



FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION

CITY OF FLAGSTAFF ♦ COCONINO COUNTY ♦ ARIZONA DOT

Office: 100 West Birch Avenue ♦ Flagstaff, Arizona 86001

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www.flagstaffmpo.org

A G E N D A Executive Board

8:00 a.m. – 10:00 a.m. –Wednesday, August 26, 2009

Coconino County 2nd 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 Clerk of the Board of Supervisors Office at 928-779-6693. Requests should be made as early as possible to allow time to arrange the accommodation. ***A quorum of the TAC may be present.***

CALL TO ORDER

BOARD MEMBERS:

Matt Ryan, Chair
Robert "Bob" Montoya, Vice-Chair
Carl Taylor

Mayor Sara Presler
Scott Overton
Coral Evans

FMPO STAFF

David Wessel, FMPO Manager
Martin Ince, Multimodal Planner
Meg Roederer, Administrative Specialist

I. PRELIMINARY GENERAL BUSINESS

A. PUBLIC COMMENT

(At this time, any member of the public may address the Committee on any subject within their jurisdiction that is not scheduled before the Committee on that day. Due to Open Meeting Laws, the Committee cannot discuss or act on items presented during this portion of the agenda. To address the Board on an item that is on the agenda, please wait for the Chair to call for Public Comment at the time the item is heard.)

B. ANNOUNCEMENTS

(Reconsiderations, Changes to the Agenda, and other Preliminary Announcements)

C. APPROVAL of MINUTES.

1) Meeting of June 24, 2009

Pages 3-6

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

1. Regional Transportation Plan (RTP) Update

Pages 7-10

FMPO Staff:

David Wessel, FMPO Manager

REQUESTED ACTION:

Discussion only

Staff will introduce the working draft plan and key policy issues.

RECOMMENDED ACTION: Discussion only

III. NEW BUSINESS

2. **bqAZ Statewide Planning Framework Update**

Verbal

FMPO Staff:

David Wessel, FMPO Manager

REQUESTED ACTION:

Discussion Only and Possible Action

ADOT staff will present planning scenarios and seek Board reaction.

RECOMMENDED ACTION:

3. **Retreat Planning**

Pages 11-14

FMPO Staff:

David Wessel, FMPO Manager

REQUESTED ACTION:

Discussion Only

Staff will review retreat recommendations from last year and seek input on this year's agenda.

RECOMMENDED ACTION: Staff direction

4. **Legislative Update – State and Federal Activity**

Pages 15-24

FMPO Staff:

David Wessel, FMPO Manager

REQUESTED ACTION:

Discussion Only

Staff will present recently enacted legislation or legislation under develop and discuss impact on local transportation planning and delivery.

RECOMMENDED ACTION: Staff direction

5. **FMPO Calendar**

Pages 25-26

FMPO Staff:

David Wessel, FMPO Manager

REQUESTED ACTION:

Discussion

RECOMMENDED ACTION: Discussion only

IV. CONCLUDING GENERAL BUSINESS

D. **REPORTS**

Pages 27-32

1) Technical Advisory Committee:

- Action Summary July 22 and August 6, 2009

2) Staff Reports:

E. **ANNOUNCEMENTS**

(Informal Announcements, Future Agenda Items, and Next Meeting Date)

Management Committee:

September 10, 2009

County, 2nd Conference Room

TAC

September 3, 2009

County Human Resources Conference Room

Executive Board

September 23, 2009 (Retreat)

TBD

ADJOURNMENT

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Flagstaff City Hall on _____, at _____ a.m./p.m. in accordance with the statement filed by the Recording Secretary with the City Clerk.

Dated this _____ day of _____, 2009.

FMPO Executive Board
August 26, 2009/Page 2 of 32



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Draft Minutes
Executive Board
8:00 a.m. – 10:00 a.m. –Wednesday, June 24, 2009

Flagstaff City Hall, 2nd Floor Staff Conference Room,
211 W. Aspen Avenue, Flagstaff, AZ 86001

Chair Overton called the meeting to order at 8:06 a.m.

On roll call, the following Executive Board members were present:

Scott Overton, Chair
Matt Ryan, Vice-chair
Mayor Sara Presler
Bob Montoya

Excused Absence

Carl Taylor
Coral Evans

Others Present

Kevin Burke

The following FMPO staff was present:

David Wessel, FMPO Manager
Meg Roederer, Administrative Specialist

I. PRELIMINARY GENERAL BUSINESS

A. PUBLIC COMMENT

There was no public comment.

B. ANNOUNCEMENTS

There were no announcements.

C. APPROVAL OF MINUTES

Matt Ryan made a motion to approve the May 19, 2009 Executive Board meeting minutes and Mr. Overton seconded, which passed unanimously.

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

1. Regional Transportation Plan (RTP) Update

Mr. Wessel stated the RTP is moving on pace. The TAC has scheduled a July 22, 2009 four hour retreat to discuss the RTP from 1p-5p with an extended invitation to City and County staff. The meeting will solidify the policies of the plan, as well as, a discussion on the universe of projects across all modes. The TAC will prioritize and

eliminate some projects in order to have a draft for the August TAC and Executive Board meetings. He stated, next he will look at funding scenarios such as a scenario that will concentrate heavily on new roads, another scenario heavy on alternate modes a third scenario on current maintenance and lastly a balanced scenario. The scenarios will be evaluated against the criteria set up through the process. Mr. Wessel stated the plan is scheduled for adoption in September. Mr. Wessel added he has been coordinating with the Regional Plan 2012 effort, participated in an Open House at the end of May and a focus group. He mentioned the map of projects has been in the public eye and he has been receiving comments. Mr. Wessel summarized there has been support for the compact Belmont development activity center model. He stated the difference, relative to roadways, based on focus group comments was can roads be limited on the periphery and in exchange the group will accept more congestion and wider roads. Mr. Wessel mentioned it was a "trade off" in order to save open space. Mr. Wessel said, in earlier surveys the concept of wider roads was not broadly supported. Mr. Wessel stated this group was skewed towards the southern end of Ponderosa Trails and particularly interested in traffic interchange supporting Villagio Montana and the road that extends east to connect up to JWP. Mayor Presler mentioned that the neighborhood group has been active and organizing around this issue. Mayor Presler stated the neighborhood group that Mr. Wessel referenced is finding and identifying issues in town to connect too and stressed we consider the input but not weigh it heavily in comparison to other neighborhood groups and organizations just because they were present. Mayor Presler mentioned this group does not care for the zoning issue on the edge of the airport and interchange issues around a commercial development that comes on the back of residential. Mayor Presler stated there is a conflict with some neighbors regarding it would be open forest land and others in the neighborhood that received information the area would be developed. Mayor Presler mentioned there is a split among the neighbors and cautioned that a community plan not be created based on one neighborhood. Mayor Presler stressed she regularly receives comments that people do not want congestion and want a North/South corridor. Chair Overton mentioned he has received parallel comments from citizens. Mr. Wessel stated the group was civil and did not engage in unrelated issues. Mr. Wessel added that Mr. Menard was present and offered technical information, as well as, shared the pros and cons. Mayor Presler stated the City Council had a bonding open house and one issue was regarding the Lonetree area and no public comments were received indicating that a North/South corridor would be unwanted. Mayor Presler mentioned there was a comment from the Baca family indicating stronger attention to their home that has been there for 60 years. Mayor Presler mentioned there were was a large turnout of citizens. Chair Overton mentioned it may be premature to assume. Mr. Ryan stated Bennet Estates and Bow and Arrow neighborhoods may have open space concerns as well as increased traffic congestion concerns.

Mr. Wessel reviewed RTP modeling results with the Board. He explained the existing conditions. Chair Overton inquired about the Fourth Street rating. Mr. Wessel showed it as currently uncongested in the Green "C" Category. Mr. Wessel explained the congestion on the 2030 map and the 2050 map. Mr. Wessel summarized the 2030 and 2050 look very similar with the exception of the widened interstate on the 2050 model. Chair Overton reiterated that comments received may be skewed because of specialty groups. Chair Overton stated he has concerns with the focus on activity centers and finds Flagstaff is yet to be proven such as Sawmill and Westcor Phase II at the mall. Chair Overton mentioned realistically there will be centers but stated for a comment to come forward that accepts more congestion and to just focus on infill is "unacceptable." Chair Overton stated it is not a logical option and we can have alternative modes but at the same time has seen limited results. Chair Overton

commented he is not getting a sense that FUTS has become an alternative mode of transportation that is relied on every day with mass use of the FUTS in regard that is the most reliable form of transportation. Mr. Wessel addressed the comments shared by Chair Overton. Mr. Wessel referred to mode share and the Trip Diary Survey and that goals have been met in terms of ped, bike and transit share. Chair Overton is stating we are seeing results with FUTS but mentioned we are putting all the efforts there and he does not want to see roadways congested. He stated it is not realistic to think everything will be built by 2050. Mayor Presler concurred with the Chair and requested the Policy position. Mayor Presler stated the concern with City of Flagstaff revenue generation and the possibility of a Highway 180 Bypass. Mr. Wessel stated he is not seeking policy feedback but establishing policy discussion. Mr. Wessel referred to the table in the agenda packet for policy direction and is in process of developing mid level policy statements. Mayor Presler spoke with Jim Cronk regarding regional planning and would like to see regional planning in a micro simulation (TV form) instead of foam board as a more effective communication tool. Mr. Burke commented that it is a land use discussion as much as transportation use. Mr. Wessel mentioned the retreat date and will provide routine updates on the Regional Plan 2012 during regular Executive Board meetings. Mayor Presler inquired about light rail conversations on Route 66. Mr. Wessel stated conversations have occurred with the consultant regarding thresholds to make the services viable. Mr. Wessel stated for light rail it was 20-25 million square feet of non-residential in the employment centers. Flagstaff is currently at 17 million and we will be lucky to reach that in 2050. Mr. Wessel will send a draft table regarding viability of light rail and employment centers. Mr. Wessel commented on Bus Rapid Transit. Mr. Burke commented on traffic and neighborhood patterns.

III. NEW BUSINESS

2. FY 2010-2014 Transportation Improvement Program (TIP)

Mr. Wessel explains the tables focusing on the changes recommended by the TAC and focused on timeline and costs.

- Survey and Bond Discussion

Per the recommendation of the Board Mr. Wessel will follow up with Kevin Burke and Kim Ott regarding the type of survey for Bond opportunity.

- Lone Tree T-I Discussion

Chair Overton made a motion to adopt the FY 2010-2014 TIP as recommended by the Technical Advisory Committee per discussion and Mr. Montoya seconded, which passed unanimously.

3. bqAZ Statewide Planning Framework Update

Mr. Wessel updated the Board on the recent activities on the state regarding the bqAZ project. Chair Overton inquired about the Governor's involvement on bqAZ. Mr. Montoya and Mr. Ryan commented per a bqAZ meeting showing that Highway 89 and Highway 180 was taken out. Mr. Wessel will check into it with Ms. Toth and Mr. McNamera on the bypass situation.

4. A.R.R.A. Funding – TIGER Application

Mr. Wessel stated Mr. Holmes recommended submitting application on the \$1.5 Billion in competitive federal grants is available for application in mid-September. Staff believes that the Camp Navajo Intermodal Yard is the best regional candidate. Mayor Presler advocated for the Lonetree Corridor for application. Chair Overton stated it may be a stretch and to stay with the letter of the application. Mr. Montoya commented on pavement preservation on Highway 180 and Route 66. The Board directed staff to prepare the application for Highway 180 project in concert with appropriate partners. Chair Overton stressed Highway 180 was a long shot but just as much as Lonetree and

Belmont is not ready.

5. FMPO Calendar

There will be no July 2009 meeting.

6. Rotation of Officers

The Board agreed on the rotation of officers based on the FMPO Operating Procedures effective July 2009 with the County as Chair position and ADOT as Vice-Chair.

IV. CONCLUDING GENERAL BUSINESS

D. REPORTS

Provided and no discussion.

E. ANNOUNCEMENTS

Mayor Presler announced the Greater Arizona Mayor (GAM) and will focus on water and transportation. Mayor Presler announced her meeting with John McGee was canceled and has not yet been rescheduled.

ADJOURNMENT

Chair Overton adjourned the meeting at 10:07 a.m.

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION STAFF SUMMARY REPORT



To: FMPO Executive Board

From: David Wessel, FMPO Manager

Date: August 18, 2009

Meeting Date: August 26, 2009

Title: Regional Transportation Plan (RTP) Update

Recommended Actions: Consider policy implications developed to date and guide staff in preparing document to release for public comment in September.

ACTION SUMMARY: The RTP draft assigns desired level of service (LOS) for pedestrian, bicycle, transit and auto modes in each geographic area known as a traffic analysis zone (TAZ). The LOS, when compared to existing conditions, implies capital improvements for that area. The RTP may be improved by including guidelines on managing public expectations in the context of fiscal constraint, coordinating capital programs across disciplines, and anticipating its use for day-to-day operations.

DISCUSSION:

Background/History:

- Charlier, consultant. Project start October 2007. Conclusion September 2009.

Key Considerations:

- **Project Schedule – has shifted out to accommodate a joint Town Hall with the Regional Plan 2012 effort regarding the Land Use, Circulation and Growth elements.**
 - July 22, 2009 TAC Retreat confirmed policy direction and project selection method
 - August 6, 2009 TAC accepted change and required additional meeting to review project selection.
 - August 26, 2009 Executive Board confirm policy direction, document format and selection implications.
 - September 3, 2009 TAC recommends draft plan for public comment
 - September 23, 2009 Executive Board release plan for public comment (retreat)
 - October 1, 2009 TAC recommends final plan
 - October 14, 2009 (tentative) joint Town Hall with Regional Plan 2012
 - October 28, 2009 Executive Board adoption

- **Major Policy Implications/Pending Decisions – Most of the recommendations are or will be reflected in the final RTP.**
 - **Transportation Facility Mix**
 - Background/Problem Statement – The RTP should support the land use objectives of the community broadly stated as compact, infill development that creates a healthy economy, mixed use neighborhoods and activity centers and preserves open space. What is the best mix of transportation facilities to support those objectives?
 - Alternatives/Implications
 - Street and Highways Only or Predominantly: Addresses majority of trips; in-line with traditional funding streams; could address more high accident locations; new roads or widened roads are difficult and costly; roads – particularly larger ones, do not serve activity centers well
 - Pedestrian/Bicycle/Transit Only or Predominantly: Addresses activity center focus and growing segment of trips; more likely to assist low-to-moderate income households; in line with environmental goals; in line with objectives of federal administration; does not address full circulation needs and impact of future development
 - Operations, Maintenance & Safety Focus: Identifies known issues and works to correct them and maintains facilities at a higher level. Delivers quality and protects investment. Does not actively influence private investment decisions or prepare for future growth impacts.
 - Balanced Mix: Recognizes land use objectives of the community and diverse needs of the populace; creates opportunity for “place making,” compatible with environmental goals; “Complete Streets” combined with access management principles can still address many safety concerns.
 - Recommendation – The Balanced Mix is the best fit with current land use goals. It is supported by public input received. Recognizes need for roadways to carry many of the other modes.
 - **Transportation Investment Facility Priorities (across and within modes)**
 - Background/Problem Statement – The RTP should guide decision-makers to the most important facilities to invest in first. What policies and related criteria best guide these decisions?
 - Alternatives/Implications
 - Criteria-based: Public dialogue identified several factors upon which to base decisions. Board members and stakeholders weighted those criteria. Evaluating projects by these criteria assures community concerns are addressed.
 - Geographically-based: Attempt to balance investments geographically across the region. May inadvertently miss investments in areas of greatest need or impact.
 - Recommendation – Criteria based investment
 - **Transportation Investment Location Priorities**
 - Background/Problem Statement – Over time, the community will be asked to partner with private development in transportation projects. These are unpredictable in their timing, location, and scale.
 - Alternatives/Implications

- Activity-Center Based: The region may decide to invest limited resources in key activity centers. This supports both infill and redevelopment objectives and the commensurate mode shift objectives. It is also more predictable. Development trends toward green field opportunities so such a strategy may discourage or at least not support new construction and the jobs and tax base that go with it.
- Development Reactive: The region may decide to reserve funds to support growth and public-private partnerships in green field settings. This may assist in short term returns from construction jobs and related taxes and mid-term growth in population. It defers investment in central activity centers perhaps until green field land supply is short enough to drive reinvestment. Without a reserve, the implications of supporting such a development are to alter the capital program. This may violate expectations within the community based on published budgets, plans and programs.
- Hybrid – Develop a strong, centrally focused capital program with criteria for exceptions. Criteria may be tied to new activity center development or support for regional transportation improvements benefiting all areas.
- Recommendation – a hybrid approach may encourage infill and redevelopment and put the region in a better negotiating position with green field development.
- **Indirect Land Use Policy Implications**
 - Background: The RTP process interpreted existing land use policies and finds several challenges in how they are applied that should be addressed in the Regional Plan 2012.
 - Plan/Implications
 - Activity Centers – the policy remains unclear and seems to result in a multitude of centers. The means to analyze centers for viability and investment priority should be undertaken
 - Special/Employment Districts – the number, size and permitted density of these centers yields employment potential that far exceeds population projections. An analysis should take place to ascertain the need, scale and priority for these centers that balances land supply for flexibility and a “critical mass” of basic employment.
 - Traditional Neighborhood Development – TND applied at a regional scale calls for a dense grid smaller, arterial-like thoroughfares on ¼ to ½ miles spacing. The region’s topography and development history largely preclude this. Some compromise may be necessary on roadway level of service, roadway width or other factors.
 - Recommendation – communicate these inconsistencies with the Regional Plan 2012 Core Team and Citizens Advisory Committee. Work to devise compromise solutions.
- **Transportation Funding Pursuit**
 - Background – Transportation needs far exceed dollars available. Transportation funding is also “stovepiped” in many ways. State highway user revenue funding (HURF) is limited to gas tax which is constitutionally constrained to roads. Local funding is tied to ballot questions targeted to particular types of improvements. Federal funding, passed through the state, is likewise constrained to separate modes, with some exception.

- Alternatives/Implications: The implications for each of the points below lie in the opportunity costs they represent. These include decisions to spend on transportation on not something else. It also implies an expenditure of “political capital” on transportation and not on other policy priorities.
 - Maintain current funding
 - Pursue additional local funding
 - Pursue statewide funding
 - Pursue federal funding
- Recommendation: Pursue additional funding at all levels. Transportation has short, mid and long term economic benefits. The recommended plan invests in commercial centers and neighborhoods yielding higher levels of activity and therefore commerce and investment.

Community Benefits and Considerations:

- No update

Community Involvement:

- See notes above

Financial Implications:

- \$239,000 in FMPO funding plus \$31,500 in change order.

Options and Alternatives:

- Focus more on capital improvement program and less on community character

Attachments/Exhibits:

- Working Draft RTP

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION STAFF SUMMARY REPORT



To: FMPO Executive Board
From: David Wessel, FMPO Manager
Date: August 18, 2009
Meeting Date: August 26, 2009

Title: Fall Retreat Planning

Recommended Actions: Evaluate actions to date in response to last year's retreat and plan for September action

ACTION SUMMARY: The retreat serves as an annual strategic planning session to review performance and plan forward.

DISCUSSION:

Background/History:

Summary Recommendations from 2008

- The FMPO should pursue more strategic activities with the executive board taking the lead for accomplishing strategic activities.
- The size of the FMPO should remain the same while tasks and responsibilities can be redistributed to other committee members

Key Considerations:

- Summary Performance Assessment Relative to 2008 Retreat
 - Strategic Pursuits:
 - Good – RTP, Stimulus, Reauthorization, Lone Tree Traffic Interchange
 - Not-so – SWOT analyses of organization and staff
 - Public Awareness and Outreach
 - Good – Website, e-newsletter, brochure, banner, RTP efforts, engagement with NAU and ADOT
 - Not-so – direct engagement of staff and Board members with other elected officials and private stakeholders
 - MPO Size and Funding
 - Good – discussions with ADOT Director and COG/ MPO Directors on need for additional planning funds, Reauthorization, Lone Tree Traffic Interchange
 - Not-so – involvement of Board members in the discussion
- 2009 Fall Retreat Prospective Agenda Items (with Management Committee input)
 - Year in Review/Report Card
 - Remaining actions

- Organizational SWOT Analysis & Potential Initiatives
- RTP Discussion, Potential Initiatives and Release for Public Comment
 - Initiatives might include:
 - Education and outreach
 - Pursuit of federal and state funding opportunities
 - Policy development/enrichment
 - Federal and state funding policies related to the forthcoming Census
 - Wrap-up
 - Other potential subjects include: federal reauthorization; strategic alliances,

Community Benefits and Considerations:

Strengthen FMPO focus

Community Involvement:

- Limited to open meetings
- Several initiatives involve outreach

Financial Implications:

- Influence on FY 2011 Work Program

Options and Alternatives:

- Limit number of items on retreat agenda

Attachments/Exhibits:

- Minutes from last year's retreat

**2008 FMPO Retreat Minutes
Summary Recommendations**

- The FMPO should pursue more strategic activities with the executive board taking the lead for accomplishing strategic activities.
- The size of the FMPO should remain the same while tasks and responsibilities can be redistributed to other committee members.

Action Items

The Executive Committee will -

- Identify strategic activities that are coordinated with the regional transportation plan.
- Lead an effort to complete a SWOT analysis of staff.
- Based upon the SWOT analysis identify gaps and develop a course of action to fill gaps.
- Communicate the results of these actions to the FMPO members and key partners.

Strategic activities to include over the next five years

Suggestions and discussion points

Issues identified (opportunities):

- The FMPO has not done much outreach or provide ways to engage the public.
- More information to board members and big stakeholders.
- Big stakeholders do not understand FMPO.
- FMPO has not engaged the big stakeholders.
- Large stakeholders are unhappy with the regional transportation plan.
- An obstacle to communicating with the public is that the public are accustomed to traditional means of interacting with the municipalities. FMPO is not a traditional organization (crosses organizational lines) and thus the public is confused about with whom to talk.
- FMPO gets input from limited sources; a good cross section of the public does not participate in transportation discussions.
- FMPO has not articulated its mission. What is our mission?
- The structure, roles, and operational processes are unclear.
- The MPO message is diffuse/unclear.
- Public perception: regional planning and city planning are not talking to each other. Doesn't appear to be a coordinated effort.
- Name of FMPO doesn't say what we do. No mention of transportation.

Possible actions (solutions):

- FMPO has an effective website. Count hits on the website as an indication of community interest/knowledge.
- Get voters involved. Some of our activities/plans should be on the ballot as a way to get the public's attention and get them involved.
- Communicate with our own boards in a more coordinated way.
- Develop a communication strategy as a regional entity.
- Explain (publish) our mission/purpose to big stakeholders and community at large.
- Engage the big stakeholders in our planning.
- Board members need to meet with large stakeholders.
- Do a better job of including/coordinating the collective efforts of all members and committees members.
- We need to build alliances.
- Tell our story to the boards and public sector to get attention. Get attention by using the technical expertise we have. For example, talk about the 10 most dangerous intersections.

Other related comments:

- What strategic planning/initiative has driven the current projects? Answer: It grew organically out of what needed to be done.
- We won't get funding from the state if we wait until there is a meeting about funding. We need to meet with state officials now so they know what our issues are.
- ADOT comment: Tell us what you want to do and we will try and support you.

Aligning Vision with Resources

What should the FMPO look like? Larger, smaller or the same.

There was general discomfort around supporting an expansion of FMPO during such uncertain economic times. The group decided the size of the FMPO should remain the same but that tasks and responsibilities can be shifted among committee members to ensure the FMPO takes action on becoming more strategic.

Suggestions:

The expansion of the FMPO can be revisited at a later time. The consensus was the expansion option is premature. If this group asks for more money they must be able to say "this is what we will do with it."

Executive board should

- take a more strategic role.
- indentify and coordinate the processes between the committees.
- do a SWOT analysis of FMPO.
- have all group and committees list the priorities and generate a to-do list and send to the executive committee.
- communicate each committee's/group's priorities to all.

Possible action items for committees

Note: Roles for committees were established in the charter document dated 12/05/2007.

Executive committee

- Identify current priorities and how these fit with what has already been done.
- Do strategic assessment first (take a blank slate approach) and then decide priorities.
- Where do different projects intersect? Identify and communicate.
- The most strategic document used is the regional transportation plan. This is a good place for the board to start on a strategic outlook. Figure out what fits and what doesn't fit.

Technical

- Review the aspects of studies and how they relate to all groups.

Staff:

- Continue with the technical viewpoint this is valued.
- Assess the positions of the staff. Identify current strengths and what skills are missing. This will help build a case for more funding.

Management Committee

- Act in advisory role. When the technical aspects get stuck in execution this committee will act to resolve obstacles or provide advice on how to proceed.

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION STAFF SUMMARY REPORT



To: FMPO Executive Board

From: David Wessel, FMPO Manager

Date: August 18, 2009

Meeting Date: August 26, 2009

Title: Federal and State Legislative Update

Recommended Actions: Consider actions ahead of or in reaction to legislative action at the State and Federal level.

ACTION SUMMARY: At the Federal level clean air, livable communities, and highway reauthorization have passed or are in the works. At the state level several bills have been signed by the Governor. This assessment permits the FMPO and local governments to prepare or respond accordingly.

DISCUSSION:

Background/History:

- Relevant Federal Legislation and Status
 - American Clean Energy and Security Act (HR 2454) – passed house T&I Committee in June, now in Senate.
 - General: Cap & Trade system, energy efficiency standards
 - Transportation Specific: efficiency standards, low-carbon fuels, electric cars, Clean Air Act amendment requiring large MPOs to plan for greenhouse emissions
 - Impact/Action – may want to format plans, models and other outputs to track land use and transportation impacts on emissions to 1) anticipate requirements being pushed to small MPOs; 2) address local sustainability values; 3) lobby Senate to include funding for MPO compliance
 - Alternative – lobby Senate to not pass bill
 - SAFETEA-LU Reauthorization – Obama seeks 18-month extension
 - Administration priorities: cost-benefit analysis to drive decision-making, shifting investments to metropolitan areas, promoting livability; restoring the highway trust fund to solvency, and to a gas tax increase at this time.
 - House Transportation & Infrastructure Committee (see attachment)
 - Impact/Action: May put small MPO's within Arizona at risk, so work with Governor's office now to project FMPO value. Increases funding does not suballocate, so work with ADOT, allies to arrive at equitable distribution and track and support funding solutions.

- Relevant State Legislation and Status (all following bills passed)
 - SB1073, sponsored by Senator Paton, which revises the county population thresholds for numerous functions including HURF distribution. **Impact** - not discernible, Coconino County well below thresholds revised.
 - SB1320, sponsored by Senator Nelson, is essentially a transportation omnibus bill with numerous provisions including municipal authority to develop toll roads within their jurisdiction, AZ International Development Authority reforms designed to enhance border infrastructure financing, highway rest area privatization authority and a State Aviation Fund formula adjustment that will authorize grants at levels equal to 10% of the three-year average Fund balance rather than the current balance. A more detailed overview of the provisions of the bill is attached to this message. **Impact** - (See attached)
 - HB2388, sponsored by Rep. Biggs, requires municipalities to repay loans received from the STAN II subaccount within 15 years. **Impact** - none.
 - HB2396 sponsored by Rep. Biggs reforms and expands ADOT's authority to enter public-private partnerships. **Impact – Indirect as it may infuse private dollars into infrastructure spending.** This may result in more existing fund sources available locally and/or expedition of projects in the south that provide ancillary benefits to the north. **Action – monitor and encourage.**
 - HB2480, sponsored by Rep. Jones, authorizes counties with populations between 200,000 and 400,000 to form transportation authorities with taxing and bonding powers. **Impact – indirect. Yavapai and Mohave Counties exceed 200,000. Coconino does not. Taxing authority, if implemented, may give those counties a strategic advantage in terms of investment and leverage for other funds. Yavapai County already has a ½ cent sales tax.**

Key Considerations:

- FMPO Staff Actions –
 - Monitor federal actions through National Association of Regional Councils and Association of Metropolitan Planning Organizations. Monitor state actions through the Regional Transportation Advocacy Council.
 - Prepare SAFETEA-LU reauthorization white paper and position letter for delivery by Board to Arizona Delegation possibly for September retreat.

Community Benefits and Considerations:

- Protects local interests.

Community Involvement:

- Limited to open meetings

Financial Implications:

- Staff time and resources
- Potential influence on federal funding levels

Options and Alternatives:

- Monitor only.

Attachments/Exhibits:

- See attachments on referenced legislation.

Contained in the American Clean Energy and Security Act

SEC. 841. GREENHOUSE GAS EMISSIONS REDUCTIONS THROUGH TRANSPORTATION EFFICIENCY

Adds a new section 841 to the Clean Air Act

The EPA Administrator consulting with the Sec. of USDOT will promulgate final regulations (in 18th months) to establish national transportation-related greenhouse gas emissions reduction goals, standardized models and methodologies for use in developing surface transportation-related greenhouse gas emissions reduction targets.

Goals will be commensurate with the emissions reductions goals established under the American Clean Energy and Security Act.

States and MPOs will be consulted on the development of goals, models, and methodologies.

Every 6 years EPA and DOT will assess progress in reducing national transportation GHG emissions.

Within the planning area serving a TMA the planning process under 134 shall include emission reduction targets and strategies.

Not later than 1 year from the date the final EPA regulation are made final each MPO shall develop surface transportation-related greenhouse gas emission reduction targets, as well as strategies to meet such targets, as part of the transportation planning process.

MPOs that overlap in TMAs shall work cooperatively to develop targets.

MINIMUM REQUIREMENTS - Each MPO that develops targets and strategies shall demonstrate progress in stabilizing and reducing transportation-related greenhouse gas emissions based on models and methodologies in the EPA rule, addressing sources of surface transportation-related greenhouse gas emissions and contribute to achievement of the national transportation related greenhouse gas emissions reduction goals and including efforts to increase pub trans ridership and increase walking and biking and other non-motorized forms of transportation.

If the Secretary finds that a MPO has failed to develop, submit or publish its emission reduction targets and strategies, the Secretary shall not certify that the requirements of this section (134 planning) are met.

USDOT shall establish appropriate requirements, including performance measures, to ensure that plans developed under sections 134 and 135 sufficiently meet the requirements of this section, including achieving progress towards national transportation-related green house gas emissions reduction goals.

Metropolitan Planning Provisions in the Blueprint released by House Committee on Transportation and Infrastructure, June 18, 2009

THE SURFACE TRANSPORTATION AUTHORIZATION ACT OF 2009

Metropolitan Planning

The Surface Transportation Authorization Act maintains and strengthens the metropolitan and statewide transportation planning requirements. The Act includes a number of reforms that will increase the ability of metropolitan and local governments to access and benefit from both sub-allocated STP funding and transportation enhancement funds. The Act:

Reforms the MPO process

- Increases the population threshold for mandatory MPO creation to 100,000, up from the current requirement that all areas with a population of at least 50,000 create MPOs, but allows those existing MPOs in smaller areas to remain in existence under the previous program requirements;
- Ensures increased participation by public transit officials in all MPOs; and
- Reforms the MPO certification process by requiring proportional voting on MPO boards as well as performance targets, and applies certification requirements to all MPOs serving areas with a population of more than 100,000.

Establishes new performance targets

- Creates a national MPO database at DOT to collect information on MPO performance;
- Requires DOT to set transportation planning performance measures for MPOs;
- Sets minimum requirements for MPOs' performance measures;
- Requires MPOs to develop performance targets to meet the performance measures;
- Requires annual reporting documenting the degree to which MPOs are meeting performance targets; and
- Links performance management to MPO certification process.

Strengthens the planning process for the largest metropolitan areas

- Requires "Blueprint" alternative scenario planning for metropolitan planning areas with populations of more than one million (or more than 500,000 for metropolitan areas wishing to receive MMA funding); and
- Blueprint planning techniques include, at a minimum, an assessment of the following:

- land use patterns that support improved mobility and reduced dependency on single-occupant vehicle trips;
- an adequate supply of housing for all income levels;
- limited impacts on valuable farmland, natural resources, and air quality;
- a reduction in greenhouse gas emissions;
- an increase in water and energy conservation and efficiency; and
- an increase in livable communities.

Strengthens the role of rural agencies in the statewide process

- Recognizes RPOs that currently exist within the States;
- Directs States to coordinate with existing RPOs and local officials in the statewide transportation planning process; and
- Removes the provision added in the Transportation Equity Act for the 21st Century (P.L. 105-178) (TEA 21) prohibiting DOT from reviewing the rural consultation process.

Establishes new performance targets

- Requires DOT to set transportation planning performance targets for States;
 - Sets minimum requirements for States' performance targets;
 - Requires States to develop performance targets to meet the performance targets;
 - Requires annual reporting documenting the degree to which States are meeting performance targets; and
 - Links performance management to statewide planning funds.

Expands Scope of Planning Process (includes emissions reductions and linkage to climate change)

- Includes new statements of general policy affirming that it is in the national interest to:
 - Reduce fuel consumption, reliance on foreign oil, impacts on the environment and greenhouse gas emissions; and
 - Encourage livability, sustainability, coordination, and connectivity.
 - Expands the scope of the planning processes to require consideration of projects and strategies that will:
 - Increase sustainability, connectivity, and livability;
 - Reduce transportation-related greenhouse gas emissions, reliance on foreign oil, and the impacts of climate change;
 - Improve public health; and
 - Promote consistency among transportation, housing, and land use patterns.

Creates an emissions reduction process that

- Requires the Environmental Protection Agency and DOT to set national emissions reduction goals, as well as standardized models and methodologies for use in developing emissions reduction targets;

- Requires States and MPOs to develop emissions reduction targets and strategies designed to meet national goals as part of the transportation planning process;
- Sets minimum requirements for States' and MPOs' emissions reduction targets and strategies; and
- Links the emissions reduction requirements to performance measures and MPO certification.

STP Funds

Maintains STP largely in its current form, making no changes to either the formula by which funding is apportioned to States or the types of projects on which States may spend STP funding. The Act does, however, include a number of reforms to increase the ability of metropolitan and local governments to access and benefit from both suballocated STP funding and TE funds. The Act:

Allows metropolitan areas to use their suballocated STP funds as easily as States

- Provides major metropolitan areas with a more predictable stream of obligation limitation, increasing their ability to plan and implement their priorities on a predictable and timely basis.

Ensures local access to transportation enhancement funds

- Broadens the distribution of TE funds by replacing the "off-the-top" 10 percent TE set-aside with a rule that when States distribute TE funds throughout the State based on population, 10 percent of such funds in each area must be spent on TEs.

Requires broader consultation prior to spending STP funds in non-urbanized areas

- Requires States to consult with rural planning organizations prior to using suballocated STP funds in areas that such organizations represent.

CMAQ

Reforms the CMAQ program by distributing CMAQ funds according to needs by targeting CMAQ funding at nonattainment and maintenance areas

- Continues to provide funding to States based on population and in relation to air quality challenges;
- Requires States to invest their CMAQ funds proportionally in relation to emissions and air quality challenges within the State; and
- Provides for the suballocation of CMAQ funds to large metropolitan areas that are classified as nonattainment and maintenance areas.
- Continues to provide significant flexibility in project selection, recognizing that different regions have different challenges and needs to address; and

Removes a provision requiring that priority be placed on diesel retrofit projects.

THE LIVABLE COMMUNITIES ACT – HB 3288 (to be printed 8-5-09)
Creating Better And More Affordable Places To Live, Work And Raise Families

Senator Dodd’s Livable Communities Act will help local communities plan for and create better and more affordable places to live, work, and raise families. With sustainable development, our communities will cut traffic congestion; reduce greenhouse gas emissions and gasoline consumption; protect rural areas and green spaces; revitalize existing Main Streets and urban centers; and create more affordable housing.

FUNDS REGIONAL PLANNING TO MAKE OUR COMMUNITIES MORE LIVABLE

Incentives To Plan For Livable Communities. The Comprehensive Planning Grant Program will help communities develop comprehensive regional plans that incorporate transportation, housing, community and economic development, and environmental needs. Grantees must demonstrate a commitment to integrated planning and sustainable development. The Act authorizes \$400 million in competitive grant money over four years.

Funding to Implement Sustainable Development Projects. The Challenge Grant Program will enable communities to implement cross-cutting projects according to their comprehensive regional plans. With \$3.75 billion authorized for competitive grants over three years, these projects will help communities create and preserve affordable housing; support transit-oriented development; improve public transportation; create pedestrian and bicycle thoroughfares; redevelop brownfields; and foster economic development.

Partnering with Local Communities. The legislation ensures that the federal government is a supportive partner for communities’ planning and sustainable development efforts, allowing regions that apply for Livable Communities grants to receive technical assistance and giving special assistance to smaller communities that may need additional help to get started. As a resource for sustainability best practices and technical assistance, the Office of Sustainable Housing and Communities will ensure that communities learn from each other’s successes.

ELIMINATES BARRIERS TO FEDERAL AGENCIES WORKING TOGETHER TO
BETTER FACILITATE SUSTAINABLE DEVELOPMENT

Interagency Council on Sustainable Communities. By bringing together the Department of Housing and Urban Development, the Department of Transportation, the Environmental Protection Agency, and other federal agencies, the Interagency Council on Sustainable Communities will coordinate federal sustainable development policies; coordinate federal sustainability research; coordinate with HUD to implement Livable Communities grants; identify barriers to sustainable development; and promote coordination of transportation, housing, community development, energy, and environmental policies.

Office of Sustainable Housing And Communities. The Department of Housing and Urban Development will establish the Office of Sustainable Housing and Communities to coordinate federal policies that foster sustainable development and administer HUD's sustainability initiatives; recommend and conduct research on sustainability; implement and oversee Livable Communities grant programs in coordination with the Interagency Council; and provide guidance, best practices and technical assistance to communities seeking to plan for a more sustainable future.

RTAC OVERVIEW OF SB1320, ADOT OMNIBUS BILL

SB1320, the ADOT Omnibus bill, was enacted on July 13, 2009 and will become effective on September 30, 2009. Due to the limited opportunity to consider regular session bills this last session, numerous transportation-related provisions were added to the bill as advocates correctly assessed that the best opportunity to pass their issues were to add them to SB1320 as it appeared to have a relatively good chance of making it all the way through the legislative process. The following is an overview of the multiple provisions of the legislation:

- Authorizes municipalities to develop and operate toll roads within their jurisdictions.
- Authorizes municipalities and counties to establish public transportation stops on state highways if the speed limit does not exceed 55 miles per hour.
- Adjusts the State Aviation Fund formula to authorize a maximum grant equal to 10% of the three-year average of the Fund balance rather than 10% of the current balance.
- Establishes a Joint Legislative Review Committee on transportation between Arizona and Sonora and outlines the membership. Tasks the Committee with studying transportation-related issues and coordinating efforts for improvements.
- Reforms the Arizona International Development Authority for the purpose of enhancing the ability to finance border-related infrastructure and transfers state administration of the Authority from the Department of Commerce to the Department of Transportation.
- Requires municipalities that receive loans through the State Transportation Acceleration Needs (STAN) II Account to repay them within 15 years.
- Authorizes ADOT to consider price competition in request for qualifications (RFQs) for construction manager-at-risk contracts provided that the project funding source is federal stimulus monies and the RFQ is issued before January, 2015.
- High Occupancy Vehicle (HOV) lane reform measures including study requirements, single occupancy vehicle use and hybrid vehicles.

- Authorizes ADOT to assess a fee for dishonored electric payments and directs the fees to be deposited into the State highway Fund.
- Adjusts the minimum and maximum required heights for head and tail lamps.
- Authorizes courts to require commercial driver license holders cited with moving violations to attend defensive driving school.
- Provides ADOT with flexibility regarding the administration of manufacturer license plates.
- Increases the penalties for out-of-service commercial driver violations.
- Provides ADOT with expanded authority regarding bond requirements for Interstate users.
- Provides ADOT with authority to privatize rest area operations and services.
- Modifies the requirements for properly displaying and maintaining license plates and adjusts the penalties for violations.
- Adds AZ Professional Football Club and Emergency Medical Services to the list of authorized special license plates and directs monies from the Gold Star Family special license plate to the Veteran's Donation Fund for the construction and maintenance of the Enduring Freedom Memorial.
- Modifies trailer registration requirements including the elimination of commercial trailer fees if the applicant affirms the trailer will not be used for commercial purposes and allows certain trailer owners to pay one-time registration and VLT fees.
- Makes clarifications regarding the sentencing of individuals with multiple reckless driving offenses regarding the length of time between offenses.
- Authorizes rather than mandates the State Transportation Board to proscribe a wide variety of rules concerning the administration of ADOT and removes the ADOT rulemaking requirement for numerous functions including the expenditure of public transit funding, the expenditure of State Highway Funding, and for the closing of highways under repair or construction.
- Reforms photo enforcement violation penalties by limiting license point deductions to commercial driver license holders and also exempts violations committed by first responders when the vehicle is being used in the line of duty.
- Clarifies the authority of "implements of husbandry" equipment to operate on highways.

- Sets minimum training and certification requirements for escort vehicle operators.
- Expands school crossing sign requirements to include county/municipal mandates to mark crossings, school requirements to remove portable signs within one hour after school session ends, and mandates that crossing signs must state that drivers must stop and not pass when children are in the crosswalks.
- Allows heavy vehicle operators to increase weight limits if they can demonstrate that the vehicle is equipped with approved idle reduction technology.
- Authorizes ADOT to use existing procurement methods to apply for federal stimulus funding.

FISCAL 2009-2010

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION

JULY 2009

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Office: 100 W. Birch Avenue
 Mail: 211 W. Aspen Ave
 Flagstaff, AZ 86001
 Phone: 928-226-4849
 Fax: 928-213-4825
 Website: www.flagstaffmpo.org

Important Dates

Annual FMPO Retreat Tentative 9/23/09
 Annual Board Dinner Tentative 5/13/10
 Annual Work Program Process May 2010
 Annual TIP Approval Process June 2010
 Note: Special Executive Board Meeting typically in
 in early-mid December due to Holiday Conflicts

- TAC
- Management Committee
- ◇ Executive Board
- ★ Holiday





Flagstaff Metropolitan Planning Organization Calendar July 2009 – December 2009

July 2009

7/2 TAC: to be rescheduled for RTP retreat

7/9 Management Committee: Cancel for the month

7/22 Executive Board: **Cancel for the month/Possible joint meeting w/ NACOG re: bqAZ**

7/22 RTP Retreat:

August 2009

8/6 TAC: RTP draft review

8/13 Management Committee: RTP overview, Retreat Preparation, federal reauthorization, I-40 & legislative update

8/26 Executive Board: **Retreat Review/Retreat Preparation; RTP draft review, federal reauthorization**

8/27 Joint Meeting NACOG: Review BqAZ Scenarios

September 2009

9/3 TAC: RTP recommendation

9/10 Management Committee: Retreat preparation

9/23 Executive Board: **Retreat**

October 2009

10/1 TAC: Federal Reauthorization Process

10/8 Management Committee:

10/28 Executive Board: **RTP Adoption**

November 2009

11/5 TAC:

11/12 Management Committee:

11/25 Executive Board: **Canceled***

December 2009

12/3 TAC:

12/10 Management Committee:

12/23 Executive Board: **Canceled***

*Special Executive Board December Meeting TBD



FLAGSTAFF METROPOLITAN
PLANNING ORGANIZATION
CITY OF FLAGSTAFF ♦ COCONINO COUNTY ♦ ARIZONA DOT
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Mail: 211 West Aspen Avenue ♦ Flagstaff, Arizona 86001
Phone: (928) 226-4849 ♦ Fax: (928) 213-4825
www.flagstaffmpo.org

Action Summary
Technical Advisory Committee
1:00 p.m. – 5:00 p.m. – Wednesday, July 22, 2009

Coconino County Human Resources
420 N. San Francisco Street, Flagstaff, AZ 86001

CALL TO ORDER

Chair Barrett called the meeting to order at 1:05 pm

TAC COMMITTEE MEMBERS PRESENT

Rick Barrett, City of Flagstaff Engineer, Chair
Andy Bertelsen, Coconino County Public Works Director
Dale Wegner, Designated Alternate County Engineer
Jim Cronk, Flagstaff Development Services Director
Jeff Bauman, Transportation Manager
Don Mauller, ADOT Assistant Director of Transportation Planning
Ron Knights, Planning Director, NAIPTA

Excused Absence

Bill Towler, Coconino County Community Development Director, Vice-Chair
Audra Merrick, ADOT, Flagstaff District Development Engineer
John Harper, ADOT, Flagstaff District Director
Meg Roederer, Administrative Specialist

FMPO STAFF

David Wessel, FMPO Manager
Martin Ince, Multi-Modal Planner

OTHERS PRESENT

Jacob Riger, Charlier & Associates (consultant to FMPO)
Stu Seubert
Kevin Adam
Tiffany Antol
Jeff Meilbeck
Sara Reif
Kevin Burke
Bob Caravona
Kimberly Sharpe
Bret Petersen

I. PRELIMINARY GENERAL BUSINESS

A. PUBLIC COMMENT

There was no public comment.

B. ANNOUNCEMENTS

There were no announcements

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

1. Regional Transportation Plan (RTP) Update

Mr. Wessel provided an introduction and retreat overview followed by an RTP process status update to the TAC. The following items were discussed and there was no action.

Item I: Policy Foundation, Plan Objectives, Project Evaluation Criteria

Mr. Riger provided an overview of the policies, many of which the TAC had reviewed before. Special attention was given to the issue of wider roads and activity centers. TAC members generally supported the policy direction. No action was taken.

Item II: Integrating Transportation Investment with Land Use Character

Staff circulated an updated version of the draft RTP. Larger maps and tables were taped to the wall for reference. Mr. Riger provided an overview of how the tables and maps interrelated and their relationship to policy. The TAC made several suggested corrections to the maps and tables with particular focus on treatment of commuter rail in the transit table and improvements to the roads and streets table. The TAC was supportive of the tables and maps.

Item III: Candidate Projects: Analysis, Cost, Revenues, Evaluation

Mr. Wessel reviewed the criteria for evaluating roads and streets for inclusion in the plan and the results of the applied criteria.

There was no time available to review project costs.

The TAC had little time to react to the selected projects.

C. ANNOUNCEMENTS

Mr. Wessel announced the next meetings to address the RTP.

ADJOURNMENT

Chair Barrett adjourned the meeting at 5:00 pm

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Flagstaff City Hall on _____, at _____ a.m./p.m. in accordance with the statement filed by the Recording Secretary with the City Clerk.

Dated this _____ day of _____, 2009.



FLAGSTAFF METROPOLITAN
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www.flagstaffmpo.org

Action Summary
Technical Advisory Committee
10:00 a.m. – Noon – Thursday, August 6, 2009

Coconino County Board of Supervisors Chambers,
219 E. Cherry Avenue, Flagstaff, AZ 86001

CALL TO ORDER

Chair Barrett called the meeting to order at 10:09 am

TAC COMMITTEE MEMBERS PRESENT

Rick Barrett, City of Flagstaff Engineer, Chair
Dale Wegner, Designated Alternate County Engineer
Jim Cronk, Flagstaff Development Services Director
Jeff Bauman, Transportation Manager
John Harper, ADOT, Flagstaff District Director
Ron Knights, Planning Director, NAIPTA

Excused Absence

Bill Towler, Coconino County Community Development Director, Vice-Chair
Andy Bertelsen, Coconino County Public Works Director
Audra Merrick, ADOT, Flagstaff District Development Engineer
Don Mauller, ADOT Assistant Director of Transportation Planning

FMPO STAFF

David Wessel, FMPO Manager
Martin Ince, Multi-Modal Planner
Meg Roederer, Administrative Specialist

OTHERS PRESENT

Lisa Deem, NAIPTA
Heather Dalmolin, NAIPTA
Tiffany Antol, Coconino County

I. PRELIMINARY GENERAL BUSINESS

A. PUBLIC COMMENT

None

B. ANNOUNCEMENTS

None

C. APPROVAL of MINUTES.

Mr. Cronk moved to approve the Minutes of June 4, 2009 and Mr. Knights seconded,

which passed unanimously.

II. OLD BUSINESS

1. Regional Transportation Plan (RTP) Update

Mr. Wessel presented the retreat overview and an RTP process status update with a PowerPoint presentation, maps, and handouts for discussion.

Mr. Cronk made a motion to recommend the RTP draft to the Executive Board with the conditions as discussed and to table the release for public comment in order to provide the TAC additional review of the Level of Service (LOS) and roadway recommendations. Mr. Wegner seconded, which passed unanimously.

III. NEW BUSINESS

2. FY 2009-2013 Transportation Improvement Program Amendment Page 10

There was no discussion. Tabled

3. September Retreat Preparation

There was no discussion. Tabled

4. Rotation of Officers

There was no discussion. Tabled

5. FMPO Calendar

There was no discussion. Tabled

IV. CONCLUDING GENERAL BUSINESS

D. REPORTS

Provided and there was no discussion.

E. ANNOUNCEMENTS

None

ADJOURNMENT

Chair Barrett adjourned the meeting at 12:18 pm

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Flagstaff City Hall on _____, at ____ a.m./p.m. in accordance with the statement filed by the Recording Secretary with the City Clerk.

Dated this _____ day of _____, 2009.



Memorandum – Staff Reports

Date: August 18, 2009

To: FMPO Executive Board

From: Martin Ince, Multi-Modal Planner
David Wessel, FMPO Manager

Re: **Ongoing Transportation Projects**

Lake Mary Road Widening

Considerable paving complete, trail paved and base down, clearing and grubbing complete.

ADOT Statewide and Northern Regional Framework Studies

Scenario work complete. Looking for outreach with elected officials at joint FMPO/NACOG meeting on August 27, 2009. See www.bqaz.gov.

I-40 Design Concept Report

The kick-off meeting was held in May and adjacency and public outreach in July. Key issues are accommodating future access (regional growth), accommodating future capacity (national freight growth), and mitigating impacts on neighborhoods (sound), and wildlife.

Issues raised by the FMPO, City and County include:

- Investigation of new traffic interchanges at Bellemont, Woody Mountain (possible 180 bypass), Lone Tree, Fourth Street and a possible 89 bypass
- Need for multiple crossings of I-40 for all modes to support future development.
- Growth potential at Bellemont, Villaggio site, Juniper Point site and surroundings.
- Desire to maintain rural character created by current wide median.
- Multiple utility crossings

FMPO provided the consultant with required model run data.

Transportation Roundup

I-17 North Study: Staff, working with City Traffic, recommends consideration of a roundabout and/or a tight urban diamond for the Airport T.I. This will create better intersection spacing with Shamrell Blvd which will see increased traffic as economic development continues.

I-17 South Study: draft DCR available

I-17/J.W. Powell Traffic Interchange Construction:

- Roundabout evaluation complete. Waiting for reaction/direction from County BOS.

Arizona Multimodal Freight Analysis Study – the project is complete and available at www.azdot.gov on the multimodal planning division page.

Transit Signal Priority – still waiting for new data from NAIPTA

Route Transfer Study – no update

Lone Tree Overpass Study

PB Americas selected. Kickoff meeting held 8/3/09.

Fourth Street North and South Corridor Studies

Kick off meetings held in early August.

Mountain Links Request for Statement of Qualifications. 8 proposals have been received. FMPO participated in the selection process. NAIPTA staff is seeking NAIPTA Board approval to negotiate with Hunter Contracting.

Regional Stimulus Projects

W. Route 66 – Coconino County. Design near complete, environmental review underway, draft IGA with State near complete.

US 89 Pavement Preservation – ADOT. Project near complete.

I-40 WB Reprofiling (Walnut Canyon) – ADOT. Project deferred to 2010.

Staff Initiatives-

Staff is pursuing public survey strategies with the Rural Policy Institute. Meetings and exchange of information took place in July. Staff is currently reviewing a proposal by the Institute.

Staff met informally with a retired NAU professor to seek training on policy development and communication. Staff will discuss the material with local leadership on broader training potential.