



**FLAGSTAFF METROPOLITAN  
PLANNING ORGANIZATION**  
CITY OF FLAGSTAFF ♦ COCONINO COUNTY ♦ ARIZONA DOT  
211 West Aspen Avenue ♦ Flagstaff, Arizona 86001  
Phone: (928) 213-2651  
[www.flagstaffmpo.org](http://www.flagstaffmpo.org) ♦ [fmpo@flagstaffaz.gov](mailto:fmpo@flagstaffaz.gov)

*Approved Minutes*  
**Executive Board**  
**10:00 a.m. to 12:00 p.m., Wednesday, May 29, 2013**

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County Supervisors Offices, 3rd Floor Conference Room  
219 E. Cherry Avenue, Flagstaff, AZ 86001

Regular meetings and work sessions are open to the public. Persons with a disability may request a reasonable accommodation by contacting the City of Flagstaff City Clerk's Office at 928-779-7607. The FMPO complies with Title VI of the Civil Rights Act of 1964 to involve and assist underrepresented and underserved populations (age, gender, color, income status, race, national origin and LEP – Limited English Proficiency.) Requests should be made by contacting the FMPO at 928-213-2651 as early as possible to allow time to arrange the accommodation. ***A quorum of the TAC may be present.***

Designated Chair Woodson called the meeting to order at 10:05 a.m.

**Roll Call**

**Present:**

Mandy Metzger, Coconino County Supervisor  
Floyd Roehrich, ADOT (designated alternate for Hank Rogers)  
Mark Woodson, Councilmember City of Flagstaff  
Jeff Oravits, Councilmember City of Flagstaff

**Others present:**

David Wessel, FMPO Manager  
Sydney Francis, FMPO Administrative Specialist  
Jeff Meilbeck, NAIPTA General Manager  
Erika Mazza, NAIPTA Transit Planner

**I. PRELIMINARY GENERAL BUSINESS**

**A. PUBLIC COMMENT**

None

**B. ANNOUNCEMENTS**

Floyd Roehrich designee for Hank Rogers attended telephonically.

**C. APPROVAL of MINUTES.**

Ms. Metzger moved to approve the minutes from the April 29, 2013 Executive Board Meeting. Mr. Roehrich seconded the motion. The motion was carried.

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

### **1. Legislative and Regulatory Update and Review**

Mr. Wessel sought Board direction as needed on legislative and regulatory issues. Mr. Wessel gave an overview of Map 21 and the required formation of 3 new Arizona MPO's, including Sierra Vista, Lake Havasu, and Casa Grande. Only Casa Grande currently wants to form into an MPO. Mr. Roehrich gave clarification regarding new Arizona MPOs, including Lake Havasu City and Sierra Vista, such that these metropolitan areas will currently lose Federal funding under Map 21, if they do not form local MPOs. RTAC has defined an "opt-out" position for these new Arizona designations.

Mr. Wessel and Mr. Roehrich updated the Board on ADOT's 5-year plan, which is mandated to become legislation and is going in front of the Arizona State Board of Transportation for adoption on June 10<sup>th</sup>. Mr. Roehrich stated that the public comment period on the 5-year plan closed and that the planning and programming group is summarizing the comments to present to the Arizona State Transportation Board (ASTB). The Federal government will be providing \$350 million for the detour for the US 89 road failure; this funding will allow some ADOT projects to be re-added to the 5-year transportation plan. The next ASTB meeting will be on May 14<sup>th</sup>, 2013 in Lakeside/Pine Top. Ms. Metzger asked if any of the projects were in the FMPO area. Mr. Roehrich said he did not believe any of the additional projects would be in the FMPO or NACOG region, but he would check into it. Mr. Wessel confirmed that of the 9 projects listed in the ADOT 5-year plan none of them were in the FMPO/NACOG region. Mr. Roehrich added that ADOT would work off the 5-year program list and will reprogram those prioritized projects.

Mr. Wessel reported on state legislation with an update from RTAC on the HURF raid reductions. RTAC is working on getting \$10 million back. Mr. Wessel is working on re-establishing the HURF exchange program and would like to set up a discussion with ADOT and other entities moving forward. Mr. Roehrich stated that the HURF swap program was a great program for ADOT and that if the State has the funds for it, it will re-adopt this program. The State is not currently in a position to swap out funds. Mr. Wessel suggested that the FMPO could facilitate a discussion with RTAC and the other stakeholders such as ADOT and NACOG with the intent to restore the program.

Mr. Wessel briefly presented on two potentially FMPO relevant bills: HB2242 and HB2456. HB2242--Road Improvement and Maintenance Districts authorizes the petitioners seeking to form a road improvement & maintenance district to request that the district allocate its assessments on a per-parcel basis rather than property valuation if supported by 100% of the affected property owners. The Senate further amended the bill to limit the annual assessments to no more than \$100 per parcel and adjusted the opt-in requirement from 100% to 75% of the property owners. Ms. Metzger asked for a summary and clarification on HB2242. HB2456--Revenue Allocation Districts authorizes municipalities with the approval of 51% of the land owners to form revenue allocation districts for projects that would enhance economic development and job growth. HB2456 provides the districts with bonding and taxing authority. There was discussion only on the Legislative and regulatory updates.

### **2. Draft FY 2014 Unified Planning Work Program and TIP**

Mr. Wessel gave background on the FY 2014 Unified Planning Work Program (UPWP). The Board discussed recommendations from the TAC, regarding changes to the FY14 UPWP, including three options: the programming of \$75,000 of funds that were designated the Adaptive Control Signal Technology project; clarifying the scope and scale of the Operations and Maintenance Study; and potentially flexing funds to NAIPTA to build bus shelters and bring bus stops up to minimum standards.

Mr. Wessel gave background on the Adaptive Control Signal Technology (ACST) project. ACST was going to be joint program with ADOT, but has since shrunk to a design study. City has their own money for ACST implementation and will to move forward without Federal funds for this project. One option for the FMPO is to move forward with concept and operations (con-ops) study for ACST and work on a second ACST project. By conducting the con-ops study, the FMPO would be required to fund the ACST project with Federal funds.

Mr. Wessel presented on a second alternative for the use of the \$75,000, including adding this funding to the Operations and Maintenance study to extend the scope to include a more robust pavement preservation program for the County. The third option is to flex the \$75,000 to NAIPTA to build bus stops and bring them up to minimum standards. In addition, NAIPTA's "fair box" technology needs updating.

Ms. Metzger asked for clarification on the concept of operations and systems engineering study (con-ops) and if the ACST technology would affect the 89 by-pass. Mr. Wessel explained that the con-ops study is used for initial scoping, feasibility, and outlining what one wants to achieve and options for achieving the objectives. He added that to do a project with Federal funds a con-ops study must be completed. Regarding the 89 by-pass and the ACST technology, the study would provide information on the corridor and the by-pass, but they are not directly related. Mr. Oravits stated that he would like to see money going to tangible improvements, such as paving roads, as opposed to funding additional studies.

Mr. Wessel gave background on the Milton Road study and how it relates to the NAIPTA 5 year transit plan and their needs for transit and bike lanes on the Milton corridor. The Board had a brief discussion on transportation challenges and needs on the Milton corridor.

Mr. Meilbeck gave a brief overview of NAIPTA's request for funding toward building and improving bus stops. NAIPTA just finished its 5 year, \$200,000, long-range transit plan. Considering that ridership is increasing rapidly, the plan identifies the need to upgrade bucket stops, in order to bring bus stops up to basic minimum—a pad, more official looking bus stops. The intent is to upgrade the physical infrastructure and the bus stop improvement is the highest priority for NAIPTA at this time. Mr. Wessel added that NAIPTA's bus stop system currently has environmental clearance, the project is in their program, and the outstanding funds can be obligated to this program quickly. Chair Woodson confirmed that the funds used to construct NAIPTA bus stops would be taken from the programmed ACST funds. Ms. Metzger clarified that the Board is choosing between funding the ACST project, the O & M study, and building NAIPTA bus stops.

Mr. Woodson asked why the Regional Transportation Plan (RTP) update had to be conducted now. Mr. Wessel replied that it has been 5 years and that it is a Federal mandate for the FMPO to conduct the RTP.

Mr. Oravits asked for more information about the Milton Road Study. Mr. Wessel replied that we are looking for solutions to traffic movement on Milton and that the interchange is going up to \$80 million. Mr. Wessel added that if medians are looked at as the final solution, they can be done incrementally rather than all at once. In addition, the Milton Road study will look at transit options, and will look at major intersections at Butler and 66 by modeling solutions. The FMPO will work towards broader public dialog to improve those intersections and find practical solutions.

Ms. Metzger asked why the County needs a pavement preservation study. Mr. Wessel replied that the County is looking to make more scientific decisions about what the appropriate treatment of pavement is and to execute effective decision making based on data. The County needs the information from a pavement performance perspective and both the City and County are interested in stretching limited HURF dollars further.

Ms. Metzger asked if the financial pie could be sliced differently in order to see NAIPTA's needs addressed but also do some of the other projects. Chair Woodson added that NAIPTA gets funding from tax dollars and that FMPO may be better off funding other projects. Mr. Woodson added that he would like to limit the O & M study to \$200,000. Mr. Wessel stated that regarding the ACST project, the City will be moving forward on Butler to implement ACST technology. If the Butler corridor is a success with

ACST, then the City will move forward implementing the technology on other corridors using the rolling fund for intersection improvements. In addition, most new signals will be developer funded.

Ms. Metzger suggested reducing the RTP update from \$109,000 to \$100,000 and reducing the Milton Road study from \$105,000 to \$100,000 to give NAIPTA \$15,000 to build bus stops. Ms. Metzger stated that she would like to see the County have pavement preservation money in the O & M study. Mr. Wessel clarified the suggested financial figures and amendments for the UPWP: reduce the RTP update and Milton Road study to \$100,000 each; do not conduct ACST project; this leaves \$89,000 to redistribute. There is currently \$209,000 programmed on the O & M study and can be increased to \$225,000 to include pavement preservation, which leaves a remainder of \$73,000 for NAIPTA on the bus shelters. Mr. Oravits stated that he would like something tangible, like bus shelters, to be built.

Chair Woodson motioned to make the following amendments and adopt the FY 2014 UPWP pending the public comment period: reduce the Regional Transportation Plan update to \$100,000; reduce the Milton Road study to \$100,000; flex \$73,000 to NAIPTA to build bus shelters; conduct a regional operations and maintenance study to include pavement preservation at \$225,000. Ms. Metzger seconded the motion. The changes to the FY 2014 UPWP passed unanimously, pending the public comment period.

Mr. Wessel concluded the discussion by giving an overview of the scope of work for the O & M study found on page 12 of the agenda packet. For jurisdictions in close proximity, one question is how do agencies better cooperate, such as sharing equipment and making sure equipment is a good fit for what you are doing. Other questions include what kind of quality control, training, automations and systems are needed. How can software be optimized? How to optimize efficiencies? How do you go about doing your work most effectively? How do you integrate these decisions with the budgeting process? The choices for the O & M study can be chosen *ala carte* from the overall options based on the needs of City and County. Mr. Wessel added that the FMPO spoke to Reno/Sparks, NV and Prescott, AZ, who both received a lot of value by conducting respective O & M studies.

### **3. I-11 Feasibility Study Update**

Mr. Wessel presented updated information from the feasibility study on this proposed new interstate facility, I-11. The focus groups for the feasibility study are wrapped up and the data is being compiled to make the business case, expected in June or July, for the I-11 corridor between Phoenix and Las Vegas. Mr. Wessel summarized and reviewed the issues from the Land Use focus group meeting (found on page 14-15 of the agenda packet). As Phoenix is the 5<sup>th</sup> or 6<sup>th</sup> largest metropolitan area in the US, evacuation and security issues are important considerations.

Ms. Metzger asked what opportunities would I-11 present to Coconino County and Flagstaff. Mr. Wessel replied that many people already use 60-93 to go from Phoenix to Las Vegas, therefore, I-11 does not significantly change the use for the region. Mr. Woodson raised questions about tourist traffic and goods transportation. Mr. Wessel stated might be some competitive disadvantages for the region, such as I-11 might make Prescott more valuable. I-11 could take away money from I-17, but also it may take unnecessary truck traffic off I-17.

Mr. Woodson asked Mr. Roehrich how I-11 factors into the State budget. Mr. Roehrich replied currently I-11 cannot be built until it has its own funding source, as the construction of I-11 would take up all State funds. Mr. Roehrich elaborated that business case that ADOT is preparing focuses on the transportation aspects of the corridor. The Arizona Commerce Authority is conducting an independent economic analysis from the business perspective, which goes beyond transportation and the business case, in order to determine what it may mean economically to the State to have the corridor. This would be a total economic analysis to determine total economic impact to state. Ms. Metzger said that she was interested in providing support for the total economic analysis.

Mr. Wessel asked Mr. Roehrich about the business case. Mr. Roerich replied that the first draft is going through internal review and the consultant team; the business case will be available at the end of June or the beginning of July. The total economic impact will take it beyond the business case; for example, if you see increase on freight, what does it mean to corridors and growth in Mexico. Pulling together the

business case with economic impact analysis that Arizona Commerce Authority is conducting looks positive. There was discussion only.

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

#### **4. FY 13-17 Transportation Improvement Program Amendments FY 14-18 TIP Financial Conditions**

Mr. Wessel announced ADOT released funding availability for FY 13. Surface Transportation Funds (STP) are down from \$500,000 to \$439,000 and Highway Safety (HSIP) funds are up from \$600,000 to \$816,000. In order to address these late and late-breaking realities, facilitate needed loans to protect funding, and expedite study project release dates, Mr. Wessel recommended a wholesale amendment to FY 13-17 TIP outlined in detail on pages 17-19 of the agenda packet. Mr. Wessel outlined the changes for each year in the FY13-17 TIP and the FY14-18 for the Surface Transportation Program (STP). For FY13 the changes include the amendments to the UPWP, unanimously approved earlier in the meeting: reduce the Regional Transportation Plan update to \$100,000; reduce the Milton Road study to \$100,000; flex \$73,000 to NAIPTA to build bus shelters; conduct a regional operations and maintenance study to include pavement preservation at \$225,000. Mr. Woodson emphasized the need for attention to and funds for the Butler/4<sup>th</sup> Street intersection due to developments happening with JW Powell Boulevard. Ms. Metzger moved to approve and amend the FY13-17 TIP and the FY14-18 TIP regarding the outlined changes to the Surface Transportation Program (STP) funds. Mr. Oravits seconded the motion. The motion was carried.

Mr. Wessel reviewed proposed changes to the Highway Safety Improvement Program (HSIP) in the FY13-17 TIP and the FY14-18 TIP on pages 20 and 21 of the agenda packet. Mr. Woodson asked for clarification regarding the cost estimate for the Switzer/Turquoise intersection. Mr. Wessel stated that the initial cost estimate for the Switzer/Turquoise intersection came back at \$2.2 million. There are some major drainage improvements. The City looked at unit cost and determined the project could be done for \$1.2 million. Factoring in the cost to conduct a Federalized project, the intersection could be completed at \$1.6 million as a Federal project using HSIP funds. The City can do it and it has been moved out to FY16. Mr. Woodson said that he believed the Switzer/Turquoise intersection was the best place to invest \$1.6 million in HSIP funds for streets improvement. Mr. Wessel added that HSIP funds are "use it or lose it" funds and are intended for making improvements and solving safety issues. For FY17 and FY18, HSIP funds could be used to make safety improvements on the Milton corridor in conjunction with ADOT. The Benefit Cost Analysis tool will be used to optimize the process of determining safety improvement projects on the Milton corridor. Ms. Metzger moved to approve FMPO staff's recommended changes to the FY13-17 and FY 14-18 HSIP programs of the TIP. Mr. Oravits seconded the motion. The motion was carried.

#### **5. Urbanized Area "Smoothed" Border Approval**

Mr. Wessel presented on the smoothed boundary and sought Board approval. Urbanized areas are based on population density and other criteria. The borders are used to classify roads as urban or rural and can affect funding eligibility. They are used for several statistical analyses as well. The strict application of the formula creates some incongruities which smoothing can address. Mr. Wessel presented the smoothed boundary and sought Board approval. Mr. Oravits motioned to approve the smoothing of the FMPO Boundary. Ms. Metzger seconded the motion. The motion carried.

#### **6. FMPO Working Calendar**

The agenda for the next meeting will include the work program, adoption of the transportation improvement program (TIP) and legislative update. If possible, updates on I-11 and freight will be made. There was discussion only.

## **IV. CONCLUDING GENERAL BUSINESS**

### **A. REPORTS**

- 1) Technical Advisory Committee
- 2) Staff Report

### **B. ANNOUNCEMENTS**

TAC

June 6, 2013

Coconino County Human Resources Bldg

Management Committee

TBD

Coconino County Supervisors Offices

Executive Board

June 26, 2013

Coconino County Supervisors Offices

### **ADJOURNMENT**

Designated Chair Woodson adjourned the meeting at 12:43 pm