



FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION

CITY OF FLAGSTAFF ♦ COCONINO COUNTY ♦ ARIZONA DOT

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Retreat Approved 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.