



**CENTRAL YAVAPAI
METROPOLITAN PLANNING ORGANIZATION**

EXECUTIVE BOARD MEETING

October 18, 2006

4:00 PM

Yavapai County Administration Building
Supervisors Boardroom

1015 Fair Street
Prescott, AZ 86303

BOARD MEMBERS PRESENT:

Town of Chino Valley	Karen Fann, Chairperson
City of Prescott	Bob Bell, Vice-Chairperson
Yavapai County	Carol Springer, Secretary-Treasurer
Town of Prescott Valley	Mike Flannery
AZ State Transportation Board	William (Bill) Feldmeier

AGENCY REPRESENTATIVES PRESENT:

ADOT Prescott District	Dallas Hammit
ADOT	Arnold Burnham, Janet Doerstling
City of Prescott	Mayor Rowle Simmons, Craig McConnell, Bob Luzuis, Tom Guice
Town of Prescott Valley	Mayor Harvey Skoog, Norm Davis, Harold Wise, Mary Baker, Larry Tarkowski, Norm Davis
Town of Chino Valley	Ron Grittman
Yavapai County	Thomas Thurman, Phil Bourdon
Yavapai-Prescott Indian Tribe	Jim Noe

STAFF PRESENT:

CYMPO Administrator	Jodi Rooney
CYMPO Admin. Assistant	Joanne Scardina Barr

ADDITIONAL ATTENDEES:

Citizens	Sandra Hale, John Hill, Kathy Lopez, Ron Lovelady, Zane Rice,
Citizens for Reasonable Growth	Jack Wilson
Keller Williams	Susan Bailey
League of Women Voters	Michael Freeman
NAIC	David Quinn
No. AZ Interfaith Council	Gwen James
Prescott Chamber of Commerce	Dave Maurer
Prescott Transit	Steve Silvernale
Prescott Valley Chamber	Marnie Uhl
PAT	Jim Warrick
Territorial Transit	Lindsay Bell
Total Transit Inc.	Jim Stenger, Brian Fitzgerald
U.S. House of Representatives	Congressman Rick Renzi

CALL TO ORDER

Chairperson Fann called the meeting to order at 4:11 PM

1. **PLEDGE OF ALLEGIANCE**

Chairperson Fann led the assembly in the Pledge of Allegiance.

2. **INTRODUCTION OF BOARD MEMBERS**

The Board Members, agency representatives, and the public introduced themselves.

3. **ANNOUNCEMENTS and CYMPO UPDATES**

- Thank you letters to the Chairs and Vice-Chairs of the Transportation Committees for the Arizona House and Senate were sent. Both Representative Andy Biggs and Senator Thayer Verschoor thanked CYMPO personally for acknowledging the additional STAN funding.
- The Transportation Growth & Interconnectivity Summit will be held on Tuesday, December 5, 2006, with details to follow.
- The Flagstaff Transportation Summit held today reiterated the need to have one voice to acquire more funding for state infrastructure. Some funding options currently being discussed are toll roads, statewide bonding, and statewide sales tax, which requires a super majority. It was emphasized that state legislators need to be contacted and advised of our transportation infrastructure needs.

Additionally, Summit discussion ensued regarding the need to widen I-17 and identification of funds for scoping from New River to Sunset Point.

4. **CALL TO 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. All remarks shall be addressed to the Board as a whole and not to any member thereof, and limited to three (3) minutes unless additional time is granted by the Chairperson. At the conclusion of the speaker's comments, members of the Executive Board may respond to the items addressed at the discretion of the Chairperson, refer the matter to staff for review, or ask that it be placed on a future agenda.**

CONGRESSMAN RICK RENZI

Chairperson Karen Fann introduced Congressman Rick Renzi. As the U.S. Representative for District 1, comprised of approximately 60,000 square miles, he earmarks Federal funding based on information provided by our local officials and the general public. As an example, earmarking of \$1.25 million for State Route 69 safety was brought to his attention by local leaders. Congressman Renzi is trying to refocus ADOT to the rural areas and highly encourages local leaders and the general public to keep him apprised of local and regional transportation and water issues.

He then takes all this information back to Washington, D.C. where he meets with the Transportation Chairman annually to earmark his appropriation requests.

Every six years, Congress allocates major funding to repair the U.S. infrastructure: highways, railways, and bridges. However, there is a movement toward allocating this funding every 3-4

years. Reallocation changes are needed but will require the vigilant support of both the House and Senate.

5. TRANSIT STUDY

David Sharfarz, Nelson/Nygaard

Mr. Sharfarz began his presentation by providing a progress report on the CYMPO Regional Transit Study which commenced in May 2006. The preliminary data presented was based on stakeholder meetings, results from the community Transit Survey and a demand analysis. Projected level of service and costs estimates are derived from private Southwest contractors' data and bids utilizing a \$55 per hour cost.

Preliminary findings and conclusions include

- Demand for public transportation in this region is consistent with peer communities.
- Those most likely to ride a bus prefer fixed route service.
- Non-profit agencies have a strong interest in coordinating their services with a public transit system.
- Local governments and human service agencies spend over \$500,000 annually.
- The CYMPO region is eligible for over \$600,000 federal grant funds based on an FTA formula.

Demand analysis for this area notes

- 3,250-4,000 persons would ride a "mature" transit system approximately 3 times/week which equates to a total rider ship of approximately 108,485.
- Ridership on a "mature" transit system would be the highest on weekdays with approximately 998,100 to 1,228,400 boardings per year.
- Transit systems begin at lower levels of service and as the market builds the system and service increase.

Based upon the information analyzed to date three (3) service alternatives have been formulated:

1. Full-Coverage Fixed-Route System with Complementary Paratransit. Within this system there would be three (3) regional routes connecting Chino Valley, Dewey-Humboldt, Prescott and Prescott Valley with three (3) local routes covering Prescott and Prescott Valley neighborhoods. This service would operate on an hourly schedule both weekdays and Saturday. The Complementary Paratransit portion of this alternative would serve destinations within $\frac{3}{4}$ mile of the bus route and available during fixed-route schedule times. Paratransit is required by the Americans Disability Act (ADA) and is used exclusively for ADA eligible persons.

Projected annual performance levels for Year One include:

- Ridership of 282,600 (approximately 7.5 passengers per hour)
- Total operating cost of \$2,084,200 (\$42.96 net cost per hour)
- Fare box revenue of \$456,300 (\$5.76 net cost per passenger)
- Net operating cost of \$1,627,900
- Total fleet: 14

2. Regional Fixed-Route System with Local General Public Dial-a-Ride. Alternative #2 service components include three (3) fixed-routes connecting Chino Valley, Dewey-

Humboldt, Prescott and Prescott Valley operating on an hourly schedule weekdays and Saturday. Four (4) dial-a-ride vans would serve neighborhood destinations and transfer points in Prescott and Prescott Valley with mandatory Paratransit Service serving destinations within $\frac{3}{4}$ mile of a bus route and integrated with the Dial-a-Ride service. Dial-a-ride would replace the local neighborhood routes of Alternative #1, and require scheduling a pick up in advance within the service area. The Regional Routes would be the same as Alternative #1. This Alternative has a lower ridership resulting in lower cost and revenues but a higher dial-a-ride cost when functioning in sparse populations.

Projected annual performance levels for Year One include:

- Ridership of 166,100 (approximately 5.3 passengers per hour)
- Total operating cost of \$1,729,300 (\$45.77 net cost per hour)
- Fare box revenue of \$290,100 (\$8.66 net cost per passenger)
- Net operating cost of \$1,439,200
- Total fleet: 11

3. Regional Fixed-Route System with Modified User Side Subsidy Program. Service Alternative #3 uses the same regional fixed routes as Alternatives #1 and #2 and operates on an hourly service during weekdays and Saturdays. The Modified User Side Subsidy Program replaces the current NACOG Voucher Program with scrip. Under this scrip program, all participants receive a “flat” amount of scrip to purchase. Utilizing business administration practices, sliding scale subsidies would be available to customers based on need to use on this fixed-route system. This Alternative includes complementary Paratransit users and increases subsidized trips by 20% above the FY 2006 level.

Projected annual performance levels for Year One include:

- Ridership of 163,900 (approximately 8.4 fixed-route passengers per hour)
- Total operating cost of \$1,039,300 (\$42.67 net cost per hour)
- Fare box revenue of \$241,900 (\$4.66 net cost per passenger)
- Net operating cost of \$797,400
- Total fleet: 5

Sources of funding include:

- Federal Transit Administration (FTA) Section 5307. This funding must be applied for and is distributed on population, revenue miles and 20%-50% local matching requirement, and can be used for capital or operating expenses. The FY 2006 CYMPO allocation is \$638,000 with a total of \$1.85 million of prior year allocations available.
- Location Transportation Assistance Funds (LTAF) annual allocation is \$149,000 in FY 2006 with a six-year average allocation of \$320,269 available with a 25% matching requirement.
- Local Funds (Voucher Program) Dewey-Humboldt and Prescott Valley spend more than the required 25% local match in Voucher Program Overmatch which could be redirected for the LTAF funding matching requirement.
- Fare box Revenues
 - Fixed-Routes from \$1.00 per zone within a 4-zone service area with discounts for seniors (during off-peak periods) and disabled customers and discounted monthly passes

- General Public Dial-a-Ride from \$2.00 per zone with a maximum of 2 zones.
- Complementary Paratransit from \$2.00 per zone within a 4-zone service area.

The next steps include a second round of Central Yavapai Metropolitan Planning Organization (CYMPO) Public Transportation open house meetings to be conducted at Chino Valley – Tuesday, November 14, 2006, Prescott/Yavapai County – Wednesday, November 15, 2006 and, Prescott Valley – Thursday, November 16, 2006. Information obtained from these public open houses will be further refined to identify the level of community support for each of the three (3) alternatives, with the consensus recommendation to be presented to the CYMPO Executive Board in January 2007.

Upon the conclusion of the presentation, Chairperson Fann inquired as to whether one municipality is more supportive of a transit system than the others. Mr. Sharfarz reiterated that transit systems are based upon population densities. Both central Prescott Valley and central City of Prescott have higher density populations which could benefit from a transit system, however, Dewey-Humboldt and Chino Valley do not have the density needed to support a large transit system.

Chairperson Fann also noted that capital cost projections and realistic start up costs for all alternatives were not included in the presentation and that this information needs to be made available to the public and elected officials. Mr. Sharfarz stated that the three (3) alternatives above utilize “small” buses costing approximately \$65,000/bus. Detailed financial information will be available after obtaining additional input from the local communities and officials.

Following Board Member Flannery’s question of whether a transit system can be accomplished community by community rather than through a regional approach, Mr. Sharfarz noted that that information was not included in today’s presentation because of a regional approach focus. However, if a “lead” agency was identified, such as CYMPO, to take on the role of a transit authority and as a sub-participant with ADOT, Federal funding would be available for a community transit system.

PUBLIC COMMENT

David Quinn, Northern Arizona Interfaith Council, asked that the following be included in future analysis and reports:

- A lifecycle view of how these three (3) transit alternatives could be compared
- Financial differences between the alternatives projected at five (5) to ten (10) years.
- Sensitivities included into the projected business planning including ridership estimations vs. gas prices over the next 10 years which would have a large impact on ridership, and willingness to pay.
- Cost Benefit Analysis.

It was his understanding at the time of contract award that the Board agreed address there aspects.

Michael Bradshaw, Executive Director of New Horizons, expressed his concern on the complimentary ADA Transit particularly in Alternative #2 for those areas such as Dewey-Humboldt that does not include the door-to-door paratransit system as in the City of Prescott and Prescott Valley. David Sharfarz noted that under Federal regulations, a paratransit system must be

available within a $\frac{3}{4}$ mile minimum radius from a fixed route. However, communities can establish their own range limits above this $\frac{3}{4}$ mile minimum.

In response to Mr. Quinn's statements, David Sharfarz stated:

- Regarding structural alternatives, it is his experience that transit operating expenses have exceeded inflation. Each community transit system evolves differently and therefore, it is impossible to project 15 years out on what size the system will grow to and the subsequent cost of that area system.
- Once a consensus recommendation evolves, a cost projection from years 1 through 10 years will be developed.
- Transit demand will grow in the same proportion as those in the peer systems used for this study, (Yuma, Cottonwood, Flagstaff, St. George, UT, and Grand Junction, CO) with variables such as fuel prices, population demographics and land use, relating differently to each area.

Ron Lovelady, resident of Prescott, asked in what communities was the transition from a privately operated system to a public system for disability ridership successful? Chairman Fann remarked that this presentation process was to bring information to the local officials and to the public. The three public open houses scheduled in November are to provide in-depth details and generate public comment. Information gleaned from the open houses will be compiled and presented to the Board.

6. METROPOLITAN TRANSPORTATION PLAN (2030 PLAN)

Patrizia Ramos, Lima & Associates

Reporting on the final recommendations of the 2030 Long Range Plan, Patrizia Ramos, of Lima & Associates, reminded the public that this document must complete a federally mandated 30 day public review period prior to finalization and adoption. Comments received during this public review period will be reviewed and incorporated into the final document.

Conclusions were derived from:

- 2004 and projected 2030 populations and employment data acquired from local agencies. The 2030 data was based on adopted land use plans which are subject to amendment from time to time.
- A "roadway" system based on traffic circulation elements from which a model was developed replicating 2004 ground traffic counts. This was used to create projections for future population growth, employment and dwellings.
- A multimodal assessment for 2004 and Environmental Justice Analysis to identify possible negative impacts on lower income and minority populations.
- Public meetings held in Chino Valley, Prescott Valley, and City of Prescott
- Solicited public input and comments on future conditions based on each jurisdiction's land use plans and projected populations, and dwellings.

With those inputs, two alternatives were formulated and two tests performed to quantify the conclusions and two alternatives. A second round of open public houses presented the two alternatives for public comment. These comments were summarized and the Draft 2030 Long Range Plan was prepared.

Study assumptions

- No consideration for future water availability or economic issues (beyond the study scope) and capability to predict.
- Daily traffic volumes (not hourly) for determining roadway levels of service.
- Mid-link levels of service.
- Economic and physical constraints were considered, as well as terrain features.
- Fiscal constraints were not considered.

Study Results

- The region is projected to grow from a 2004 population of approximately 117,700 to 439,400 by 2030, a growth rate of 235% in 25 years.
- Employment is anticipated to grow from approximately 35,850 employees to 85,300 by the year 2030.
- The highest population growth is anticipated in the unincorporated Yavapai County areas and the Town of Chino Valley.
- The Town of Prescott Valley and the City of Prescott are expected to display more moderate growth.
- The major employment center will remain the City of Prescott with the Town of Prescott Valley following as a close second.
- The forecasted population growth will further stress the already strained transportation system.

A review of the 2004 Traffic Conditions and the proposed network improvements ensued.

Recommendations

- To address future travel demand, a recommended multimodal transportation plan is necessary. The proposed system includes committed and previously planned roadway improvements, additional new facilities and a transit component.
- The 2030 Regional System should be adopted and complemented by adoption and implementation of the CYMPO Transit Study.
- Develop of a regional land use plan.
- Preserve right-of-way corridors for the proposed limited and controlled-access highways.
- New roads of regional significance should be designated as limited or controlled-access facilities.
- Local jurisdictions should continually evaluate growth and assumptions and continue to forecast transportation needs.
- Begin corridor studies and design of the facilities in the recommended plan.

Ms. Ramos concluded her presentation by reiterating that roadway improvements, especially those listed beyond the next five (5) years, are recommendations which will require further study prior to determining final roadway alignments.

Chairman Fann invited the audience to comment on the information presented.

Sharon Wells, resident of Chino Valley, expressed concerns about the Williamson Valley Road to Chino Valley Center Street and the Glassford Hill to Chino Valley projects. She was assured that a formal study will be performed to determine the final alignment of the Williamson Valley Road

to Chino Valley and that the Glassford Hill project is slated as a cooperative effort among developers, joint municipalities, ADOT and possible federal funding. Chairperson Fann also noted that Chino Valley will have their own public hearings scheduled in November on those projects that affect their local needs. The 30-day public comment period was re-emphasized to encourage public participation.

Jim Broody, local Chino Valley resident, inquired about criteria used to determine connector roads. Ms. Ramos stated that studies, called Design Concept Reports, will identify the impact on the area and determine the best roadway locations. Chairman Fann reiterated that Chino Valley will have project discussions with public involvement prior to final decisions being made.

Sandra Hale, resident of unincorporated Yavapai County, also noted concern regarding local area access roads and regional roadway costs. Ms. Ramos reiterated that this study focused on regional roads only and that municipal roadways will be studied by each jurisdiction resulting in a blending process of the regional and local roadways network. In addition, the costs provided in the study were for construction, not for purchasing land for right-of-way. Until the final roadway locations are determine, right-of-way land purchases cannot be made and those costs were not incorporated into the study. Chairperson Fann remarked that, for local planning purposes, it is better to start at the regional level then plan the local access roads and extended an invitation to Ms. Hale to meet with her to discuss her concerns.

Additional information on the upcoming Town of Chino Valley SATS open house to discuss that municipality's roadway projects was provided to Kathy Lopez, representing the Williamson Valley Group, by Ron Gritman, Chino Valley Town Engineer. He noted that a forthcoming advertisement in the Daily Courier Newspaper and Chino Valley Review will provide the scheduled meeting date. In addition, further information will be available on the Town of Chino Valley website or he could be contacted at his Town of Chino Valley office. Ms. Lopez also announced that anyone interested in keeping up-to-date with the 2030 Plan progress can be included in an electronic notification list.

MOTION

Board Member Springer introduced a motion to adopt the Metropolitan Transportation Plan (2030 Plan) subject to the 30-day public review period. The motion was seconded by Board Member Feldmeier.

VOTE ON THE MOTION

The motion was unanimously approved.

A 10 minute break was taken prior to resuming the meeting at 6:50 p.m.

7. STAN PROJECT RECOMMENDATIONS

Craig McConnell, City of Prescott, Director of Public Works

Craig McConnell reported that the state legislature allocated additional funds for "STAN", the Statewide Needs Acceleration Project, which for the "Thirteen" Other Counties equates to approximately \$74 million. There are two criteria for a project to be eligible for this funding:

- Construction/reconstruction of a freeway, state or interstate highway, bridge or interchange

- The project must already be included in the regional transportation plan or in the ADOT Five Year Program.

At their September meeting, the Executive Board approved the SR 69/89 Traffic Interchange to be forwarded to ADOT for STAN funding consideration. At the October 5, 2006, TAC meeting, Prescott Valley requested another project be added to that list of candidate projects as a Number 2 priority project: a one lane widening on each side of SR 69 in Prescott Valley from Prescott to Stoneridge. The Town of Prescott Valley has represented to the TAC that this project is in design and would qualify. A motion was approved at the October 5th TAC meeting recommending to the Executive Board that CYMPO notify ADOT that two projects for STAN funding will be submitted for consideration: the first priority being the SR69/SR89 Traffic Interchange, and the second priority being the SR69 widening project estimated at approximately \$23 million and \$3 million, respectively, for construction.

Not knowing the ADOT project selection parameters and process, Board Members expressed concern that the inclusion of a second project may jeopardize the SR 68/89 Traffic Interchange. Dallas Hammit, ADOT-Prescott District, noted that ADOT is looking for major impact projects such as the SR 69/89 TI. However, that does not mean after awarding the major projects, if only a modest amount of funding remains available, a smaller, less costly project could not be funded.

MOTION

Board Member Flannery moved to submit for STAN funding consideration the SR69/89 Traffic Interchange as our first priority and, as a second priority, the SR 69 widening project from Stoneridge to Prescott East Highway. This motion was seconded by Board Member Springer.

VOTE ON THE MOTION

The motion was unanimously approved.

8. FY 2008-2012 PROGRAM REQUESTS

Dallas Hammit, ADOT-Prescott District

Recalling the September 18th Board meeting presentation, Dallas Hammit reported that the ADOT-Prescott District is requesting:

For Scoping:

- SR 69 corridor from SR 169 to SR 89

For Design or Construction:

- SR 89 between SR 89A and Chino Valley to begin the construction funding process
- SR 89A/Viewpoint TI funding
- A project just west of Payson in the Lion Springs area

In addition, the ADOT-Prescott District is requesting a Corridor Study from SR 169 to Fain Road or SR 89A. Federal Highways mentioned that a large amount of funding is not been utilized through CYMPO that could be a part of that study.

MOTION

Board Member Springer introduced a motion to approve Resolution No. 2006-02 "Resolution of Support for Recommendations to ADOT for Transportation Construction Project Priorities in Central Yavapai Metropolitan Planning Organization". Board Member Bell seconded the motion.

VOTE ON THE MOTION

The motion was unanimously approved.

9. METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) AMENDMENT

Jodi Rooney, CYMPO Administrator

ADOT is requesting addition of a transit spreadsheet within the existing CYMPO MTIP, which will assist the Public Transportation Division (PTD) with the Statewide Transportation Program (STIP) as well as CYMPO in tracking these funds.

MOTION

Board Member Springer moved to amend the existing MTIP to include the CYMPO transit component and was seconded by Board Member Flannery.

VOTE ON THE MOTION

The motion was unanimously approved.

10. CYMPO MEETING DATES

Jodi Rooney, CYMPO Administrator

Board Members were asked at the September meeting to review the tentative 2007 meeting dates for any calendar conflicts. At this time a motion is needed to approve the 2007 Meeting Calendar for timely public posting and securing conference rooms.

MOTION

Board Member Bell moved that the 2007 Executive Board Meeting Dates be approved. Motion was seconded by Board Member Flannery.

Chairman Fann noted that all meetings are subject to pending agenda items.

VOTE ON THE MOTION

The motion was unanimously approved.

11. UPCOMING MEETINGS

* TAC: Next meeting: Thursday, November 2, 2006, 8:00 a.m., Prescott Council Chambers

* Executive Board: Next Meeting: Wednesday, November 15, 6:00 p.m., County Supervisors Board Room

* State Transportation Board: State Transportation Board Meeting- Friday, November 17, 2006, Wilcox (9am). The Joint Project Agreement between CYMPO and ADOT for SR 89/89A TI is on that meeting agenda.

12. ADJOURNMENT

MOTION

Board Member Flannery introduced the motion to adjourn followed by Board Member Springer's second.

VOTE ON MOTION

The motion was unanimously approved.

The meeting adjourned at 7:10 p.m.

Karen Fann, Chairperson