



FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION

CITY OF FLAGSTAFF ♦ COCONINO COUNTY ♦ ARIZONA DOT

Office: 100 West Birch Avenue ♦ Flagstaff, Arizona 86001

Mail: 211 West Aspen Avenue ♦ Flagstaff, Arizona 86001

Phone: (928) 226-4849 ♦ Fax: (928) 213-4825

www.flagstaffmpo.org

A G E N D A

Special Executive Board

9:00 a.m. – 11:00 a.m. –Wednesday, November 18, 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 September 23, 2009

Pages 3-7

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

Pages 8-30

1. Regional Transportation Plan (RTP) Update

FMPO Staff:

David Wessel, FMPO Manager

REQUESTED ACTION:

Discussion only

Staff will review public comment received to date and seek Board input on a fiscally constrained plan.

RECOMMENDED ACTION: Discussion only

III. NEW BUSINESS

2. bqAZ Statewide Planning Framework Update

Verbal

FMPO Staff: David Wessel, FMPO Manager
REQUESTED ACTION: Discussion and Possible Action

Staff will update the Board on the BqAZ planning scenarios.

RECOMMENDED ACTION: Endorse final scenario with the condition of high speed rail across the I-40 Corridor.

3. Letter to Federal Delegation stating concern on authorization delays Pages 31-33

FMPO Staff: David Wessel, FMPO Manager
REQUESTED ACTION: Discussion, and Possible Action

Staff will present a draft letter to Arizona's federal delegation stating concerns for economic recovery and mobility resulting from poor cash flow.

RECOMMENDED ACTION: Authorize the Chair to sign the letter as presented or amended.

4. FMPO Calendar

Page 34

FMPO Staff: David Wessel, FMPO Manager
REQUESTED ACTION: Discussion

RECOMMENDED ACTION: Discussion only

IV. CONCLUDING GENERAL BUSINESS

D. REPORTS

Pages 35-36

- 1) Technical Advisory Committee:
 - Action Summary November 5, 2009
- 2) Staff Reports:

E. ANNOUNCEMENTS

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

Management Committee:	December 10, 2009 County, 2 nd Conference Room
TAC	December 3, 2009 County, BOS 1 st Floor
Executive Board	December 16, 2009 (1-3pm) County, 2 nd Conference Room

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.



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Retreat Draft Minutes*

September 23, 2009 8:00 a.m. to 12 p.m.

Thornager's on Kiltie Lane 2640 W. Kiltie Lane

** Minutes prepared by Meg Roederer (FMPO) and Curt Dunham (Partners for Strategic Action/PSA)*

Chair Ryan called the meeting to order at 8:18 a.m.

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

Matt Ryan, Chair

Bob Montoya, Vice Chair

Sara Presler

Coral Evans

Mandy Metzger (designated alternate for Carl Taylor)

Excused Absence

Carl Taylor

Scott Overton

Others Present

Andy Bertelsen

Barbara Goodrich

Bill Towler

Bret Peterson

Chuck Gillick

Curt Dunham

Dale Wegner

Daryl Melvin

Jacob Riger

Jeff Bauman

Jim Cronk

Kevin Adams

Kim Sharp

Larry Dannenfeldt

Rick Barrett

Ron Knights

Stacey Brechler-Knaggs

The following FMPO staff was present:

David Wessel

Martin Ince

Meg Roederer

I. Welcome, Introductions & Meeting Purpose

There were introductions around the room. Mr. Wessel welcomed attendees and explained the retreat purpose.

II. Preliminary General Business

A. Public Comment

There was no public comment; however, Board members made comments.

- Chair Ryan announced the retirement of Ron Knights and thanked him for his efforts.
- Mayor Presler announced appreciation to Martin Ince for his work on the Bicycle Helmet Ordinance for those under 18 which passed in a 4-3 vote by the City Council and will go into effect on January 1, 2010.
- Mayor Presler acknowledged David Wessel with congratulations for his AMPO leadership award.
- Chair Ryan presented Mr. Wessel with a certificate from the FMPO agency partners recognizing his AMPO leadership award.

B. Approval of Minutes

Mr. Montoya made a motion to approve the August 26, 2009 Executive Board meeting minutes and Mayor Presler seconded, which passed unanimously.

III. Year in Review

Mr. Wessel presented the topic and Mr. Dunham facilitated the discussion with the Board.

Accomplishments Since Last Year's Retreat

Participants were asked to identify the accomplishments the organization has made over the past year.

- Organization is more nimble, more responsive to funding and information requests
- Improved flow of information from the Technical Advisory Committee and Management
- Developed the informational brochure about FMPO and what it does tailored to a general audience
- Successful State Transportation Board Meeting
- We have done a better job of explaining FMPO and its focus on regional transportation issues
- Bus transfer station is great and it was done through a strong partnership effort
- Addressed sales tax issue
- Great progress on the RTP, high level of public and stakeholder engagement and outreach
- Coordinated well with other planning efforts
- Reauthorization
- Organizationally, the team is "clicking" and working well together
- Discussions taking place at the TAC level are appropriate
- Operating in a much more strategic planning mode, focus on implementation
- The importance of planning is being better recognized
- Traffic modeling is being used on a day-to-day basis
- Stakeholder communications has improved, needs are being acknowledged and recognized
- Tri-county group (Mohave, Yavapai, Coconino) established to address transportation and water issues
- Lake Mary Road widening
- Worked with ADOT to add bike lanes
- Great leadership from Director and Chair

What Has Changed in the Past Year?

Participants were asked to identify what changes or new challenges have arisen over the past year.

- The entire funding issue
 - Revenues are down

- Legislature is raiding budgets
- \$150-200 million less funding
- Five-year program is now a seven-year program
- Pavement preservation is a focus but unfortunately it doesn't create a lot of jobs or bring stimulus money
- Reauthorization is an opportunity
- Funding for staffing is stretched thin
- Prioritization is going to be the key
- Need private funding tools
- Flagstaff is bonding for Lone Tree – referendum
- Issue of inability for transit to serve outside of the city
- Maintenance is now much more competition with new projects
- RTP not totally in-sync with the Regional Plan
- Statewide funding formula changes
- Census is coming up – may change our position
- Timing of referendum in relation to school funding, sales tax issue
- Implementation of the regional plan
- Transition from planning phase to implementation
- Increased focus on rail opportunities from a statewide perspective
- Relationship between land use and transportation is closer

Unfinished Business

Participants were asked to think back to last year's retreat and identify what they had envisioned would be accomplished but had not.

- Loss of statewide funding opportunity – failure of TIME initiative
- Create better communication with the public using technology and visual techniques
- Improved engagement with other leaders – not yet at the desired levels
- Still struggling for visibility
- ADOT funding and less responsiveness from the Director's office
- Change in Governor's office has impacted rural areas
- Lack of recognition for "rural-rural" areas
- Issues unresolved about lack of capacity and jurisdictional conflicts

IV. Regional Transportation Plan

1) Policy direction discussion – Investment Priorities

Mr. Dunham facilitated the policy discussion with the Board.

Policy Discussion

FMPO staff initiated a brief discussion regarding two policy issues where direction from the Board was desired.

Balancing Funding Across Purposes

- Balance types of expenses with type of projects to match funding sources
- Always seem to be in a "catch up" mode
- North/south corridors are most important but must be balanced with public safety
- Neighborhood plans must be respected to keep them safe
- Replacement funding needs to be set aside, once you get behind you can never catch up
- There is a huge appetite for acquisition
- Need to be flexible
- Reduction of congestion should be a priority. Problem areas should be addressed but not always in a reactive way
- Can adaptive management be used in transportation?

- We cannot cut corners on safety
- We need to do impactful, safe projects. If it means doing less but doing them right, that is preferred

Activity Centers Concept

- Current regional plan balances infill/redevelopment with new development
- RTP needs to be in-sync with regional plan
- Difficult to determine the overall impacts of new developments
- Impact fees are probably more needed than ever
- The five-year plan is not set up to react to new development proposals
- Need to have expanded dialogue between economic development and transportation planning
- Repair and replacement is a good investment
- RTP will help prioritize multiple planning processes coming together
- Need to have a long-term planning perspective

2) Review of the Regional Transportation Plan & Release for Public Review Period – discussion and possible action

Mr. Wessel distributed a handout on the RTP Public Participation Plan to the group. FMPO staff and RTP consultant presented the RTP Update to the Board. Mr. Wessel summarized the Technical Advisory Committee recommended RTP changes and comments. Mr. Wessel explained and identified the RTP draft changes in a PowerPoint presentation, as well as, a sample format of the document that will be released to the public. The Board provided recommendation to improve the usability of the RTP document such as text, images and the following listed below.

- PDF document with the appropriate formatting
- Evaluate the format of the document to make it convenient for people to download
- Maps that have been expanded to show the detail of the plan but do not show the entire FMPO area should have this indicated on them
- Connect data in a central location, need outcome factors, summary table
- Add more images
- Not to end report with impact fee assumptions and add a new page such as a contact page as the final report page
- Replace the term impact fee with a more generic term
- Add other assumptions (pg 31) that people may be aware of but explain due to federal regulation can not be in the document as an assumed funding source.
- Change the date on the tables to 2035 and place dates in alignment.
- Create a central communication tool so it is more usable such as summary table explaining the rankings, scoring and subjectivity of the scores.
- Provide definitions of the scores
- Add a summary piece
- Reorder conditional projects
- Address the map to show the conditional projects
- Provide a clear distinction between prioritization and project that are on the Plan
- Explain the relationship between the RTP and Regional Plan process
- Include an introductory letter from the FMPO Chair to explain strategic planning
- Add on-line links to coordinate the Regional Plan and RTP
- Explain acronyms with a glossary
- Define acronyms (e.g., LTAf, etc.)
- When this is posted for review, include links to other planning processes
- Extend public comment period to more than 30 days

- Schedule RTP presentations to the Board of Supervisors and City Council
- Delay schedule for approval to December to allow more comment and review

Mr. Wessel explained the RTP process and schedule. Mr. Wessel clarified that amendments are allowed after final adoption of the RTP, if needed due to the Regional Plan 2012.

Mayor Presler made a motion to release the Regional Transportation Plan as discussed Subject to formal action by the TAC following the public comment period and Ms. Evans seconded, which passed unanimously.

3) Strategic actions culminating from the RTP discussion

This item was discussed with the above item: Review of the Regional Transportation Plan & Release for Public Review Period.

V. Concluding General Business

1) Calendar

Provided and no discussion

2) Reports

Provided and no discussion

3) Announcements

There were no announcements

VI. Wrap-Up & Adjourn

Chair Ryan adjourned the meeting at 11:10 a.m.

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION STAFF SUMMARY REPORT



To: FMPO Executive Board

From: David Wessel, FMPO Manager

Date: November 16, 2009

Meeting Date: November 18, 2009

Title: Regional Transportation Plan (RTP) Update – Fiscal Constraint

Recommended Actions: Discussion only.

ACTION SUMMARY: Review, amend as necessary and provide staff direction for a list of fiscally constrained projects include in the final RTP. Conditions may include, but are not limited to: characterization of the list as tentative or preliminary, future adaptations to reflect public comment, new information regarding costs, project scope or readiness.

DISCUSSION:

Background/History:

- Charlier, consultant. Project start October 2007. Conclusion September 2009.
- September 23, 2009 retreat action recommended release for public comment.

Key Considerations:

- **Project Schedule**
 - November 5, 2009 TAC continues action fiscal constraint, reviews draft final
 - November 18, 2009 Executive Board reviews fiscal constraint
 - November 19, 2009 public comment period ends
 - December 3, 2009 TAC makes final recommendation
 - December 16, 2009 Executive Board adopts final plan (date to be determined).
- **Financially-constrained plans**
 - Federal requirement – revenues are “reasonably anticipated” so exclude developer driven projects and those reliant on “new” elections such as bond votes.
 - Capital program horizon adjusted to 20-years to match modeling horizon.
 - Projects in the Transportation Improvement Program must first be in the RTP.
 - TAC recommends grouping projects from Scenario 3 below into 5-year “buckets” to provide greater flexibility and acknowledge uncertainty associated with time.
 - Assumptions regarding investments in operations and maintenance may be changed, thus affecting total funds available for capital.
 - TAC supports introduction of Safety Program tying newly available safety funds (\$600,000 per year) to the safety analysis report)

- Staff recommends directing FMPO federal surface transportation funds, approximately \$300,000 to \$400,000 annually, to three programmatic efforts with no specific projects assigned: 1. Planning; 2. Safety; 3. Pedestrian and Bicycle facilities.

Community Benefits and Considerations:

- No update

Community Involvement:

- Comments are being received via e-mail and comment card – about 20 total so far.
- Extensive print advertising in the Daily Sun, Flag Live and Mountain Living has occurred and is ongoing.
- Generally comments are being received in opposition to these projects: US 180 bypass, US 89 bypass, Switzer Canyon S. (Butler to J.W. Powell under I-40), projects south of Ponderosa Trails.
- Support is being heard for multimodal transportation in general, the 180 bypass, the Lone Tree Corridor and improvements to Milton.

Options/Alternatives:

- **Fiscal constraint**
 - Direct staff to develop additional, fiscally constrained scenarios for consideration
 - Amend the scenario recommended by staff and the Technical Advisory Committee
- **Public comment period**
 - Direct staff to answer each comment separately.
 - Permit staff to deal with the public comment within the document.
- **Final Document**
 - Staff seeks direction on final presentation: 1) singular, recommended document; 2) Alternate scenario at time of December meeting; 3) Revised scenario after December meeting assuming conditioned approval by Board.

Attachments/Exhibits:

- Financially constrained project tables.
 - Project costs include 16% for design and preliminary right-of-way estimates. Current right-of-way methodology would assume cost return to an agency for remnants parcels
 - Federal requirement: Assume 4% annual inflation till year of expenditure.
 - ADOT and Coconino County assumed to afford only one capital project in the next 20-years under current funding assumptions.
 - Staff recommends placing the J.W. Powell/89a intersection and Ft. Valley upgrade at the top of the ADOT list. Though the latter might be phased.
 - The Bellemont T.I. ranking is based on its future as an employment center. A “readiness” consideration would lower its priority.

- Staff received comments to this effect from Management Committee and the Regional Plan 2012 Citizens Advisory Committee.
 - Staff discussed priorities with District Engineer, John Harper, and confirmed the two projects listed above.
 - Where additional phasing is considered possible and practical, costs have been divided evenly by number of phases – not an accurate representation of costs. The remaining phase(s) have NOT been placed into the tables.
 - Ranks in these tables are adapted from the full RTP project list rankings. Developer and bond projects are removed and a subjective “readiness” factor applied based on staff’s knowledge of plan preparation and right-of-way needs.

Flagstaff Metropolitan Planning Organization
 Technical Advisory Committee Meeting 11-5-09
 Regional Transportation Plan Discussion – Financial Constraints

City of Flagstaff					
Financially Constrained Projects - Scenario 1					
Project				Inflated cost	Estimated Year of Expenditure
Beulah Boulevard Extension				\$ 2,142,400	2011
Fourth St. Widening - Soliere to Butler				\$ 8,407,072	2015
University Avenue Realignment				\$ 3,325,623	2018
Fourth St. Upgrade - 66 to Cedar - Phase I				\$ 17,559,199	2025
West Street Upgrade - Phase				\$ 9,069,986	2029
2030 Balance				\$ 4,996,927	

City of Flagstaff					
Financially Constrained Projects - Scenario 2 - add 50% ped/bike					
Project				Inflated cost	Estimated Year of Expenditure
Beulah Boulevard Extension				\$ 2,060,000	2010
Fourth St. Widening - Soliere to Butler				\$ 7,772,810	2013
University Avenue Realignment				\$ 2,842,756	2014
Fourth St. Upgrade - 66 to Cedar - Phase I				\$ 13,343,548	2018
West Street Upgrade - Phase				\$ 14,336,283	2023
Clay Avenue Extension				\$ 15,902,660	2028
2030 Balance				\$ 8,444,009	

City of Flagstaff					
Financially Constrained Projects - Scenario 3:					
Maintenance 15%>35% in 2021; 50% of ped/bike; 5% HURF; 4% inflation					
S. Fourth St deferred for partner; N. Fourth St deferred for redevelopment \$					
West St. advanced for "obligation"					
Project				Inflated cost	Estimated Year of Expenditure
Beulah Boulevard Extension				\$ 2,060,000	2010
West Street Upgrade - Full				\$ 10,072,482	2014
University Avenue Realignment				\$ 2,956,467	2015
Industrial Drive Widening				\$ 11,087,599	2019
J.W. Powell Blvd - Airport				\$ 29,811,916	2029
2030 Balance				\$ 5,870,846	

FMPO RTP Update
Coconino County

	HURF	Run Total	Stardust Trail		Cosnino Rd. Reconstruct
Reserve	\$ 1,500,000	\$ 1,500,000	\$	1,800,000	\$ 1,800,000
2010	\$ 114,933	\$ 1,614,933	\$	1,872,000	\$ 1,872,000
2011	\$ 119,301	\$ 1,734,234	\$	1,946,880	\$ 1,946,880
2012	\$ 124,073	\$ 1,858,306	\$	2,024,755	\$ 2,024,755
2013	\$ 128,415	\$ 1,986,721	\$	2,105,745	\$ 2,105,745
2014	\$ 132,268	\$ 2,118,989	\$	2,189,975	\$ 2,189,975
2015	\$ 135,574	\$ 2,254,563	\$	2,277,574	\$ 2,277,574
2016	\$ 138,286	\$ 2,392,849	\$	2,368,677	\$ 2,368,677
2017	\$ 140,360	\$ 164,532	funds sufficient		\$ 2,463,424
2018	\$ 142,465	\$ 306,997			\$ 2,561,961
2019	\$ 144,602	\$ 451,600			\$ 2,664,440
2020	\$ 146,771	\$ 598,371			\$ 2,771,017
2021	\$ 148,973	\$ 747,344			\$ 2,881,858
2022	\$ 151,208	\$ 898,552			\$ 2,997,132
2023	\$ 153,476	\$ 1,052,028			\$ 3,117,018
2024	\$ 155,778	\$ 1,207,806			\$ 3,241,698
2025	\$ 158,115	\$ 1,365,920			\$ 3,371,366
2026	\$ 160,486	\$ 1,526,407			\$ 3,506,221
2027	\$ 162,894	\$ 1,689,300			\$ 3,646,470
2028	\$ 165,337	\$ 1,854,637			\$ 3,792,329
2029	\$ 167,817	\$ 2,022,454			\$ 3,944,022
2030	\$ 170,334	\$ 2,192,789			\$ 4,101,783
					\$ 4,265,854

NAIPTA Fiscally Constrained Revenue Hours	
Year	Revenue Vehicle Hours
2010	59,146
2015	60,822
2020	62,382
2025	63,957
2030	65,572

Total ADOT Capital Available	\$	1,998,766.00	Bellefont T.I. Rebuild	\$14,582,000
				\$15,165,280.00
2010	\$	1,998,766.00		\$15,771,891.20
2011	\$	3,997,532.00		\$16,402,766.85
2012	\$	5,996,298.00		\$17,058,877.52
2013	\$	7,995,064.00		\$17,741,232.62
2014	\$	9,993,830.00		\$18,450,881.93
2015	\$	11,992,596.00		\$19,188,917.20
2016	\$	13,991,362.00		\$19,956,473.89
2017	\$	15,990,128.00		\$20,754,732.85
2018	\$	17,988,894.00		\$21,584,922.16
2019	\$	19,987,660.00		\$22,448,319.05
2020	\$	21,986,426.00		\$23,346,251.81
2021	\$	23,985,192.00		
2022	\$	25,983,958.00	Funds Sufficient	
2023	\$	27,982,724.00		
2024	\$	29,981,490.00		
2025	\$	31,980,256.00		
2026	\$	33,979,022.00		
2027	\$	35,977,788.00		
2028	\$	37,976,554.00		
2029	\$	39,975,320.00		
2030	\$	41,974,086.00		

ADOT Projects - Scenario 2

		J.W.Powell/89a Intersection	Ft. Valley Road Upgrade
		\$8,000,000	\$ 16,110,000.00
2010	\$ -	\$8,320,000.00	\$16,754,400.00
2011	\$ 1,998,766.00	\$8,652,800.00	\$17,424,576.00
2012	\$ 3,997,532.00	\$8,998,912.00	\$18,121,559.04
2013	\$ 5,996,298.00	\$9,358,868.48	\$18,846,421.40
2014	\$ 7,995,064.00	\$9,733,223.22	\$19,600,278.26
2015	\$ 9,993,830.00	\$10,122,552.15	\$20,384,289.39
2016	\$ 11,992,596.00	\$10,527,454.23	\$21,199,660.96
2017	\$ 3,463,907.77	Funds Sufficient	\$22,047,647.40
2018	\$ 5,462,673.77		\$22,929,553.30
2019	\$ 7,461,439.77		\$23,846,735.43
2020	\$ 9,460,205.77		\$24,800,604.85
2021	\$ 11,458,971.77		\$25,792,629.04
2022	\$ 13,457,737.77		\$26,824,334.20
2023	\$ 15,456,503.77		\$27,897,307.57
2024	\$ 17,455,269.77		\$29,013,199.87
2025	\$ 19,454,035.77		\$30,173,727.87
2026	\$ 21,452,801.77		\$31,380,676.98
2027	\$ 23,451,567.77		\$32,635,904.06
2028	\$ 25,450,333.77		\$33,941,340.23
2029	\$ 27,449,099.77		\$35,298,993.83
2030	\$ 29,447,865.77		\$36,710,953.59

Regional Transportation Plan Public Comments

	<u>Name</u>	<u>Email</u>	<u>Comment</u>	<u>Date</u>	<u>Misc</u>
1	Adam Seifert	mopitguy@npgcable.com	I don't think winter play attracts locals at all - we know to stay away. To have a shuttle service to those areas - they are from Phoenix - they don't vote/use it there, they won't when visiting. Information signs/websites to redirect traffic to destinations Great!!! Regardless, I live in Cheshire and fear using US 180 since many times traffic is backed up from downtown west/north of Cheshire where buses and other vehicles and emergency vehicles get stuck in traffic. PLEASE keep the bypass option high on priorities for not just winter traffic but year round for circulation, evacuation and relief to Milton Road.	10/22/2009	Town Hall Event
2	Adam Seifert	mopitguy@npgcable.com	It seems that the first easy alternate to Milton is Lone Tree Corridor with connection to I-40, (exit on Lone Tree), Rt 66 and JWP. I fear traveling on Milton for not just the stop and go traffic (Phoenix style) but daily on high chance rear-end accidents. I heard several years ago that Milton Road was the busiest stretch of road in northern Arizona, so I am sure it has gotten only worse now. Nice illustrative model to show current problems and visualizing conditions once major projects complete. Remember "transportation" includes bicycles, busses and pedestrian which Flagstaff is starting to do well in!	10/22/2009	Town Hall Event
3	Art Babbott		COMMENT FORM: As growth has slowed/VMT has decreased we should view this as the new normal. Not in favor of projects which utilize sound walls this is out of character for Flagstaff. See Sheet: Babbott... EMAIL DATED 10/30/09:	10/22/2009	Town Hall Event and EMAIL
4	Bob Kampwerth	bobkamp@npgcable.com	Mountain Line should service Pulliam airport	10/22/2009	Town Hall Event
5	Carolyn Cooper	c.elisecooper@gmail.com	Page 2: Connectivity is essential, especially for people using transportation modes other than automobiles; without it, many will default to driving a car everywhere, every time. Wintertime is especially bad for pedestrians and bikes, since the bike lanes store all of the plowed snow/ice and the sidewalks and trails are not always cleared in a timely manner. Page 2: Complete streets are necessary, especially for people using transportation modes other than automobiles (this includes continuous and proper width bicycle lanes). Page 5: Incentives may be the best way to get more people out of their cars and using other transportation modes; the current percentages of travel modes are not sustainable. Mail free bus passes to let people try out and see how nice the bus system is. Page 19: It's great to see a proposed bicycle lane along Milton.	11/16/2009	Email

			Page 27: There are too many proposed new roads. Some suggestions for improving safety and connectivity for bicycles and pedestrians (including bus riders, as they also travel by foot or bike to and from the bus stops): post warning signs and "do not block trail" signs on roadways where trails cross; consider more ped bridges/underpasses and lights; lower speed limits in high ped areas (i.e. woodlands village); work on the traffic signals so peds can activate the walk button (light at turquoise and cedar cancels out the peds in high traffic times); driver education regarding rights of/respect for all transportation modes.		
6	Christine Pierce		Without economic growth this is not as important. We should be looking at more economic growth for our citizens.	11/3/2009	Mailed
7	Eva Putzova	eva.putzova@gmail.com	on behalf of Frienda of Flagstaff's Future...Re; page 15 - Transit Future LOS. By 2030 we should push for high LOS within the city limits. Investing in public transit makes sense. If more people ride the bus - and they will only if the service is convenient and frequent - we don't need to fund building more roads. The traffic will move from cars to buses. Congestion problems can be addressed by expanding public bus service rather than building more roads. Public bus service is more cost effective.	10/22/2009	Town Hall Event
8	Eva Putzova	eva.putzova@gmail.com	See Sheet: Friends of Flagstaff's Future... Hello Dave, Please except the attached document as the official Friends of Flagstaff's Future comments on the regional transportation plan. Feel free to contact me should you have any questions. Best regards, Eva -- Eva Putzová President, Board of Directors Friends of Flagstaff's Future (928) 225-0170	11/15/2009	Email
9	Hilary H		Looks like a good plan! I like the bike storage addition too!	11/2/2009	MVD
10	Jeff Dawnard		Having bike lanes next to parked cars creates an extra hazard of a collision with the car door especially where the parking area and bike lanes are to narrow and do not conform to regular widths of 6' for bikes and 8' for parking. Car parking should be removed on major pathways such as Beaver St. and San Francisco.	11/10/2009	Jay Lively Ice Rink

11	Jennifer Spinti		Observatory Mesa: I'm happy to see that a road over Observatory Mesa is not in your final plan. Observatory Mesa is a community jewel and shouldn't be a sacrificed area to just reduce congestion for a couple of months in the winter. Pipeline Road: I'm also happy to see there's no plan to pave the Pipeline Road. I live nearby, and it is currently used by bikers, hikers, dog walkers, and nature lovers. It is a wonderful urban/forest interface that makes Flagstaff unique. A road back there will make Flagstaff like other western cities who have cut citizens off from the public lands at the urban fringe.	10/22/2009	Town Hall Event
12	Jessica Martin		We need more stoplights	10/19/2009	Main Library
13	Jim Hunnizos		I'm glad to see the Overpass at I-17 to Powell near the airport is now conditional. We don't have the funds for it anyway. It's benefit is marginal and the intersection at I-17/Powell/89A needs attention.	10/22/2009	Town Hall Event
14	Karen Appleby		Neighborhood Concerns = Very Important 1) Extending W High Country to Powell is not needed for connectivity - just drive up Pulliam instead - its efficient and better use of money. 2) Even worse is the addition of a new interchange and road off I-17 just north of the airport exit - new exit not needed. 3) High Country Trail extension - still a yes - I would suggest - No - should be conditional later. 4) Snow play around the airport in winter; hiking, biking, outdoor life in summer.	10/22/2009	Town Hall Event
15	Lisa Rayner	lisa@lisarayner.com	See Sheet: F3 Transition Action Team.. Hello, The Transition Action Team of Friends of Flagstaff's Future has a more detailed comment document on the Transportation Plan than the one sent in by Eva Putzova on behalf of F3. It is attached. "Transition Initiatives are part of a vibrant, international grassroots movement that builds community resilience in response to the challenges of peak oil, climate change and the economic crisis," http://www.transitionus.org/why-transition . Lisa Rayner Friends of Flagstaff's Future Board Member Transition Action Team Coordinator	11/16/2009	Email

16	Laura Huenneke	flagbio@npgcable.com	<p>See Sheet: Laura Huenneke: I've reviewed the draft of the 2030 Regional Transportation Plan posted on your website, and also attended one of the public sessions describing the plan. Thank you for these opportunities to see and comment on the plan as it currently stands. I've attached a Word document containing my feedback and suggestions; please let me know that you have received this and are able to read it. (I ended up not using your comment form, as my comments were pretty extensive, but I can supply this in another format if that would work better for you.)</p> <p>Thanks again for the opportunity to participate -</p> <p>Laura Huenneke</p>	11/14/2009	Email
17	Marie Gladne		I think that there is way too much unnecessary traffic on Rte 66 going under railroad pass and going down Milton. As a pedestrain it feels unsafe, unhealthy and why should only cars benefit.	10/23/2009	Main Library
18	Mary-Ann Johnson		I think the neighborhood north of NAU, as well as, some of the neighborhoods around downtown should have residential parking permits. It would generate revenue and save emissions, as we'd be driving less looking for parking.	11/7/2009	Main Library
19	Matt Modes		N/A for RTP Hire more staff for the "windows" and drivers tests better guest service. Employees seem to annoyed or stressed (probably because of lack of staff)	10/21/2009	MVD
20	Nick Rullman		Page 2: We need more roads, not more bike lanes; Page 3: Forget small town charm, we need to be able to get from point A to Point B quickly; Page 30-31: These look like worthwhile projects, especially the Milton improvements and the US 180 bypass. We need to expand the transportation system for cars - make seperate paths for bicycles - the two do not mix well on the same road.	11/2/2009	Main Library

21	Priscilla Trowbridge	Priscilla.Trowbridge@nau.edu	<p>Suggestions for the Regional Transportation Plan in the Doney Park area:</p> <p>Provide bus service along Townsend-Winona Road with possible extensions on Koch Field, Slayton Ranch, Cosnino and Leupp, etc.</p> <p>Provide a walking/biking/horse trail pathway along Townsend-Winona Road.</p> <p>Widen Townsend-Winona Road or straighten out the bad curves.</p> <p>Lower the concrete abutment on the Cosnino Overpass: as one exits east off I40 onto Cosnino Road in a small car, one is unable to see oncoming traffic to the north.</p>	10/31/2009	Email
22	Sat Best		<p>Yes, I believe that environmental concerns should be weighted more than economic development. We should try to separate motorized and bike/walk corridors. Bike lanes on arterial streets are too dangerous. Follow ADOT's lead and maintain wildlife corridors when planning roads.</p>	10/22/2009	Town Hall Event
23	Sherry Golden	sherrygolden1@aol.com	<p>See Sheet Habitat Harmony Sheet 2... Please find comments on the Transportation Plan attached. These comments are submitted on behalf of Habitat Harmony, Inc.</p> <p>Thank you for this opportunity to participate in the process! Regards, Sherry Golden, Director Habitat Harmony, Inc.</p>	11/5/2009	Email
24	William Miller	zeppo928@msn.com	<p>The city of Flagstaff has done a fantastic job with multimodal transportation. I personally would like to see widening of existing pathways to allow pedestrians and bikes to share the roadway. NAU has done this on campus and I feel it is more feasible than cars and bikes sharing the road. Keep up the good work while working in tandem with the FBO.</p>	11/5/2009	Email

Dave-

A few questions and comments on the FMPO Document before the Nov 19th end of comment period.

1. On the document that I pulled off of web to comment on, there are several areas missing i.e Table 4 page 9 and all the appendices especially F. STREET PROJECT EVALUATION AND COST SUMMARY INFORMATION. Table 2 is not filled in on my copy which would show comparisons over time. Can we get those as it is difficult to comment on aspects/assumptions of the document without access to it.

2. The document mentions parking peripherally but is there any ability to have FMPO and funding sources it receives, assist in downtown parking management strategies?

3. I was not sure about the West Street corridor and timing for implementation. Study I believe says 2026 as target date? Is that correct? When I was on Council we did corridor studies for West Street and I am quite the development of the West St improvements, grade and realignment was substantially earlier than 2026. Can you clarify for me? I would advocate for the West St project to get put in the mix earlier as a substantive portion of that planning has been done (I believe) and will be outdated by 2026 I would guess

4. Can you tell me what population growth statistics you used and what factor for increases in VMT you used (I think you answered the latter at the open house but I can not remember the answer). What total pop are you assuming in 2040?

5. As a general comment, from the presentation and the document I am a bit skeptical of the relief that the proposed Lone Tree overpass is going to provide as the Lone Tree /I40 interchange will be always out based on its ranking? I would appreciate your thoughts on the matter

6. Can you give me a copy of the previous plan that was adopted specifically the section on street projects scoring and ranking?

7. What is the estimated total cost (today's dollars) of all presented projects that are to be publicly funded (as opposed to paid for by developers)?

8. What is the proportion of FMPO project dollars that are being spent on vehicular, transit and multi-modal respectively out of this study

thanks Dave,,if you would prefer to give me a call to go over these, that would be fine. 607-4088

thanks for your good work

art babbott

1414 n rim drive

flagstaff az

MEMORANDUM



To: David Wessel and FMPO

CC: Matt Ryan, Robert Montoya, Scott Overton, Sara Presler, Carl Taylor, Coral Evans

From: Friends of Flagstaff's Future

Subject: Comments on the 2030 Regional Transportation Plan

The 2030 Regional Transportation Plan articulates the necessity to implement several very good transportation strategies, including application of context-sensitive solutions, complete streets, connectivity, and multimodality. However, the plan is based on the assumption of continuous population growth and relatively low energy cost—the two conditions that are highly questionable.

We are proposing that the plan's priorities are vetted through a more inclusive public outreach process. Currently, the top three priorities—not reviewed by the community at large—are road maintenance and operations, safety, and community character. Perhaps different types of projects should be guided by a different prioritization of criteria.

The plan clearly emphasizes new road construction, widening or other type of road "upgrade" while almost no attention is paid to other tools available to planners. Flexible work hours, bus-only lanes, and parking restrictions—just to name a few—can effectively address vehicular congestion.

More emphasis should be placed on alternative transportation modes: we should strive to achieve high level of service for public transit, walking, and bicycling in the entire urban corridor (not just in the downtown and 4th street areas)—as healthier, more cost-effective, and more sustainable alternatives to driving.

The US 180 and US 89 Bypass and the J. W. Powell Blvd Extension street projects should not be included in the plan at all as their irreversible negative environmental impact cannot be justified. To relieve congestion and/or ensure safety the FMPO can employ other policy tools instead.

The plan needs to be appended with a clear implementation protocol, especially for the street projects. While engineering standards address the ideal circumstances, most of the street projects do not fall in this category. Clearly stated priorities and their application would ensure consistency, predictability, and ultimately a better design of the street network throughout our community.

F3 Additional Comments

At minimum, Friends of Flagstaff's Future would like to see:

1. Thorough revision of the plan's priorities through a representative community input
2. Specific planning assumptions (e. g. population growth expectations, energy prices projections and other conditions that impact the plan extend) explicitly and clearly stated in a separate section
3. A list of policy approaches outside of the road construction arena that can address the RTP primary objectives
4. Removal of the US 180 and US 89 Bypass and the J. W. Powell Blvd Extension street projects from the RTP as they are inconsistent with the Regional Land Use and Transportation Plan 2001 with which the RTP is supposed to comply.
5. An appendix with a very specific decision protocol to be followed when evaluating and designing street projects

Friends of Flagstaff's Future Transition Action Team comments on the Flagstaff Metropolitan Planning Organization (FMPO) Flagstaff Pathways 2030 Regional Transportation Plan

The plan says, "The RTP identifies and prioritizes future transportation investments for the Flagstaff region for driving, riding the bus, walking, biking and goods movement. A federal and state requirement to receive transportation funding, the RTP evaluates the cost and effectiveness of projects for each major travel mode, as well as addressing the relationships between land use, transportation, the economy, and the environment. The RTP has a regional focus corresponding to the FMPO's planning area."

We think that most of the stated and unstated assumptions underlying the plan will turn out to be wrong, and therefore, that the draft plan is designed to meet the needs of a future that will not materialize. Likewise, the plan as written will not be adequate to meet the actual needs of residents in the greater Flagstaff area in 2030.

Stated assumptions:

- "Our economy is based on tourism, government/education, retail & services, medical products and health services, and emerging green and high-tech industries." The assumption here is that the economy will be roughly the same in 2030.
- Pedestrian trips will increase from the current percentage of 12% to 14% in 2020
- Bicycle trips will decrease from the current percentage of 7% to 6%
- Public Transit trips will increase from the current percentage of 2% to 3%

Unstated assumptions:

- Growth in population and consumption of material goods and motor vehicle traffic will continue on the same upward trajectory they are now. Thus, traffic congestion will continue to grow, leading to the need for road widening and new roads to handle the traffic increases.
- Cheap petroleum will continue to be available to power motor vehicles.
- Cheap natural gas, electricity from the Western Power Grid will continue to be available to support current lifestyles within the greater Flagstaff area.
- Water will continue to be available to support future projected growth in the area.
- Food and other necessary material goods such as medicine and building materials will continue to be imported as is done now.
- Lowered greenhouse gas emissions will not substantially change the local economy, population levels or lifestyles of people living in the greater Flagstaff area in 2030.
- The global economy, which relies on continuous exponential growth, is a stable and function system that will continue to shape our lives well past 2030.

The F3 Transition Action Team thinks that these assumptions will not turn out to be true because:

- We are near the peak of annual global oil extraction rates. Production rate of oil has not increased significantly for several years despite huge increases in price that should have encouraged more production. The easy-to-extract and cheap-to-refine half is gone. The difficult and expensive half remains. Descending from the peak of global oil production will have serious repercussions on our way of life in the greater Flagstaff area. See attached graphs and pictures. The need to drastically reduce global greenhouse gas emissions will likewise have a drastic effect on our way of life.
- Water in the Southwest will become scarcer than it is today. Climate change will likely cause more and more severe regional droughts and possibly a change in regional weather patterns.

The consequences of the above three factors include:

- Continued global overshoot. The global economy has been above Earth's carrying capacity for about 30 years. See attached graph.
- An end to economic growth as we know it.
- Consumption of energy and material goods will have to once again fit within the annual energy and renewable resources budget of the Earth (sun, wind, water, wood, soil, etc.).
- Long-distance trade will diminish, especially for basic necessities like food, water, energy and building materials. Relocalization of basic needs will become necessary. The greater Flagstaff area will once again need to produce much of its own food locally and live within an annual sustainable water and renewable energy budget.
- Long distance transport will be reliant on trains, not trucks. (Note Warren Buffet's purchase of BNSF.)
- Development is likely to cluster into dense, mixed-use communities.
- Driving will not be a daily activity for most people.
- Flying will not be affordable for most people.

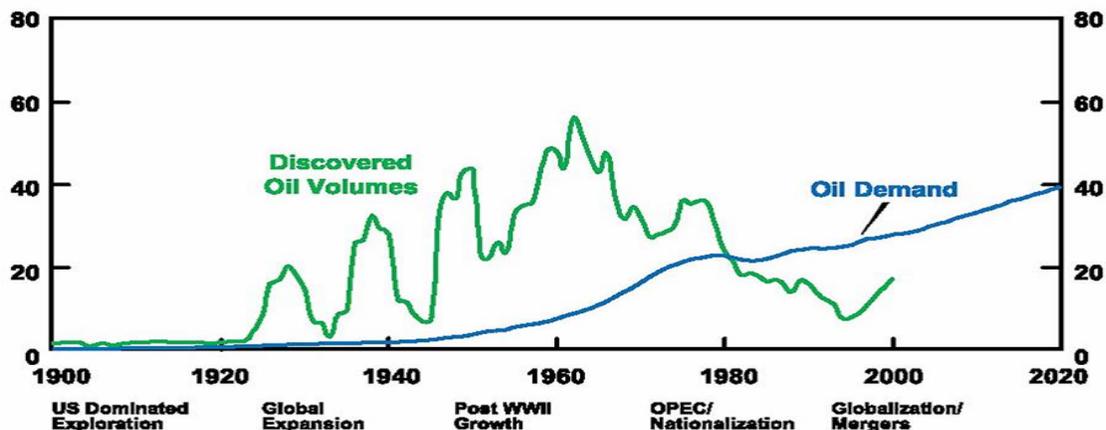
Transportation needs in 2030 will NOT include:

- The need to widen existing roads to avoid traffic congestion.
- The need for the proposed Hwy 180 bypass, Hwy 89A bypass, the Rio de Flag highway to John Wesley Powell Blvd. or other new highway proposals.

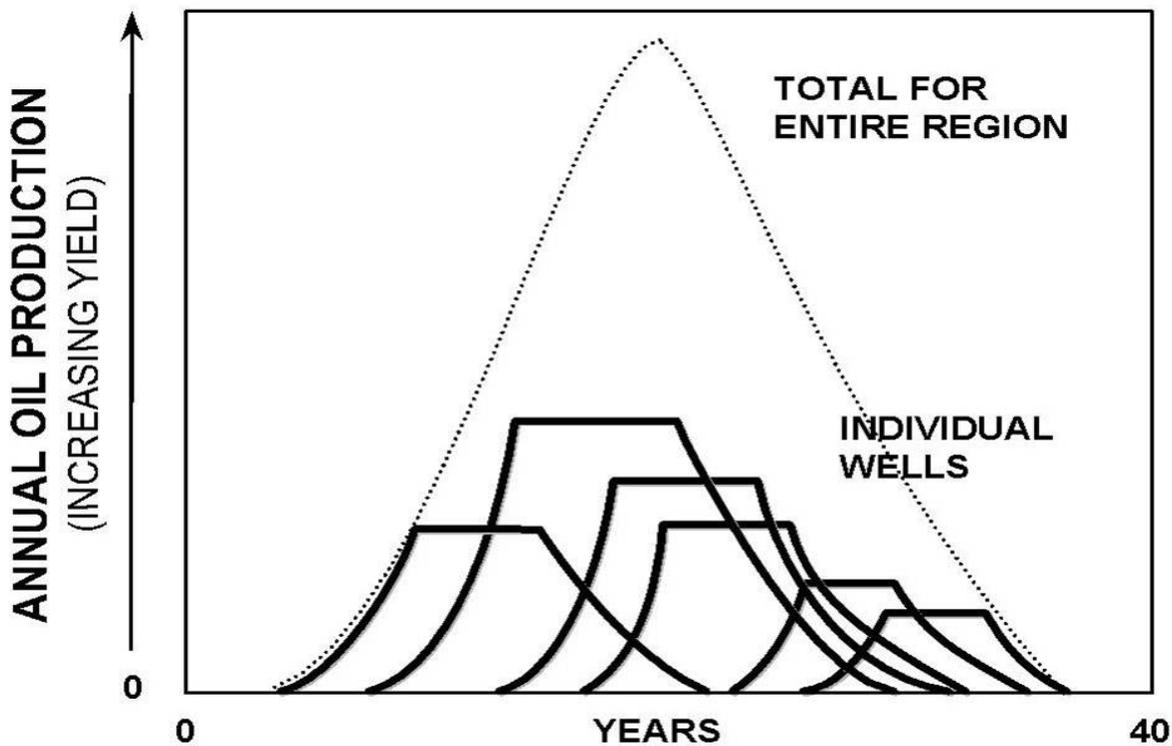
Transportation needs in 2030 WILL include:

- The need for most people to walk to work, school, community farmer's markets, and other everyday activities within their own neighborhood.
- The need to transport local and regionally-grown food from the city and surrounding county areas to population centers for sale.
- As in the past, some products may be delivered directly to people's homes (like the milkman). Other deliveries may take place at centralized locations that people can walk to to pick up what they need (like the Flagstaff CSA and natural foods buying clubs in Flagstaff).
- Large parking lots will not be needed and can be redeveloped for more useful purposes.
- Most existing vehicles, whether larger vehicles for delivery or small vehicles for personal use, will be electric and thus will require electric charging stations.
- A need for comprehensive and interlinked bicycle paths, trails and mass transit services to facilitate travel between neighborhoods and communities.

Billions of Oil-Equivalent Barrels

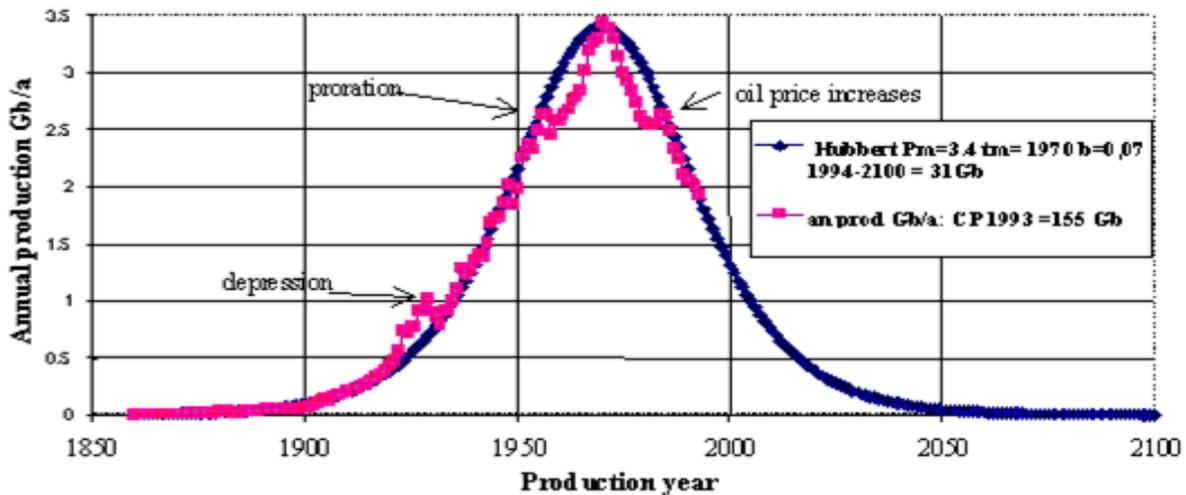


Above: Global oil discovery peaked in the early 1960s. Source: Exxon-Mobile

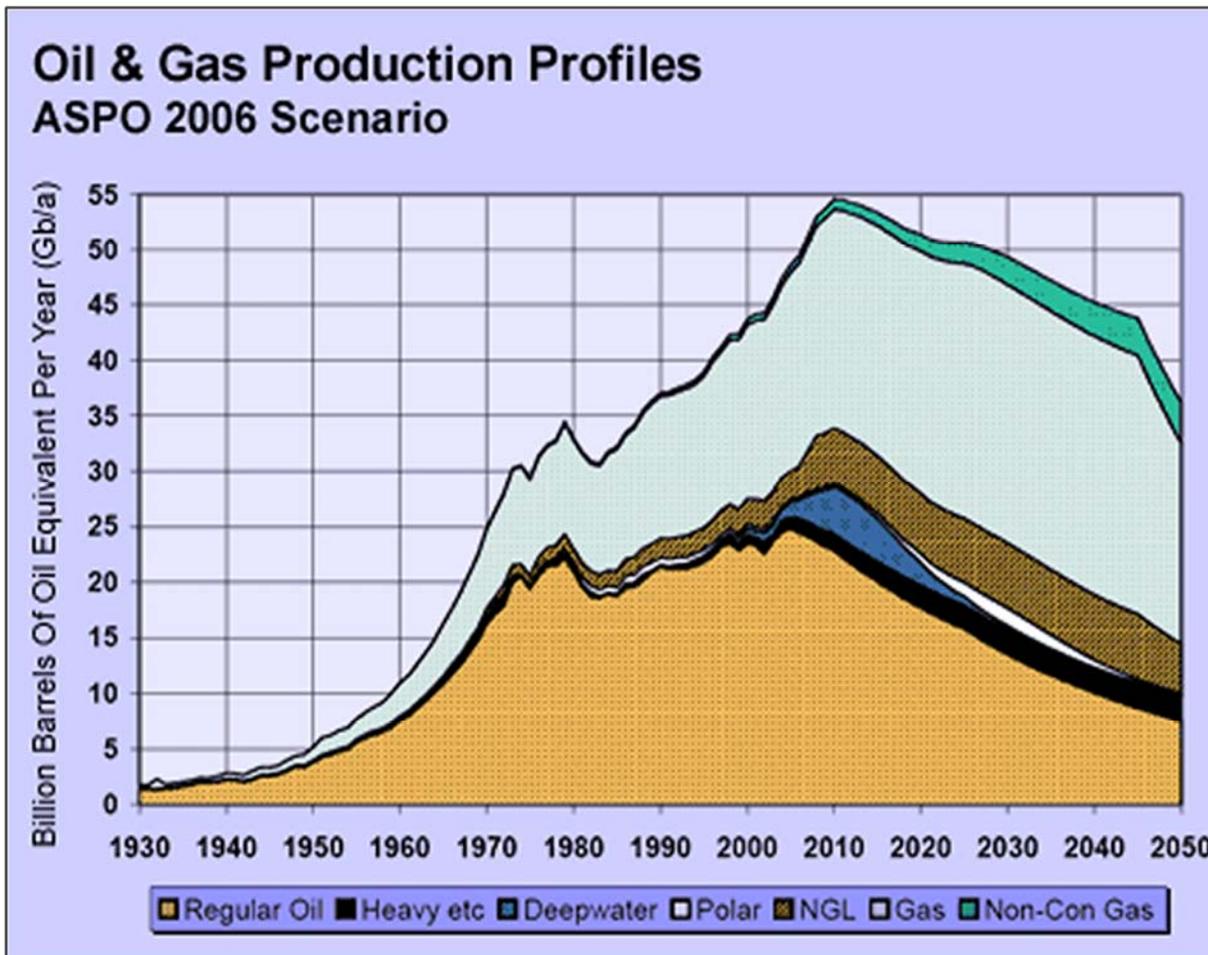


Above: Generalized Hubbert curve for an oil producing region. Production scales up rapidly, peaks, then declines. Transitionus.org.

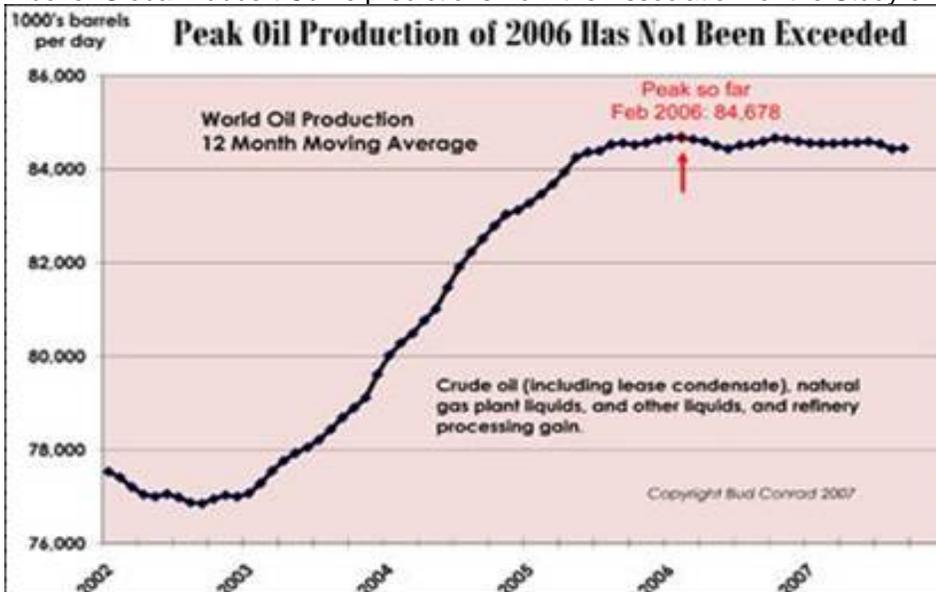
US 48 lower States: production profile and Hubbert model



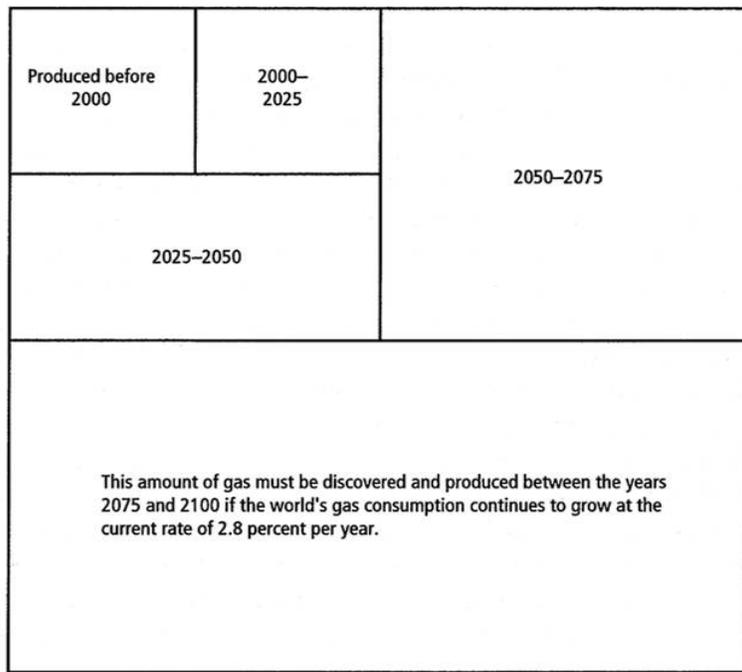
Above: Liquid petroleum is currently on a production plateau, despite increases in demand from industrializing nations like China and India.
 EIA = US Energy Information Administration, official energy tracking agency for the U.S. Government
 IEA = International Energy Agency, adviser to 28 countries including Russia, China, and the U.S.



Above: Global Hubbert Curve predictions from the Association for the Study of Peak Oil.



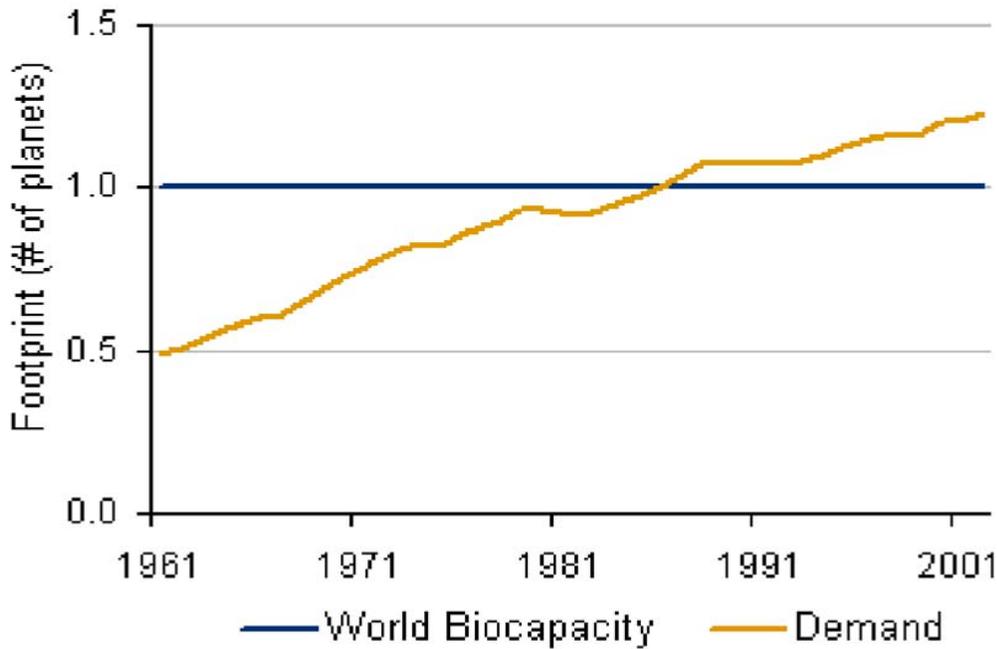
Above: 2006 global production peak of liquid petroleum products.



Left: exponential growth

FIGURE 3-14 Gas Discoveries Necessary to Maintain Growth
 If the rate of growth of natural gas consumption continues at 2.8 percent per year, every 25 years an amount of new gas must be discovered that is equal to all the previous discoveries.

Demand vs. Biocapacity



Above: Human beings overshoot global carrying capacity in the mid-1980s
 Source: www.redefiningprogress.org

Habitat Harmony Additional Comments

To: Jim Cronk
From: Habitat Harmony, Inc.
Re: Comments on Transportation Plan
Date: November 4, 2009

Make the Transportation Component of the Plan Subject to the New Regional Plan. We understand that the state law deadline for adoption of the transportation plan will be sooner than the deadline for adoption of the Regional Plan. The delay between adoption of the transportation plan and the Regional Plan creates the possibility of development in northern Arizona that will be inconsistent with the new Regional Plan. We urge you to include language in the transportation plan that makes it subject to revision to bring it into compliance with the vision, goals and requirements of the newly adopted Regional Plan. Insure that the transportation plan is consistent with the current Regional Plan.

Include Best Management Practices. All developers are not enemies of protecting the environment, and many of those that may be considered opposed to the idea are open to education. Currently the government curtails damage to the environment when new roads are planned only by restricting or prohibiting types of development. We encourage the development and inclusion of a best management practices guide for the transportation plan. This guide would allow developers, even ADOT, to learn about what our community wants and expects. It would offer ways to mitigate damage and provide alternatives to protect wildlife and open space.

Support a Conservation Lands System. Include in the transportation plan at least a vision statement supporting a conservation lands system. The conservation lands system would inventory natural resources in the area, and identify areas for conservation. Even if a conservation land system is not made a part of the transportation plan, or adopted as part of the new Regional Plan, this system can be included as a future goal.

Document the Need for a Staff Biologist. State that a staff biologist is needed. Budgets may not allow for immediate hiring of a City of Flagstaff staff biologist, but the need for one may be noted in the transportation plan. Future roads may cut across important riparian areas and wildlife corridors, but identifying and protecting sensitive areas requires input from an experienced scientist.

Highway 180 Bypass.

This proposed new highway would cut across the last corridor for large mammals between the San Francisco Peaks and warmer, lower elevations. It would destroy pristine old growth forest for negligible benefits. The congestion on Highway 180 is seasonal and is avoidable with smart planning for most residents. Emergency vehicles can get through Snowbowl traffic with no more difficulty than emergency vehicles in any major city. It's not perfect, but there are hard choices to be made if Flagstaff is to retain any environmental integrity.

Highway 89 Bypass and Interstate I-40 Wetlands Area. The proposed 89 Bypass would have a negative impact on Picture Canyon, an important area to be protected. Interstate I-40 at the wetlands area would have a negative impact on the Rio de Flag and Sinclair Wash. Identifying a road on a map makes it more likely that the road will become a reality. We suggest that these two roads be treated like the Highway 180 bypass, as a shaded area of the map, and suggested as a possibility in the language of the Transportation Plan.

Bike Paths, FUTS and Public Transportation. As an alternative to building any new roads, we urge you to consider using the money instead for more bike paths, FUTS extensions and public transportation.

Thank you for considering our comments.
Sincerely,
Sherry Golden, Director
Habitat Harmony, Inc.

Comments on “Flagstaff MPO – Flagstaff Pathways 2030 Regional Transportation Plan”

Laura Huenneke, 14 November 2009

Forgive me for not using the comment form you have provided on the web site and at public meetings, but my comments are extensive enough that it was more convenient for me to write them up in this format. Do contact me (flagbio@npgcable.com) if I have missed including something I should have.

Note that my comments are based on two perspectives: I am a resident of the county, east of the Flagstaff city boundary (Townsend Winona Rd, near Cosnino Rd), who commutes into Flagstaff for work; and I am an employee of Northern Arizona University who is interested in the connections and interactions between NAU and the neighborhoods and city surrounding the campus.

P 1, Introduction and Foundation Statement

I really appreciate the regional/MPO approach being so inclusive (Bellemont to Winona, etc.). The foundation statement, with its emphasis on a sustainable economy and strong environmental protection, seems to reflect accurately the desires and values of many of our region’s residents.

P 2-3, Lists of “Transportation Support for...” various purposes

Excellent to have these lists as concrete references for the main purposes served by the region’s transportation system. I noted under E, “To support regional medical services...” – you probably ought to include something about access for patients/clients from all socioeconomic and geographic parts of the region to FMC and medical offices and services – it is not just about emergency / ambulance service, but about people being able to access the hospital and medical/clinic/lab service locations for non-emergency service as well.

P 4-5, Table 2 and Table 4

The 2020 estimates in Table 2 show only relatively modest increases for pedestrian and public transit shares – and a decrease for bicycle share; no estimates or goals are provided at all for 2030. This seems far too conservative and “business as usual” for our region. This plan would be a good place to set some aspirational goals for non-private-vehicle transportation. This section could also benefit from a brief discussion of what is possible – eg what do these shares look like in some European cities/regions of character similar to Flagstaff? Table 4 is blank altogether (“Data Pending”) but this would seem to be the heart of the basis for comparing and making decisions about different scenarios! What is the plan for completing these tables in time to allow for public feedback?

Another comment on p 5: Suburban is defined as having densities of three to seven acres per unit – which is lower density than Rural! Should this really be – three to seven units per acre?

P 8, Table 6

For the NAU Special District: I think it is important to include “Office” and “Research and Development” as secondary activities for the university campus. Faculty and staff employee commuting patterns would seem to be similar to a commercial office district; and there are research facilities on campus with the same need for delivery services, potential safety issues, etc. as for commercial R&D locations.

P 12, Table 8A

“See Rural Service Matrix in Appendices” – not clear which if any of the titles listed in the Appendices list will have this information; and it isn’t available for review in the current document. This is a vital piece of information for us rural residents. I also think it might be crucial in evaluating such projects as the potential 89 bypass. My perception is that some or most of the “congestion” on major routes into Flagstaff is caused by commuting employees, and some alternative modes of transit might be excellent alternatives to road widening or bypass / connector construction, and we should be given some information on potential services (and costs of providing same) as part of evaluating the relative desirability of various roadway projects.

P 23

I'm very happy to see some proposed additions to bicycle levels of service and access for some of the outlying rural areas – could certainly be viable alternatives for commuting from at least some outlying regions.

P 26, Table 11B

I may have missed something – but I couldn't find any key or explanation of "LOS C" (or LOS D, or E, etc.) – are these abbreviations used (and explained) somewhere else in this document? It's apparent that they are different levels of service, but you probably ought to have a little explanation.

The entry in this table for non-auto alternative modes is pretty confusing (or at least unclear) – and the explanation in the box below (planning criteria) that seems to relate to that same issue isn't very helpful either.

P 28 and following, Roadway Project prioritization

This is one of the more disappointing sections of the draft plan. There are 79 projects listed, and not one received a "No" recommendation – not even #48, the new Rain Valley Collector, which had a net negative score in the weighting exercise! (There is reference to there being other projects, ultimately rejected for inclusion, being presented in the appendices – but again these appendices were not available for review.) Only 13 of the 79 received "Conditional" ratings rather than outright Yes ratings. Overall, this suggests a very low threshold for recommending these projects – and this does not seem to reflect commitment to the values outlined in the Foundation Statement.

Some comments on specific projects:

The various projects related to widening Townsend-Winona Rd C27 as a resident and regular commuter along T-W Road, I have strong negative feelings about potential widening – unless perhaps to provide demarcated bike paths. There is already a high level of traffic, and often too high a rate of speed, along this route; widening would merely encourage more and faster traffic, and this is highly undesirable given the nature of the setting and the types of travel the road must support. It's very hard to see these as unconditional Yes projects.

I-40 widening projects: I have a similar viewpoint here. As a regular commuter along I-40, I have virtually never observed the kind of congestion that would somehow merit additional lanes – except very rarely at key exit ramps, where I suspect better engineering of the exits (rather than widening of the interstate itself) would be the appropriate fix.

The 89 bypass (which is marked as Conditional): This seems a very bad idea (due to the area that would be impacted by this construction) and also a perfect example of how alternative transportation modes might easily eliminate the need for the project. It is my perception that it is commuting employees at very specific times of day that cause congestion at the key stretch of 89. Services aimed at those commuters – in particular, bus or van commuter service, especially in combination with Park and Ride options along 89 and/or along the Townsend Winona corridor somewhere – would seem to be potential mechanisms for eliminating this congestion at a more reasonable cost.

Project #66, the University Avenue realignment, seems as if it could be a very effective way of better integrating or managing the campus boundary and flow of individuals on and off campus. This should, of course, be done with an eye toward maximizing pedestrian and bicycle access, not just private vehicles. (A big disappointment of mine is the McConnell entry to campus, where there is very poor connectivity for people using FUTS to access campus – NAU has done a terrible job of providing the right connections and pathways – eg bike lanes – for people who enter campus along that corridor.)

Project #56, the southern extension of Riordan Ranch Road – this is hard to picture and even harder to understand. What is supposed to be the purpose?

On the map there is a proposed access project (green dotted line) shown crossing Milton, right where the label "44" is located – but obviously 44 refers to the Milton Rd upgrade. What is this project?

#44 and #22, Milton upgrade and I-17 widening. Very difficult to see any benefit in widening I-17 right where it enters town (though re-engineering the interchange, which is rather dangerous for people exiting 17 to get to campus and for people coming off I-40 to go north on Milton, would be a big safety step). Does the Milton upgrade include making it a "complete street" with optimized public transit, bicycle lanes and service, pedestrian-friendly engineering? (It should!)

P 32, Cost-feasible projects

This section seems to have been written without much reference to the values in the Foundation Statement and introduction. The reference to “Pay as you grow,” following on the long list of conventional road widening and construction projects, seems to be based on a scenario of continued population growth, suburban expansion (sprawl), and reliance on private autos that doesn’t match much of what I see in community values and planning. Something that is missing here is a description of the 10-year NAIPTA plan – this is a good place to review exactly what those additions are, and to discuss what the next obvious additions for NAIPTA should be. In particular, this section ought to have at least some brief discussion of the experiences of other metropolitan areas (in the US or even in Europe) with respect to the costs of investing in public transit options versus roadway expansions and construction.

Topics that are missing from draft plan

Since this plan is meant to lay out a vision for the region out to 2030, I would really recommend including some more “vision” or visionary thinking. You might add a brief narrative that sketches a true community vision reflecting the community values you have written into your Foundation Statement – easy affordable access to employment and retail centers for residents of all socioeconomic levels; preservation of both views and quality/integrity of the natural environment of the region.

There’s no particular discussion of either the challenges or the goals of better integrating NAU’s campus boundaries with the surrounding city and districts.

There is zero discussion about transportation to and from Phoenix, except for the project that would widen I-17 where it enters Flagstaff, and a reference to air access. Perhaps this is just assumed to fall to ADOT (itself not exactly the most visionary organization), but wouldn’t the 2030 vision be an appropriate place to make reference to the desirability of non-private-vehicle alternatives? The Albuquerque – Santa Fe commuter corridor (which started with commuter van service and has now grown to a commuter rail line, I believe) might be a great model to make reference to here as a potential goal for the future. Another missing piece is any reference to the provision of easier (non-auto-based) connections between Flagstaff and Grand Canyon National Park.

Another gap, it seems, is reference to the Navajo Nation and Hopi – Flagstaff is a key retail and medical center for tribal residents, and this travel is an important part of the picture for 89, Townsend Winona Road, and I-40. A vision for 2030 might lay out some improved alternatives for regional transit provision (providing alternatives to each family having a large truck in which to drive into town!).

Finally – there is only a little mention of rail and the existing rail corridor as a means of freight access. Rail is acknowledged as one of the most efficient means of transporting people (as well as cargo), and likely to be very important as a means of reducing the environmental (carbon emissions) impact of transportation. We do have AmTrak access already in Flagstaff. It seems to me the 2030 vision really should lay out some scenarios for using the existing rail corridor in more substantive ways. Commuter rail from Winona and Winslow to serve tribal communities and link Flagstaff employers to a region of more affordable housing? Same thing from the west and Williams? We shouldn’t miss the opportunity in this regional transportation plan to mention (if not advocate for) a more ambitious and visionary set of options.

Thank you for providing so many opportunities for regional residents to hear about, review, and comment on the draft plan. I look forward to the next steps in the process.

Sincerely,

Laura Huenneke
9960 Townsend Winona Rd
Flagstaff, AZ 86004
flagbio@npgcable.com

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION STAFF SUMMARY REPORT



To: FMPO Executive Board
From: David Wessel, FMPO Manager
Date: November 16, 2009
Meeting Date: November 18, 2009

Title: Federal Action on Transportation Funding

Recommended Actions: Authorize the Chair to send a letter to the Arizona federal delegation urging action to improve transportation fund cash-flow.

ACTION SUMMARY: Review, amend as necessary and provide staff direction on the content and mailing list of the letter.

DISCUSSION:

Background/History:

- Federal transportation is funded through a multi-year authorization bill.
- The last bill expired September 30, 2009.
- Funding has been extended twice through continuing resolutions: once through the end of October and again through December 18, 2009.

Key Considerations:

- **Project Delivery**
 - Project delivery requires staffing and a ready flow of dollars. Short term resolutions and the short-term ability to obligate funds make it difficult to put projects out to bid for lack of a predictable supply of funds at the time of award or construction.
- **MPO Staffing**
 - Metropolitan Planning Organizations rely on federal funds to pay staff and consultants. Many operate on the margins. It is difficult to retain quality staff if the cash flow is not predictable. These staff are requisite in overseeing project delivery of federally-funded projects.
 - FMPO has a funding balance that provides security over the next several months.
 - Should federal funds not be immediately available, FMPO will ask the City to carry staff until funds are available.
- **Threat Assessment**
 - Project delivery is hampered by this lack of cash flow. No federal projects in the FMPO area are immediately threatened.
 - Continuing resolutions are routine and likely to occur in a semi-timely basis. Together with fund balances, FMPO staffing is secure.

Community Benefits and Considerations:

- On a larger geographic scale, transportation projects are leading the way in economic recovery. Assuring a steady delivery of projects is beneficial in the short and long-term.

Community Involvement:

- None to date.

Options/Alternatives:

- Send the letter as drafted.
- Decline to send the letter. The FMPO may not be directly affected by this pattern of funding so the case may not be as compelling. ADOT will be affected and having a “healthy” organizational partner is critical to our long-term success.
- Send the letter to a smaller audience. The letter may simply go to ADOT or the Association of Metropolitan Planning Organizations for their use.

November 18, 2009

Delegate (Honorable)
Washington, D.C.

RE: Transportation Funding Cash Flow – Continuing Resolutions and Reauthorization

Dear

The Executive Board of the Flagstaff Metropolitan Planning Organization (FMPO) urges congressional action to ensure a predictable cash flow for the effective delivery of current and future transportation projects. This is in light of recent continuing resolutions that underfund transportation and only provide short one-to-three months of predictable funding. This not only puts projects at risk but threatens key staffing levels at the regional level that are key to the delivery of projects tied to critical mobility, short-term economic stimulus and long-term vitality.

We encourage immediate action to adopt a continuing resolution of no less than six-months and preferably 18-24 months. If a short-term reauthorization bill is considered please make this no less than 2-years. Anything less than these time frames creates very real problems for delivery. If a continuing resolution is pursued please remove the rescission that is embedded in the fiscal year 2009 legislation. This reduction in funds threatens the effectiveness of many metropolitan planning organizations across the country – the very organizations required to approve project delivery.

The economic downturn has required many organizations to lower staffing levels. We should not let avoidable cash-flow problems result in lowering department of transportation and metropolitan planning staff levels even further to where private-sector, project related construction and development jobs are lost, too.

Thank you for your consideration of this critical issue. If you have questions please do not hesitate to call our Manager, David Wessel, at 928-226-4841.

Sincerely,

Matt Ryan, Chairman
FMPO Executive Board
Chairman, Coconino County Board of Supervisors

Cc Joanne Keene, Governor's Northern Arizona Liaison
Arizona Federal Delegation
Steve Peru, Coconino County Manager
Kevin Burke, Flagstaff City Manager
John Halikowski, ADOT Director



FLAGSTAFF METROPOLITAN
PLANNING ORGANIZATION
CITY OF FLAGSTAFF ♦ COCONINO COUNTY ♦ ARIZONA DOT
Office: 100 West Birch Avenue ♦ Flagstaff, Arizona 86001
Mail: 211 West Aspen Avenue ♦ Flagstaff, Arizona 86001
Phone: (928) 226-4849 ♦ Fax: (928) 213-4825
www.flagstaffmpo.org

Action Summary
Technical Advisory Committee
10:00 a.m. – Noon – Thursday, November 5, 2009

Coconino County Building, Humphreys Room (3rd Floor)
110 E. Cherry Avenue, Flagstaff, AZ 86001

CALL TO ORDER

Vice-Chair Feek called the meeting to order at 10:07 am

TAC COMMITTEE MEMBERS PRESENT

Justin Feek, ADOT Senior Transportation Planner, Vice-Chair
Audra Merrick, ADOT, Flagstaff District Development Engineer
Jeff Bauman, City of Flagstaff Transportation Manager
Heather Dalmolin, Sr. Manager Internal Services NAIPTA
Tim Dalegowski, County Transportation Planner (designated alternate County)

Excused Absence

Bill Towler, Coconino County Community Development Director, Chair
Rick Barrett, City of Flagstaff Engineer
Jim Cronk, Flagstaff Development Services Director
Dale Wegner, Designated Alternate County Engineer
Andy Bertelsen, Coconino County Public Works Director
John Harper, ADOT Flagstaff District Engineer

FMPO STAFF

David Wessel, FMPO Manager
Meg Roederer, Administrative Specialist

OTHERS PRESENT

Adam Langford, 700 W. University Ave. #10-201

I. PRELIMINARY GENERAL BUSINESS

A. PUBLIC COMMENT

None

B. ANNOUNCEMENTS

None

C. APPROVAL of MINUTES.

Mr. Bauman made a motion to approve the October 1, 2009 and September 23, 2009 Minutes and Vice-Chair Feek seconded, which passed unanimously.

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

1. Regional Transportation Plan (RTP) Update

Mr. Wessel presented the RTP updates to the TAC and distributed a copy of Financial Constraints and information from ADOT on the Highway Safety Improvement Program (HSIP.) There was discussion and action. Ms. Dalmolin made a motion to conditionally recommend a list of cost-constrained multimodal projects and approach to safety program to the Executive Board and Ms. Merrick seconded, which passed unanimously.

2. FMPO Calendar

Mr. Wessel reviewed the calendar dates with the TAC. Ms. Roederer will follow-up on the County's Humphrey meeting room availability as a new possibility for regular TAC meetings.

III. CONCLUDING GENERAL BUSINESS

D. REPORTS

Provided and no discussion.

E. ANNOUNCEMENTS

Mr. Wessel announced the highlights of the AMPO Conference that he attended last week in Georgia. He stated adaptation to climate change is a topic to be aware of as we plan transportation in the community. Ms. Roederer encouraged the group to spread the word on RTP comment submittals by November 19, 2009. Vice-Chair Feek announced the BQAZ Open House dates. Ms. Roederer will email the information to FMPO contacts.

ADJOURNMENT

Vice-Chair Feek adjourned the meeting at 11:10 a.m.