifer Toth is the primary Executive Board member and John Harper is the secondary alternate. Ms. Roederer confirmed to keep this as a standing agenda item, Legislative Update and Outreach Opportunity. The Board agreed. Chair Overton stated he does not need a lot of filler in the packet. Mr. Taylor stated an integrated knowledge base will make it more effective.

Mr. Harper revisited the Lone Tree discussion and stated there are a lot of stakeholders and potentially getting them in the room at one time that maybe there is a way to setup a framework and take it to the Transportation Board because right now we are stuck. Chair Overton asked if ADOT is looking for that type of direction. Mr. Harper stated “yes, we are right now, we are stuck.” Mr. Harper explained there was a visit from Juniper Point and suggested they get us all together in one room but that has been months. Mr. Harper stated that transportation is supportive of this project but wants something from us that states how are we going to move forward and make it happen financially, timeframe, who is involved and help finance it. Mr. Harper stated otherwise this will languish and the current chair will be gone in a year and he supports it and who knows what will happen after that. Mr. Taylor inquired if we all have the capacity to develop a planned strategy and that we need to do it right away. Chair Overton stated we do it at the FMPO and bring them all in the same room because we are in the holding pattern and the bigger question is how the federal government is going to fund long term. Chair Overton mentioned our senators have not participated in earmarks, which he respects, and what appropriation mechanism are they going to use and where does a project like this land, which will require their help, and believes they are stuck too and we take them the bullet points but they don't know what to do with it. Mr. Ryan commented that we may need to get more sophisticated on the administrative side and they can get behind it because it is not an earmark and then start triggering our senators to step in and reinforce what we are doing. Mr. Harper suggested it is as simple as getting our foot in the door by getting three million in the five year program as a place mark and they see it in there and eventually fund it over time when money shows up but we are not even to that point. Chair Overton stated we need to initiate an FMPO stakeholder group that is project specific and the goal would be what is the message and how do we deliver what ADOT and the Board needs to make a good recommendation. Mr. Ryan added and then have the private players with the commitment and there long-term with what we need to do. Chair Overton mentioned City development, which are coming forward in the next year “to hold their feet to the fire” in the rezoning cases and that it will be a requirement of the development. Mr. Harper stated that NAU is involved. Chair Overton stated there is also CCC and the school district and mentioned Pine Canyon has two million set aside for improvement, which goes away in ten years and we are getting nervous. Mr. Ryan stated if we get the private players in there and see what we are doing long term by law they can pull the money back but if we are coordinated well enough they might be willing to spend down. Mr. Taylor stated this is not a technical problem but a political problem and need people in the room that really understand the political and financial processes and suggested inviting Joanne, Virginia Turner and some people that have functional knowledge on the political side. Mr. Taylor stated it is a financial and legal problem to move effectively ahead. Mr. Ryan suggested Bob Holmes on the executive side. Mr. Taylor stated it would be nice to have a piece of paper with all the potential availabilities, such as the \$2 million Chair Overton mentioned, with the key persons listed and work backwards. Mr. Harper stated out of the \$66 million there may be \$12 million ready to go and it could add up real quickly and have it designed and sitting

on the shelf when all of a sudden money shows up. Chair Overton stated this will stay on the agenda as a standing item and he would like more discussion on it. Mr. Harper stated it is a big enough project to consider bringing in a facilitator. Mr. Taylor suggested setting aside a Saturday morning or bigger block of time than an hour or two to develop a game plan. Chair Overton stated to discuss just the project. Mr. Ryan stated this is the strategic piece with a specific project and "let's do it." Chair Overton stressed to do this sooner rather than later because of the simple fact that he perceives the status quo and continuing resolutions for the rest of the year at the federal level through the election 2012. Chair Overton stated this may be an opportunity. Mr. Ryan stated it is happening in California and the projects are so large the money could "drop out of the sky real quick" and somebody needs to use the money. Mr. Ryan continued and stated on the other side of it is the part of the compromise, which is surrounded around infrastructure and if it goes toward highways and is unsure where the infrastructure element is but it is part of the compromise and that the republicans are pushing for infrastructure and the democrats are pushing for another piece of how to move the project through. Chair Overton stated this is a topic for the project retreat. Mr. Taylor stated hopefully we have learned from the stimulus experience we had before that "he who is ready gets the money." Mr. Harper cited the example of the Munds Park Traffic Interchange, and that it showed up many years ago and we had it scoped and found the money to design it but no money to build it and it sat on the shelf. Mr. Harper stated there was another project in the state last year that wasn't ready and they needed to spend the money and we got to build the Munds Park T-I. Mr. Taylor commented that our strategy is to advance it far enough where there is a designed project on the shelf and then we look for that opportunity. Chair Overton stated that is political. Mr. Taylor stated if we don't have it we are back to surfacing.

Mr. Taylor inquired about population threshold for MPO designation and if that is that something to worry about. Chair Overton stated it is being discussed at RTAC as a rescissions issue and the FMPO threshold are the two talking points and it did not come up on his trip and believes it is an issue that is in a holding pattern depending on what President Obama moves forward with. Mr. Ryan stated we need as agencies and at the MPO keep it as an item of discussion but unfortunately, Victor Mendez our former administrator of the state, is an advocate for 200,000 or greater. Mr. Ryan stated if we can't make the designation that we have a grandfather piece that allows us to remain and he stated it might even be better to be grandfathered because the new cities arising that are 50,000 or more within the state we would have more money pulled away from us because it would be distributed among the nuances. Mr. Ryan stated it makes sense to keep it in the packet and whenever we go to Washington DC say that. Mr. Taylor stated he wanted a sense if it is a crisis or a long term problem. Mr. Ryan stated it is the reauthorization and when they do a new bill for reauthorization we could suddenly not have the FMPO. Mr. Taylor inquired if NACOG is behind it. Mr. Ryan stated they are behind it and Chair Overton stated RTAC is as well. Mr. Ryan stated we need to keep the conversation going and reinforce the idea with elected or their staffers as a very important aspect happening regionally. Mr. Taylor asked if the potential Lone Tree strategy could be affected by this if the FMPO were decommissioned. Chair Overton stated all the long term planning efforts become derailed other than through the regional plan process and that is the significance of having a planning organization because you are looking out rather than reactionary. Mr. Ryan commented on the example of the FMPO and the Time Initiative that we were positioned well if that funding had come forward we were programmed well for all the plans and projects to go into it and without the FMPO we are competing against Maricopa and it would affect us tremendously.

Mr. Taylor commented on the importance of the Belmont Interchange to support an industrial park and asked if it is off the table. Mr. Harper stated "no" and it is part of the design concept report and is working on it. Mr. Taylor asked if it is to be designed will it sit on the shelf. Mr. Harper stated "yes, eventually." Mr. Taylor suggested we have two key projects to discuss for the project retreat and have an integrated strategy because if had to choose between Lone Tree T-I and Belmont he would take the Belmont piece because it has more strategic economic potential and the other is more traffic impact. Chair Overton stated he would take the Lone Tree piece and sees the other players ready to move on Lone Tree. Mr. Ryan stated Lone Tree is further flushed out as far as going through the processes and analysis and it makes sense that is the higher priority. Mr. Ryan stated the Belmont piece could be

triggered rapidly but they are initiating the analysis. Mr. Ryan stated on Lone Tree we have worked further through and it has moved up over the years and if they don't act on it they could lose the money, which is a critical piece and ties in well with the regional plan, movement, alternative corridors and building the grid. Mr. Taylor stated he wants to do Lone Tree but is thinking of the idea if we bring together all the stakeholders and brain power that Belmont has a huge long term potential for development.

### **3. FMPO Calendar**

Chair Overton stated he is unavailable on April 27, 2011 and Mr. Taylor stated he has a conflict on August 24, 2011. Ms. Roederer stated the County has budget meetings in May and we may need to do a special meeting in the spring. Chair Overton stated the City Council will recess in August instead of July this year.

## **IV. CONCLUDING GENERAL BUSINESS**

### **D. REPORTS**

There was no discussion.

### **E. ANNOUNCEMENTS**

Chair Overton announced he attended the RTAC meeting. Chair Overton stated it was the day the Governor released the budget and John McGee discussed funding but put up 25 obstacles and stated it would not work. Chair Overton stated it was disappointing but is glad we have representation and Kevin Adam helped him with DC material and that was great. Chair Overton announced the FMPO will be requested to weigh-in on the Steves/Fanning Closure Study (an element of the fourth street bridge construction.) Chair Overton stated Kimley-Horn was the consultant on the \$130,000 study and suggested no closures. The railroad disagrees with the recommendation and has requested it be vetted through the planning organizations, traffic commission, sub-committees, outside business groups and ped/bike commission. Chair Overton stated the importance of keeping a good, working and positive relationship with the railroad.

## **ADJOURNMENT**

Chair Overton adjourned the meeting at 9:31 a.m.