



FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION

CITY OF FLAGSTAFF ♦ COCONINO COUNTY ♦ ARIZONA DOT

Office: 100 West Birch Avenue ♦ Flagstaff, Arizona 86001

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A G E N D A Executive Board

8:00 a.m. to 10:00 a.m., Wednesday, October 26, 2011

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

Regular meetings and work sessions are open to the public. Persons with a disability may request a reasonable accommodation by contacting the City of Flagstaff City Clerk's Office at 928-779-7607. The FMPO complies with Title VI of the Civil Rights Act of 1964 to involve and assist underrepresented and underserved populations (age, gender, color, income status, race, national origin and LEP – Limited English Proficiency.) Requests should be made by contacting the FMPO at 928-226-4849 as early as possible to allow time to arrange the accommodation. *A quorum of the TAC may be present.*

CALL TO ORDER

EXECUTIVE BOARD MEMBERS

Hank Rogers, Chair

Scott Overton

Mandy Metzger

Matt Ryan, Vice Chair

Art Babbott

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 Board on any subject within their jurisdiction that is not scheduled before the Board on that day. Due to Open Meeting Laws, the Board 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.

Meeting of September 28, 2011

Pages 3-9

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

1. Legislative and Regulatory Update and Review

Pages 15-17 & PP 10-11

FMPO Staff:

David Wessel, FMPO Manager

REQUESTED ACTION:

Discussion and Possible action

Staff seeks Board direction as needed. Board may wish to discuss positions of federal reauthorization issues with a set policy and/or to support indexing in the short term. Staff will report on state

legislation with an update from RTAC.

RECOMMENDED ACTION:

Discussion and Possible Action

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

2. FY 2013 Unified Planning Work Program Discussion

Pages 18-19 & PP 12

FMPO Staff:

David Wessel, FMPO Manager

REQUESTED ACTION:

Discussion only

Staff will present suggestions for next year's work program and seek input from the Board, especially on anticipated coordination efforts with their respective agencies.

RECOMMENDED ACTION:

Discussion only

3. US 180 Winter Traffic Study Update

Pages 20-22 & PP 13

FMPO Staff:

David Wessel, FMPO Manager

REQUESTED ACTION:

Discussion and Direction

Staff will progress to date including activity on the virtual town hall at www.us180wintertrafficstudy.com with the focus being primarily on actions for this season.

RECOMMENDED ACTION:

Discussion and Direction

4. Current Topics of Interest

Verbal

FMPO Staff:

David Wessel, FMPO Manager

REQUESTED ACTION:

Discussion only

During this time Board members can raise topics of interest to the full Board. Items may relate to upcoming events, emerging issues or future or past agenda items. Discussion will be limited and no action may be taken on any item raised during this time.

RECOMMENDED ACTION:

Discussion only

5. FMPO Working Calendar

Page 23 & P 14

FMPO Staff:

David Wessel, FMPO Manager

REQUESTED ACTION:

Discussion Only

Staff will discuss a possible project retreat with the Board and review upcoming meeting dates and agenda items.

RECOMMENDED ACTION:

Discussion Only

IV. CONCLUDING GENERAL BUSINESS

D. REPORTS

Pages 24-27

- 1) Technical Advisory Committee
- 2) Staff Report

E. ANNOUNCEMENTS

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

TAC

November 3, 2011

Coconino County Human Resources Bldg

Management Committee

November 11, 2011 (as needed)

ADOT, Conference Room

Executive Board

November 23/December 28, 2011

Likely reschedule

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 _____, 2011.

Executive Board Agenda Packet
October 26, 2011 / Page 2 of 27



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Draft Minutes

Executive Board - Retreat

10:00 a.m. – 1:00 p.m., Wednesday, September 28, 2011

Flagstaff Aquaplex,
1702 N. Fourth Street, Flagstaff, AZ 86004

Chair Rogers called the meeting to order at 10:06 a.m.

Roll Call.

Present: Chair Hank Rogers, State Transportation Boardmember Arizona Department of Transportation; Vice Chair Matt Ryan, Supervisor Coconino County; Scott Overton, Councilmember City of Flagstaff; Carl Taylor, Supervisor Coconino County; Mandy Metzger, Supervisor Coconino County; Art Babbott, Councilmember City of Flagstaff

Excused Absent:

Coral Evans, Councilmember City of Flagstaff

Others Present:

David Wessel, FMPO Manager; Martin Ince, FMPO Multi-Modal Planner; Meg Roederer, FMPO Administrative Specialist; Barbara Goodrich, City of Flagstaff; Barney Helmick, City of Flagstaff; Celia Barotz, Councilmember City of Flagstaff; Daryl Melvin, City of Flagstaff; Jim Cronk, City of Flagstaff; Kevin Burke, City of Flagstaff; Rick Barrett, City of Flagstaff; Joe Galli, Chamber of Commerce; Andy Bertelsen, Coconino County; Larry Dannenfeldt, Coconino County; John Davison, Congressman Paul Gosar Representative; Jeff Meilbeck, NAIPTA; Chris Fetzer, NACOG; Rich Bowen, NAU – ECONA; Wayne Fox, NAU – RPI; Brandon Chandler, Nestle Purina; Kevin Adam, RTAC; Carol Bousquet, SEDI; Trish Rensink, The Bellewether Group; Jeff Blalock, W.L. Gore

I. PRELIMINARY GENERAL BUSINESS

A. PUBLIC COMMENT

None.

B. ANNOUNCEMENTS

Mr. Wessel requested adjusting the agenda to discuss Old Business Item 1: Legislative and Regulatory Update and Review later in the meeting for Mr. Adam to arrive from Phoenix to the retreat. Chair Rogers agreed.

C. APPROVAL of MINUTES.

Mr. Babbott made a motion to approve the Minutes of August 24, 2011 and Mr. Overton seconded, which passed unanimously.

II. OLD BUSINESS

1. US 180 Winter Traffic Study Update

Mr. Wessel reported on the progress to date including activity on the virtual town hall at

www.us180wintertrafficstudy.com, the September 13, 2011 open house and next steps. Mr. Wessel provided a status update on project outreach and the study process. Mr. Wessel provided the background information on the project. Mr. Wessel stated they are engaging the public with an online forum at www.us180wintertrafficstudy.com and there have been 2,000 visits to the site with 800 regular visitors spending an average of eight minutes per visit; therefore, it is a very positive and extensive outreach through this online forum. Mr. Wessel explained a traditional public meeting was held on September 13, 2011 and there was 110-120 people in attendance for a few hours with the majority from the corridor area. Mr. Wessel stated an interesting idea received was a high speed gondola into town and another new idea is a "Red Rock" pass program during the winter that Oregon is currently doing. Mr. Wessel stated issues people are feeling are being trapped in their homes along the corridor and for visitors it detracts from the experience. Mr. Wessel stated people expressed that the issue is more than just a winter issue and has become a year round challenge in terms of capacity, safe access and pedestrian issues. Mr. Wessel stated the MPO position that regardless of snowmaking there is a traffic issue that needs to be addressed and will move forward. Mr. Wessel explained the next steps are to revamp the website to consolidate the ideas, provide information on the ideas regarding the rough costs, impacts and resolution with people to be able to vote on them. Mr. Wessel stated the ideas will be modeled and there will be a final public meeting in November and will finish the report by the end of the calendar year. Mr. Wessel stated they are working with the task force to look at ideas this year such as broader public information for travelers to know what is open or closed as well as posting static travel time information. Mr. Wessel stated there are talks with Snowbowl for a longer term solution such as a morning pass program. Mr. Wessel mentioned the larger scale items such as intersection improvements, transit solutions and a bypass are beyond five years but are trying to apply costs and pull groups together to determine who would be responsible. Chair Rogers inquired if there is public transport to the Snowbowl. Mr. Wessel replied at this point, no, but it is one of the solutions being evaluated and have talked to a new small shuttle provider that is adding an additional van because business went well last season. Mr. Meilbeck stated NAIPTA has not fully evaluated it at this point. Mr. Wessel added there are many other pieces such as parking and pricing. Mr. Burke requested more information regarding the micro simulation-efforts and scope for traffic flow, land use and bypass. Mr. Wessel explained the micro-simulation has two models for the larger scale issues.

- 1) The 180 corridor and down Milton where the heart of the problem is located and to examine transit and how many trips would be taken off the system and there is potential for traffic signal timing. Mr. Wessel commented that the micro-simulation would test these scenarios.
- 2) The regional traffic model and will look at the impact of a bypass. Mr. Wessel stated at the public meeting people were supportive of a bypass on the corridor and many of the people were familiar with the history. Mr. Burke commented on the bypass and the land use issues associated with it.

Mr. Taylor stated he was impressed with the turnout at the meeting. Mr. Taylor commented on the importance of agency cooperation, the idea of a recreation authority with one staffer dedicated to the issue, and the economic component to disperse snowplay. Mr. Taylor added that the study will provide the transit and driving implications information and that we know what to do regarding information systems because we have spent five years on the issue. Mr. Taylor stressed the need of a structure that allows us to do it otherwise we will know a lot about the problem and not have an organizational structure to respond to it. Mr. Cronk commented on the Regional Plan elements of the circulation and transportation and that the timing is right for a good discussion on the bypass issue. Mr. Taylor inquired if the Forest Service is part of the process. Mr. Cronk responded that they are involved.

Mr. Babbott stated the study includes citizen input and inquired if the study included the sheriff's department, Flagstaff police department and forest service to help mitigate the problem such as staggered closing times at Wing Mountain and if the study included the entities input and participation. Mr. Wessel stated the task force is the best venue barring the output of a larger authority at some point. Mr. Babbott asked if there are specific mitigation strategies. Mr. Taylor stated an example to control the number of vehicles on 180 is to provide residents a vehicle pass (sticker) and an officer that monitors how many vehicles can go in and out of the area. Mr. Taylor stated it requires cooperation of the police department and neighborhood associations. Mr. Wessel stated the study will provide a more formal arrangement and based on priorities it will identify the effective solutions and which solutions

can be done sooner and the responsible party.

2. Legislative and Regulatory Update and Review

Mr. Adam from RTAC provided a legislative and regulatory status update to the group on state and federal activity, MPO population threshold, SAFETEA-LU extension, and reauthorization activity. Mr. Adam stated the federal level has many moving parts which can be complicated and difficult to follow. Mr. Adam explained that for many years the federal highway trust fund, which funds all the surface transportation programs, has been spending about one third more than what it has taken in. Mr. Adam stated over the past three-four years federal general funds have covered the shortfall and the current climate is to focus on deficit reduction and that there is lack of support to increase public revenues, so the use of the general fund will be a thing of the past. Mr. Adam explained that basically the spending will need to decrease by roughly one third and it is a question of when rather than if and at the moment it can sustain another twelve months and can continue to operate status quo for another year. Mr. Adam stated the reauthorization and appropriations issue will operate with short term extensions and deficit reduction will be a factor. Mr. Adam commented on the job proposal from the President and transportation spending. Mr. Adam stated the SAFETEA-LU extension passed and programs are authorized at the current levels for six months until March 31, 2012. Mr. Adam stated the longer term reauthorization is in "limbo" and the House and Senate were close to releasing draft bills but the release has been delayed. Mr. Adam mentioned there are general proposals available but nothing on the specifics because the two are so far apart and in all likelihood will not see any long term Bill this year or possibly next year and after the election. Mr. Adam stated the differences are centered on the revenues and Chairman Mica from the House wants to pass with the one third reduction and Senator Coats from the Senate believes a small amount of additional revenue (\$12 billion) over the year could maintain current spending levels and even increasing slightly to adjust for inflation. Mr. Adam stated basically the House is estimating \$38 billion in spending and the Senate \$54 billion and with this difference believes it will be put off indefinitely.

Mr. Adam commented on the status of MPOs and stated he has not seen any language other than what was reported about a year ago from the administration to increase the population threshold from 50,000 to 200,000. Mr. Adam stated on the issue of grandfathering that it would allow for it but it would be challenging because one would have to demonstrate you could handle the regulatory requirements including approval of the largest entity in the organization, the approval of the Governor and the approval of the US Secretary of Transportation, which could prove problematic because of the desire to decrease the number of MPOs. Mr. Adam stressed there has not been Bill language released but has had conversations with staff in DC that indicate the eventual Senate version will be similar to the administration document from a year ago. Mr. Adam stated the House will probably increase the population threshold to the 100,000 or 200,000 level and include the grandfathering, which will be easier than the Senate version. Mr. Wessel commented that a long-term Bill makes it easier to program with predictable funding and operating under continuing resolutions makes it more difficult to move projects forward for delivery. Mr. Wessel stated there are implications in terms of flexibility for the states. Mr. Wessel explained other areas including Flagstaff does have a demand and desire for buses and pathways and will need to continue to maintain a strong working relationship with ADOT to address flexibility. Mr. Adam commented on the increased debt ceiling, the federal fiscal deadline of September 31 and the development of a super committee tasked with developing spending cuts plan by December 23. Mr. Adam stated that state revenues are increasing and last year had 11% revenue growth and they were expecting only 5.8%. Mr. Adam stated it went up in *all* categories such as income and sales *except* in gas tax which stayed stagnant. Mr. Adam stated the numbers for gas tax are actually going down by about 1% and the reason the HURF fund is being affected is because people are not buying new cars which is impacting the vehicle license tax. Mr. Wessel stated the legislature created problems with the raids and Moodys downgraded the bond rating making it more expensive. Mr. Wessel inquired if action is being taken at the state level to correct and restore bonding capacity. Mr. Adam stated the focus will be on legislation to revise, reform or reinstate the bond capacity and suspects it will not include more revenue. Mr. Adam stated a priority will be in changing the formulas that secure the HURF bonds. Mr. Taylor commented on gas taxes and indexing. Mr. Adam

stated it is being discussed but believes the political will is not there.

3. Amendment to the Operating Procedures

Mr. Wessel explained the recommended changes and updates to the operating procedures to address organizational changes to the host agency, representation on the TAC and Management Committee function. Mr. Wessel briefly explained the TAC quorum change to 50% with each agency represented, and the role of the Management Committee has changed and the members may attend Executive Board meetings more often. Mr. Overton made a motion to adopt the changes to the operating procedures and Ms. Metzger seconded, which passed unanimously.

III. NEW BUSINESS

Chair Rogers adjusted the agenda placing Freight Forum Planning and TIGER Grant Planning as New Business Items 1 and 2.

1. Freight Forum Planning

Mr. Wessel explained the Freight Forum Planning status and received feedback from the group on theme, vision and invitation list. Mr. Wessel stated there are the following opportunities that require large partnerships.

- Improvements to I-40 and how it relates to forming a corridor coalition similar to I-95
- I-17 and I-11 creating access new markets
- Cordes Cutoff for a truck bypass through Cordes Junction
- Transit Coalition: Advocate, plan and provide service

Mr. Burke commented on transportation from micro and macro perspectives. Mr. Meilbeck stressed the importance of prioritizing the transportation categories to create a vision for the event. Mr. Ryan commented on the micro levels of an intermodal facility, inventory levels, potential for private sector involvement, educating the region on thresholds and that it would then help on a macro level to have a better discussion to advocate for a corridor. Ms. Metzger commented on forest restoration and logging trucks. Mr. Babbott stated the vision needs to fit with the landscape of the transportation system such as fuel prices and lack of new capital. Mr. Taylor mentioned the idea of a port authority. Mr. Overton commented on SCA operation, the impact of freight on the local transportation system, the Freight study, and private sector involvement. Mr. Overton stated that we should strive to move economic partners through our region and find a vehicle to do so such as an authority or modal yard and use the input to define how we get there. Ms. Metzger commented on rail spurs located out east with the Hopi tribe looking for investment and a vision that goes beyond the mpo boundaries. Mr. Wessel referenced the RTAC saying as appropriate "connecting rural Arizona to the global economy." Mr. Helmick commented that the vision refers to increasing options. Mr. Meilbeck stated that we are large enough to be sophisticated but small enough to be agile and the transportation system is going to happen by design or by default and the goal is to design something the best way possible using all the means available. Mr. Cronk stressed that micro and macro views need balance to blend and should compliment not compete with one another and referenced BNSF as an example. Mr. Taylor commented on future trends and mentioned bullet trains as an example. The group suggested conducting an industry survey. The group expressed that the event should be a transportation summit incorporating a vision from a micro and macro perspective with an expanded invitation list to include utilities, carriers, and others for an event in Spring 2012. Mr. Meilbeck suggested a follow-up meeting to develop this framework further and to bring it back to the Board. Mr. Wessel reviewed the agenda packet PowerPoint slides and summarized the group's comments as indicated below.

Transportation Summit

- Trends
- Inventories
- Growth projections
- Federal regulations
- Technologies
- Micro – northern Arizona only
- Macro – 40 & BNSF

- Markets: Existing and new/potential
 - Means: Inter-operations between the west markets and rest of the nation
- Vision First
 - Forest Health – log trucks
 - Increase options
- Evolving Logistics (Education)
 - Distribution
 - Short Haul
- Emerging Demands
 - Logging – Thinning Health
- Impacting trends (intermodal)
 - Fuel prices
 - Declining capital
- Diversification
- Glue-Lam wants rail - gets material from El Paso
- The “new” BNSF
 - Wants a route in local/regional E.D.
 - 2000-3000 cars/year = 10 trains

Organizational Opportunities

- Port Authority
- Private Partnerships
- Market – have to know the needs
 - Invite major shippers
 - Logistics/providers
 - (Nestle Purina competes with sister plants)
- Conduct Survey of shippers and haulers
- Utilities – who uses corridors
 - Telecom
 - Water

Post Item

- Economic Trends: Tourism & Efficiencies

Other

- Prep
 - Trends (provide advance materials)
 - Markets (survey, provide advance materials)
- Issue Papers
 - Modal
 - Sub-Regional
- Invite
 - Utilities: APS
 - Carriers: FedEx, UPS
 - Outlying Industry
 - Extraction (mining)
 - NAU (RPI)
 - Commerce Authority
- Education (bring in experts to discuss topics)
- Sponsors
- Spring (larger facility)

2. TIGER Grant Planning

Mr. Wessel presented the Tiger Grant topic and received input, direction and support from the group. Mr. Wessel reviewed the primary criteria, enhanced use lease (EUL) location and stated the application is due in October and will follow-up regarding the appropriate agency to submit the material (either City or County.) Mr. Wessel stated the Tiger grant average size as \$13 million with \$120 million

needing to go to a rural area and Camp Navajo is a rural area. Mr. Wessel stated the preapplication is due October 3 and final application due October 31. Mr. Wessel clarified the project schedule deadline as September 30 but they suggest by June 30, 2011 in order to have all the environmental clearances completed to obligate the funds. Mr. Wessel explained there are uncertainties regarding access to the camp. Mr. Wessel reviewed the agenda packet PowerPoint slides and summarized the group's comments as indicated below.

Economic Competitiveness

- Infrastructure in place
 - Rail, I-40, I-17, 89
- Growth Potential
- Good Distribution
 - Away from LA/Long Beach Ports
- Use yard as focus
- Sell the community
 - Need air service to market
- Access to markets (I-11)
- Avoid CA
- Flexibility (Resilience)
- Efficiencies

Livability

- Belmont ↔ Camp Navajo
 - Bikes
 - Park-n-Ride
- Affordable Housing
 - Private Sector
 - See City of Flagstaff Housing
 - Housing on Base
- Residentially Zoned
 - Property

Environmental Sustainability

- Igloos/Storage (partnership)
- Truck-Rail
- Existing Structures

Partners

- Agility/Size
- Training (CCC in Williams) – Leah Bornstein

Economic Component

- Green Park – Bio Mass Synergy for Tenants
- NACET Expansion
- Take advantage of existing infrastructure – Jump start jobs sooner
- Land and Space Supply
 - Agriculture component/cluster
- Regional Consensus on use
 - Regional Workforce
 - Private and public lands

Finance

- 4-Fri (product) – USFS
- Signing/Striping - Coconino County
- City – NACET
- ADOT
- ACA Community Authority
- Special District

3. Current Topics of Interest

Mr. Babbott suggested future agenda items on City/County Resolutions and Special Districts. There was discussion only.

4. FMPO Working Calendar

The Board discussed the meeting schedule and decided to keep meetings on the Fourth Wednesday of each month from 8a-10a. There was discussion only.

IV. CONCLUDING GENERAL BUSINESS

D. REPORTS

There was no discussion.

E. ANNOUNCEMENTS

There were no announcements.

ADJOURNMENT

Chair Rogers adjourned the meeting at 1:14 p.m.

FMPO Executive Board

October 26, 2011

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II.1 Legislative Review

- Action: Update and discussion on legislative and regulatory activity
- Reauthorization Activity
 - House T&I Committee released a largely partisan bill.
 - Funding reduced by 30%, in line with revenues
 - Will likely mean “maintenance only” mode of operations
 - 6-year bill
 - Consolidation of multiple programs into few
 - Environmental streamlining mandated
 - Expanded leveraging of public funds
 - House Chair authorized to seek additional funds
 - Senate EPW Committee has released outline, no bill
 - 2-year program at current funding levels
 - Similar consolidation of programs (87 to 30)
 - Similar expansion of TIFIA
 - Streamlining – likely to be importantly different from House, but no indication
 - Improved State and Metro Planning – more performance based

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II.1 Legislative Review

Positions aligned with FMPO Regional Transportation Plan and stated purposes

- **Increased funding:** RTP needs clearly exceed RTP identified funds. Purchasing power and construction costs have clearly hurt the nation's ability to fund transportation. A raised an indexed gas tax seems to be a consensus on the first fix to this issue. FMPO has national and state facilities, so raising federal and state taxes seems appropriate.
 - Environmental Streamlining/Project Delivery: Time is money and shortening delivery times to below 10 years from the current 12-19 should be possible. Raising funds should allow additional resources – not processes – to be applied to the review systems.
- **Freight Focus:** The RTP calls for freight support and identifies needed improvements including highway and rail for a variety of employment centers. Camp Navajo improvements are explicitly called out in the RTP.
- **Safety:** The RTP Safety Assessment showed the FMPO region fairing well regarding accident severity, but suffering from total rate of accidents suggesting we have as much an incident-related congestion problem as much as a safety issue. Statistics indicate we suffer a high rate of pedestrian and bicycle accidents.
- **Flexibility:** The RTP, and the public votes that support local transportation funding, clearly direct the region to multimodal transportation solutions. A lack of flexibility with federal funds could inhibit the ability to implement locally preferred solutions.
- **Congestion:** A focus on bottlenecks will almost certainly mean a focus on major metropolitan areas. Such a focus should be achieved by increased funding and requiring major metropolitan areas to dedicate a higher percentage of their funds to the issue.
 - Raising size requirements of MPO's to 100,000 may put FMPO at risk. Other small MPO's in Arizona have reached that threshold.
 - Effect would be to return FMPO area to NACOG and loss of dedicated funds

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II.1 Legislative Review

- Action on Federal legislation
 - Authorize chair to sign letter to Arizona delegation and national leaders stating FMPO positions
 - Monitor only, wait for legislation

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III.2 – FY 13 Work Program

- Action – Provide input to staff on FY13 Work Program
- ROUTINE
 - UPWP
 - TIP (including coordination on Electronic State TIP)
 - Highway Safety Improvement Program
 - Transit Programs/Coordination Plan
 - Enhancement Program
 - Count Programs
 - Title VI
 - Development Review (no known projects at this time)
- CARRY FORWARD FROM FY12 TO FY13
 - 5-Year Transit Plan – Coordinate with NAIPTA
 - Adaptive Control Systems
- RETREAT INPUT
 - Camp Navajo TIGER Grant – NOT PURSUED
 - Transportation Summit follow up

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III.2 – Work Program(cont)

Staff Suggestions

- MULTIMODAL PLANNING
 - FUTS Planning: Signing; Master Plan; Open Space Component; Design Guidelines
 - Walkways Plan: Inventory; best practices; Project identification; Prioritization; Refinement of/comparison to RTP
 - Bicycle Parking: Inventory; existing policies, guidelines, standards, and ordinances; best practices; Strategies; Multi-year program outline and costs
 - Bikeways Plan: Inventory; best practices; Bikeways plan; Project identification and prioritization
 - Wayfinding system
- TRAFFIC PLANNING
 - RTP Update – follow up to Regional Plan 2012; focus on overall system performance, perhaps to the intersection level, set clear investment priorities for large, medium and small scale projects to better approach funding initiatives
- BOARD INITIATIVES / AGENCY COORDINATION

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III.3 – US 180 Study Update

- Actions:
 - Consider possible implementation strategies for this year
 - Advise on presentations to Board of Supervisors, City Council, others
- Policy: Safety, Economic Development, FMPO Effectiveness
- Background: FMPO was asked by its member agencies to evaluate a range of solutions, relevant costs, and public support.
- Status
 - www.US180WinterTrafficStudy.com
 - Virtual Town Hall 8/16-9/30
 - Voting Stage 10/14-11/7
 - Final Public Meeting 11/16 at Sechrist
 - Existing Conditions report 1st draft complete and posted
 - Economic Conditions report 1st draft complete and posted
 - Future Conditions and Solutions 1st draft complete and posted

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III.3 – US 180 Study Update (cont)

- Options for immediate implementation
 - Traffic Signal Timing Plan
 - Manual test option – Cost to be reported at the meeting
 - Remote communications options – cost to be reported at meeting
 - Funding options – pursue TIP funding, seek partner funding
 - Traffic Signing (Alternate Route signs/Expected delay signs)
 - Alternate route signs – cost to be reported at meeting
 - Expected delay signs – cost to be reported at meeting
 - Funding options – pursue TIP funding, seek partner funding
- Options for presentations
 - Before 11/16 final meeting
 - After 11/16 final meeting: Recommended
 - Both: Suggest send status memo to all members

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III.5 Working Calendar

- TAC November 3, 2011
 - Draft TIP
 - Safety Program
 - US 180 Study
 - Bicycles in Traditional Neighborhoods
- Executive Board October 26, 2011
 - Draft Work Program
 - Retreat follow-up
 - Reauthorization position paper
 - Operating procedures & TIP Process
- Executive Board November 23, 2011 / December 28, 2011 (reschedule)
 - Draft Work Program
 - Draft TIP
 - Lone Tree Traffic Interchange
- Executive Board (Spring)
 - Finalize Work Program
 - Finalize TIP
 - Reauthorization action/Legislative Action
 - Focus on Regional Plan and implications for RTP
- Rural Officials Consultation October 27, 2011

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**FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION
STAFF SUMMARY REPORT**



To: FMPO Executive Board
From: David Wessel, FMPO Manager
Date: October 19, 2011
Meeting Date: October 26, 2011

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 both the House and Senate are looking for revenues to maintain funding at existing levels. Most national organizations are advocating increased funding.

DISCUSSION:

Background/History:

- SAFETEA-LU Reauthorization -- little change in positions or advances in legislation over the last 9-months. House committee has authorized its chair to seek additional revenues.

Key Considerations:

- Focus on Major Metropolitan Areas – there is a distinct need to have the tide float all boats. Otherwise, major metro areas may receive a greater share of funding.
- FMPO Regional Transportation Plan and plans from city and county closely align with most administration goals and many of the goals from national organizations (see below).
- 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.
- Overview from National Organizations – Most organizations reviewed cite the same issues and a similar set of policies:

Issue	Solution(s)
Energy dependence/independence	<ul style="list-style-type: none"> • Solve bottlenecks • Improve/repair roads • More efficient/Electric Vehicles • Cleaner fuel • Alternate modes

	<ul style="list-style-type: none"> • Land Use
Congestion	<ul style="list-style-type: none"> • Solve bottlenecks • Improve/repair roads • Alternate modes • Shift resources to Major Metro's
State of Good Repair	<ul style="list-style-type: none"> • Increased funding
Environmental Streamlining	<ul style="list-style-type: none"> • Concurrent review • Mandatory agency review deadlines • Remove redundant alternatives analysis in separate processes
Global Economic Competitiveness	<ul style="list-style-type: none"> • Freight focus • Intermodal focus • Freight rail
Safety	<ul style="list-style-type: none"> • Focus on safety first, including research
Performance-Based Planning & Programming	<ul style="list-style-type: none"> • National goals • State and Metropolitan plans and monitoring towards meeting them.

- Positions aligned with FMPO Regional Transportation Plan and stated purposes
 - Increased funding: RTP needs clearly exceed RTP identified funds. Purchasing power and construction costs have clearly hurt the nation's ability to fund transportation. A raised an indexed gas tax seems to be a consensus on the first fix to this issue. FMPO has national and state facilities, so raising federal and state taxes seems appropriate.
 - Environmental Streamlining/Project Delivery: Time is money and shortening delivery times to below 10 years from the current 12-19 should be possible. Raising funds should allow additional resources – not processes – to be applied to the review systems.
 - Freight Focus: The RTP calls for freight support and identifies needed improvements including highway and rail for a variety of employment centers. Camp Navajo improvements are explicitly called out in the RTP.
 - Safety: The RTP Safety Assessment showed the FMPO region fairing well regarding accident severity, but suffering from total rate of accidents suggesting we have as much an incident-related congestion problem as much as a safety issue. Statistics indicate we suffer a high rate of pedestrian and bicycle accidents.
 - Flexibility: The RTP, and the public votes that support local transportation funding, clearly direct the region to multimodal transportation solutions. A lack of flexibility with federal funds could inhibit the ability to implement locally preferred solutions.
 - Congestion: A focus on bottlenecks will almost certainly mean a focus on major metropolitan areas. Such a focus should be achieved by increased funding and requiring major metropolitan areas to dedicate a higher percentage of their funds to the issue.
 - Raising size requirements of MPO's to 100,000 may put FMPO at risk. Other small MPO's in Arizona have reached that threshold.
 - Effect would be to return FMPO area to NACOG.

- Loss of \$250,000 in annual planning funds and \$450,000 per year in dedicated construction funds. Flagstaff area would compete with others statewide or at NACOG for that money.

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:

- Authorize chair to sign letter to Arizona delegation and national leaders stating FMPO positions
- Monitor only, wait for legislation.

Attachments/Exhibits:

- None

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION STAFF SUMMARY REPORT



To: FMPO Executive Board
From: David Wessel, FMPO Manager
Date: October 19, 2011
Meeting Date: October 26, 2011

Title: Draft Fiscal Year 2013 Unified Planning Work Program

Recommended Action: Provide input to program

ACTION SUMMARY: Prepares staff and Board for FY 2013 budget cycle

DISCUSSION:

Background/History: Federal requirement for MPO's.

Key Considerations:

- Status of FY 2012 Work Program: On schedule

2012 Ongoing Projects		
FY 2012 Work Program Task	Percent Completed	Comment
US 180 Winter Traffic Study (carry forward from FY 11)	60%	HDR. Inc. completed existing conditions and economic impacts reports. Drafted future conditions report. www.us180wintertrafficstudy.com launched and successful. Complete December 2011 (was November)
Regional Transportation Model Update	50%	Land use and network data complete. Calibration pending. No progress.
Regional Plan Update (from FY 11)	55%	3 Scenarios calibrated. Analysis underway. End date: February 2012
Maintenance Cost Estimation Tool	15%	on hold
Transportation Improvement Program Development	100%	FY 12 TIP completed, FY 13 cycle starts this fall.
FY 2012 Work Program	100%	FY 12 work program completed. FY 13 cycle starts this fall
Travel Time Study (from FY 11)	95%	Final reports under review. Report to TAC in November.
FY 2012 Safety Program (from FY 11)	25%	Kimley Horn has completed process, schedule and criteria documents. FY 12 projects to be evaluated soon.
Title VI Plan and Report	100%	available on line. ADOT "audit" complete, Data being provided.
Traffic Count Program/HPMS Submittal	5%	Fall count list provided. Will commence in late October.
ADOT - What Moves You Arizona		
State Long Range Transportation Plan	90%	Draft plan complete. Pending release and final public review.
Transit Programs:		
5310, 5311, 5316, 5317	90%	FY 12 grant cycle competed. Pending final awards. FY 13 process starts in spring.
Transportation Coordination Plan	100%	Update to plan completed.
Trip Diary Survey	25%	Award to National Research Center, Inc., Draft diary completed. Diaries mailed week of October 17. Complete spring 2013
5-Year Transit Plan Update	0%	Initiation pending NAIPTA hiring of transit planner
Adaptive Control Systems	5%	Training complete. Corridor analysis initiated. No progress.
Miscellaneous	N/A	Grant application submitted for transit PARA grant. Attended meetings regarding Camp Navajo. Participated in review of forthcoming economic impact guidebook, hosted nationally renowned O&M efficiency expert. Preparing to file TIGER grant.

- Routine
 - UPWP
 - TIP (including coordination on Electronic State TIP)
 - Highway Safety Improvement Program
 - Transit Programs/Coordination Plan
 - Enhancement Program
 - Count Programs
 - Title VI
 - Development Review (no known projects at this time)
- Carry forward to 2013
 - 5-Year Transit Plan – Coordinate with NAIPTA
 - Adaptive Control Systems
- Retreat Input
 - Camp Navajo TIGER Grant – NOT PURSUED
 - Transportation Summit follow up

- Staff Suggestions

MULTIMODAL PLANNING

- FUTS Planning: Signing; Master Plan; Open Space Component; Design Guidelines
- Walkways Plan: Inventory; best practices; Project identification; Prioritization; Refinement of/comparison to RTP
- Bicycle Parking: Inventory; existing policies, guidelines, standards, and ordinances; best practices; Strategies; Multi-year program outline and costs
- Bikeways Plan: Inventory; best practices; Bikeways plan; Project identification and prioritization
- Wayfinding system

TRAFFIC PLANNING

- RTP Update – follow up to Regional Plan 2012; focus on overall system performance, perhaps to the intersection level
- City/County/ADOT/NAIPTA Coordination
 - **Staff seeks input from member agencies on likely coordination needs.**

Community Involvement:

- None to date

Fiscal Impact

- Typical \$260,000 in planning funds anticipated with additional \$60-100,000 from the TIP for plans.

Attachments/Exhibits: No attachments

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION STAFF SUMMARY REPORT



To: FMPO Executive Board
From: David Wessel, FMPO Manager
Date: October 19, 2011
Meeting Date: October 26, 2011

Title: US 180 Winter Traffic Study and Travel Time Data Status Report

Recommended Action: Discussion and Possible Action

ACTION SUMMARY: Board may wish to authorize funding from the Transportation Improvement Program to fund development of timing plans, sign manufacture or other near term solutions.

DISCUSSION:

Background/History:

- Historic and increasing problem of congestion on US 180 during peak winter activity days.
- ADOT agreed to provide \$75,000 in State Planning & Research funding to the FMPO to study solutions to this issue. The FMPO programmed additional funding and the County contributed \$5,000 toward the economic impact evaluation
- HDR, Inc., the selected consultant, will update and use the regional transportation model to evaluate the effectiveness of many solutions.

Key Considerations:

- Public Involvement:
 - www.US180WinterTrafficStudy.com
 - Excellent support in the first round
 - Transitioned site to support voting for best ideas on October 14. More than 200 visits in first 5 days.
 - Public Meeting held September 13, 2011 at Sechrist Elementary School.
 - Final Public Meeting scheduled for November 16, 2011 at Sechrist.
- Working Paper #1 – Existing Conditions Report, amended per TAC
- Working Paper #2 - Economic Analysis, amended per TAC
- Working Paper #3 – Problem Identification, working draft will be posted.
- Options for immediate implementation
 - Traffic Signal Timing Plan
 - Manual test option – Cost to be reported at the meeting
 - Remote communications options – cost to be reported at meeting
 - Funding options – pursue TIP funding, seek partner funding
 - Traffic Signing (Alternate Route signs/Expected delay signs)
 - Alternate route signs – cost to be reported at meeting
 - Expected delay signs – cost to be reported at meeting
 - Funding options – pursue TIP funding, seek partner funding

Community Involvement:

- See above

Fiscal Impact

- This a \$130,000 study, primarily funded through ADOT. Costs and funding partners associated with potential solutions will be identified through the study.

Attachments/Exhibits:

- Table 3. Tiered Alternative Evaluation (from WP#3)
- WP#1, WP#2, WP#3 available at www.flagstaffmpo.org

Table 3: Tier 1 Alternatives Evaluation

EVALUATION CRITERIA	Near-Term (2011-2013 Winter Season)			
	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4
	Traveler Information System	Morning Half-Day Lift Ticket	Traffic Management Plan	Traffic Signal Timing
Cost				
Safety / Emergency Response				
System Performance / Community Impacts				
Optimize Existing Infrastructure				
Shovel Ready?				
Community Support				

EVALUATION CRITERIA	Mid-Term (1-5 years)			
	ALTERNATIVE 5	ALTERNATIVE 6	ALTERNATIVE 7	ALTERNATIVE 8
	U.S. 180 Winter Recreation Pass	Dispersed Snow Play Sites	Managed Lane	Transit
Cost				
Safety / Emergency Response				
System Performance / Community Impacts				
Optimize Existing Infrastructure				
Shovel Ready?				
Community Support				

EVALUATION CRITERIA	Long-Term (more than 5 years)			
	ALTERNATIVE 9	ALTERNATIVE 10	ALTERNATIVE 11	ALTERNATIVE 12
	Intersection Improvements	Widen U.S. 180	Forest Road Winter Bypass	High Speed Gondola
Cost				
Safety / Emergency Response				
System Performance / Community Impacts				
Optimize Existing Infrastructure				
Shovel Ready?				
Community Support				

RANKING CRITERIA

	EXCELLENT		GOOD		MODERATE / NEUTRAL		FAIR		POOR
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FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION

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Action Summary **Technical Advisory Committee** **1:30 p.m. – 3:30 p.m. – Thursday, October 6, 2011**

Coconino County Human Resources Building – Weatherford Room
420 N. San Francisco Street, Flagstaff, AZ 86001

CALL TO ORDER

Chair Bauman called the meeting to order at 1:34 p.m.

TAC COMMITTEE MEMBERS PRESENT

Jeff Bauman, City of Flagstaff Transportation Manager, Chair
Sue Pratt, Coconino County Public Works, Vice Chair
Justin Feek, ADOT Senior Transportation Planner
Audra Merrick, ADOT Flagstaff District Development Engineer
Rick Barrett, City of Flagstaff Engineer (arrival at 2:15pm)

Excused Absent

Tim Dalegowski, County Designated Alternate for Andy Bertelsen, Coconino County Public Works Director
Heather Dalmolin, Sr. Manager Internal Services NAIPTA
Jim Cronk, Flagstaff Development Services Director

FMPO STAFF & Others Present

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

I. PRELIMINARY GENERAL BUSINESS

A. PUBLIC COMMENT

None.

B. ANNOUNCEMENTS

None.

C. APPROVAL of MINUTES

Mr. Feek made a motion to approve the Minutes of September 1, 2011 and Ms. Merrick seconded, which passed unanimously.

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

1. Highway Safety Improvement Program & Projects

Mr. Ince explained the current status and the TAC provided comment and recommendation. There was discussion only.

Mr. Ince will review the list with each agency representative (Mr. Bauman with the City of Flagstaff, Mr. Link with ADOT and Mr. Dalegowski with Coconino County. Chair Bauman recommends presenting an updated list at the next TAC meeting.

2. U.S. 180 Winter Congestion Study

Mr. Wessel introduced Mr. Gorton with HDR to present the US 180 winter congestion study PowerPoint analysis to the TAC. Mr. Wessel inquired if draft working paper #3 could be placed on the FMPO website for public access and the TAC agreed. The TAC tabled the action to formally adopt working paper #3 to allow more time for review. There was discussion only.

3. Regional Plan Update

Mr. Wessel explained the Regional Plan materials are not ready for today's meeting but will provide the information in sync with the CAC meetings. Mr. Wessel stated at the next TAC meeting the discussion will address the information and how to respond from a land use perspective and if we are moving forward in the right direction. There was discussion only.

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

4. FY 2013 Unified Planning Work Program Discussion

Mr. Wessel and Mr. Ince presented suggestions for next year's work program to the TAC. There was discussion only. The TAC mentioned including transportation enhancements, development review, cultural center coordination, possible E-STP as well as FMPO capacity. There was discussion only.

5. Bicycles in Traditional Neighborhood Developments

Mr. Ince introduced the topic and handed out a staff report to the TAC. Mr. Ince stated the City of Flagstaff is contemplating revisions to the zoning code and it is almost ready for approval. Mr. Ince explained there have already been revisions to the engineering standards. Mr. Ince mentioned that New Urbanism generally discourages bike lanes in certain urban context. Mr. Ince stated TAC discussions will involve well-rounded broad discussion on drawbacks and benefits. Mr. Wessel stated it will be discussed at TAC meetings over the next few months. There was discussion only.

6. Lone Tree Traffic Interchange Economic Impact Assessment

Mr. Wessel introduced the LTTI status to address the comments of councilor Babbott. Mr. Wessel stated councilor Babbott expressed concern over the interchange costs and to revisit the benefits relative to the costs. Mr. Wessel stated the discussions had an economic assessment and may need a benefit cost type approach. Mr. Wessel stated the bottom line is approximately \$60 million in benefits versus the \$66-80 million in costs with much more broader economic impacts beyond the immediate costs. Mr. Wessel stated he is anticipating responding back to councilor Babbott with the document and may recommend the TAC review the approach before going to the Executive Board. There was discussion only.

7. FMPO Working Calendar

There was no discussion.

IV. CONCLUDING GENERAL BUSINESS

D. REPORTS

There was no discussion.

E. ANNOUNCEMENTS

There were no announcements.

ADJOURNMENT

Chair Bauman adjourned the meeting to order at 3:26 p.m.



Memorandum – Staff Reports

Date: October 6, 2011
To: FMPO Technical Advisory Committee
From: Martin Ince, Multi-Modal Planner
David Wessel, FMPO Manager

Re: Ongoing Transportation Projects

Federal Reauthorization

- No progress.

I-40 Design Concept Report – the Initial DCR is released and available for review.
<http://www.azdot.gov/I40StudyFlagstaff/>

I-17 Design Concept Report. City submitting comments.

Camp Navajo EUL – TIGER III Grant under draft, due 10/31/11.

Fourth Street North - Staff will conclude comments by the end of the week and submit to the city for consideration. Generally, the consultant applied growth rates are more conservative than the growth projected by the 2030 land use assumptions.

Mountain Links BRT Design – ridership exceeding projections.

Doney Park Planning Assistance to Rural Areas Study (PARA). Complete

FHWA Initiative - Every Day Counts

- Staff has circulated information on “Safety Edge” and “Warm Mix Asphalt”

Work Program Update (also see table below)

- Data Collection: FY 11 counts and submittals complete. FY 12 – no summer counts, fall counts to be scheduled, starting 10/24.
 - Trip Diary Survey – deferred to November 2011 or May or September 2012.
- TIP: FY 11 adopted. FY 12 not initiated.
- Long Range Planning
 - **Regional Plan 2012** – Successful Charrette process to develop three scenarios completed. Work to commence with Kimley Horn on Community Viz analysis. Next steps – scenario selection and final scenario evaluation; drafting of the circulation element.
 - **State Long Range Transportation Plan - What Moves You Arizona** – Final draft under review.
- Special Projects
 - US 180 Congestion Study – Working paper #1 – Existing Conditions complete Data collection complete. Qualtrix on-line survey to examine Phoenix population attitudes toward winter recreation complete. Latent demand evaluation complete. MindMixer under contract and web-site launched.
 - Safety Program – Kimley Horn submitted information on the process, schedule and application form as well as compiled state and federal documentation useful to the process. Awaiting input from staff and TAC. Guidelines and programmatic advice are pending.
 - Travel Time Study – NAU is writing the final reports.

- Regional Planning
 - Juniper Point project work complete for time being.
 - Staff is facilitating delivery of several trails projects for this summer
- Public Participation
 - Website is being maintained
 - Staff working closely with HDR on US 180 outreach including poster placement, video production, email outreach and more