



FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION

CITY OF FLAGSTAFF ♦ COCONINO COUNTY ♦ ARIZONA DOT

Office: 100 West Birch Avenue ♦ Flagstaff, Arizona 86001

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www.flagstaffmpo.org ♦ fmppo@flagstaffaz.gov

A G E N D A Executive Board

8:00 a.m. to 10:00 a.m., Wednesday, January 25, 2012

Arizona Department of Transportation – Flagstaff District, Conference Room
1801 S. Milton Road, 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 October 26, 2011

Pages 4-8

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

1. Legislative and Regulatory Update and Review

Pages 16-19 & PP 10

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

2. US 180 Winter Traffic Study Update

PP 10

FMPO Staff:

David Wessel, FMPO Manager

REQUESTED ACTION:

Discussion and Direction

Staff will progress to date including activity on recent signal timing plan tests.

RECOMMENDED ACTION:

Discussion and Direction

3. FY 2013 Unified Planning Work Program Discussion

PP 11

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

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

1. Transportation Improvement Program Amendment

PP 12

FMPO Staff:

David Wessel, FMPO Manager

REQUESTED ACTION:

Discussion and Possible Action

Staff will present a request from NAIPTA to add section 5307 funds in the amount of \$2,688,000 and \$388,000 for the purchase of buses and operating assistance, respectively, year 2012 of the TIP. Funds are from reallocation of Central Yavapai MPO funds and the Small Transit Intensive Cities program

RECOMMENDED ACTION:

Approve the TIP amendment

2. Transportation Improvement Program Process

PP 13

FMPO Staff:

David Wessel, FMPO Manager

REQUESTED ACTION:

Discussion Only

Staff will introduce the TIP submittal and approval process in anticipation of a new formal procedure.

RECOMMENDED ACTION:

Discussion only

3. FMPO Regional Transportation Plan and Picture Canyon Acquisition

PP 14-15

FMPO Staff:

David Wessel, FMPO Manager

REQUESTED ACTION:

Discussion and Possible Action

Staff will present interrelationships between the RTP, specifically the US 89 Bypass "Conditional Corridor" and Picture Canyon. Staff will seek direction from the Board to make a minor amendment to the RTP to clarify the relationship to Picture Canyon which has been petitioned for purchase by the City through the Arizona Preserve Initiative.

RECOMMENDED ACTION:

Direct staff to pursue an RTP amendment

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 20 & PP 15

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

Pages 21-24

D. REPORTS

- 1) Technical Advisory Committee
- 2) Staff Report

E. ANNOUNCEMENTS

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

TAC	February 2, 2012 Coconino County Human Resources Bldg
Management Committee	February 10, 2012 (as needed) ADOT Flagstaff District Office, Conference Room
Executive Board	February 22, 2012 ADOT Flagstaff District Office, 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 _____, 2012.



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Draft Minutes **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

Chair Rogers called the meeting to order at 8:40 a.m.

Roll Call.

Present: Chair Hank Rogers, Arizona Department of Transportation; Carl Taylor, Supervisor Coconino County (designated alternate); Scott Overton, Councilmember City of Flagstaff; Coral Evans, Councilmember City of Flagstaff; Art Babbott, Councilmember City of Flagstaff

Excused Absent:

Vice Chair Matt Ryan, Supervisor Coconino County; Mandy Metzger, Supervisor Coconino County

Others Present:

David Wessel, FMPO Manager; Meg Roederer, FMPO Administrative Specialist; Andy Bertelsen, Coconino County Public Works Director; Sally Stewart, ADOT Deputy Communication Director

I. PRELIMINARY GENERAL BUSINESS

A. PUBLIC COMMENT

None

B. ANNOUNCEMENTS

None

C. APPROVAL of MINUTES.

Mr. Babbott made a motion to approve the Retreat Minutes of September 28, 2011 and Mr. Taylor seconded, which passed unanimously.

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

1. Legislative and Regulatory Update and Review

Mr. Wessel presented an update on the status of legislative and regulatory review to the Board. Mr. Wessel stated the House and Senate are working on the Reauthorization Bill. The House prefers a six year Bill with a funding reduction and the Senate prefers a two year Bill with current levels of funding and both are looking for funds. Mr. Wessel mentioned he researched websites for national organizations and found a consensus on a call for increased funding and raising or indexing the gas tax. He mentioned the organizations differ on how to spend the funding from keeping the highway and transit funds stronger to having greater flexibility or to focus on congestion in major metro areas to consolidating the 87 programs. Mr. Wessel stated on a local level for this community it relates to the money spent on improvements to trails, transit, bicycles and pedestrians with a 10% set-aside in the surface transportation planning (STP) funds to support the enhancement program,

and that set-aside would go away but the ability to spend money on the projects would not go away. Mr. Wessel stated it is necessary to stay informed with legislation and encourage flexibility that extends to the metro levels and have good access to the state in terms of discussing our needs if that were to occur. Mr. Wessel stated the organizational perspectives (ASHTO, US Chamber of Commerce, State Highway) on freight were universal on smooth truck flow and truck to rail conversion. Mr. Wessel stated this relates to our interest in Camp Navajo, location on I-40 and trans-continental railroad. Mr. Wessel commented on our safety record and mentioned that the area has a low serious injury/fatality record but has a high accident/crash record. Mr. Wessel stated from a congestion management perspective we may want to focus on safety. Mr. Wessel added that our area has a higher number of pedestrian/bicycle accidents and a safety focus on a national level will serve us well. Mr. Wessel stated we have a relatively strong correlation to the national perspectives. Chair Rogers commented on a near accident experience with a bicyclist riding on the wrong side of the road in Flagstaff and the need for police enforcement, road share and for bicyclist to provide funding for roads through licensing their bikes. Chair Rogers mentioned Tucson has stepped up their level of police involvement with bicycle enforcement and accidents have decreased. Mr. Wessel stated there is an education issue in Flagstaff and enforcement challenges with resources as well as pathways that are parallel to roads which may create conflict. Mr. Wessel mentioned there may be an opportunity for a safety enforcement program. Chair Rogers stated ADOT is working on a study involving cyclist and could forward the information. Mr. Wessel stated Martin Ince, FMPO multi-modal planner, is working on the safety program and bicycle issues with the need to institute broad training/education programs to build a solid foundation that will last. Chair Rogers stated the ADOT district engineer has it on a priority list. Mr. Wessel stated more information will be presented to the Board at a future meeting. Ms. Evans suggested checking with the Flagstaff police on downtown bicycle enforcement. Chair Rogers stated a bicycle citation could increase auto insurance rates.

Mr. Wessel explained the recommended action for a letter to be sent and signed by the Chair to the House, Senate and government liaison offices. Mr. Overton mentioned if it would be better to wait on the letter for legislation in order to be more effective and direct or if we should be more proactive for it to be incorporated. Mr. Wessel stated we should do both. Mr. Overton stated at RTAC there are discussions on raising the gas tax or indexing and it is "not on the table" and he is receiving conflicting messages based on today's discussion. Mr. Wessel stated it is on the radar of the national groups but not within the Bill. Mr. Overton stated the purpose of raising the issue is because he does not believe it will be seen in the Bill and if we are realistic in the request. Mr. Wessel stated Mr. Overton raises a good point in terms of the positions. Mr. Taylor suggested selecting three topics and having a position paper for each topic attached to the letter. Mr. Taylor recommended the MPO population threshold as a topic. Mr. Wessel agreed and also suggested safety and freight as topic.

Mr. Babbott made a motion to authorize the Chair to sign the reauthorization letter, attach a position paper on the top three topics (MPO Designation Population, Safety and Freight) and send to the Arizona delegation, national leaders, Senate and House that states the FMPO positions and Mr. Taylor seconded, which passed unanimously.

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

2. FY 2013 Unified Planning Work Program Discussion

Mr. Wessel reviewed the FY 2013 Work Program. Mr. Wessel stated it is budget time and need to draft a Work Program that includes Board input as well as Management Committee input from the November meeting. Mr. Wessel mentioned the items thus far are routine items such as the work program, transportation improvement program, highway safety improvement program, transit program, enhancement program, count program, Title VI and development review. Mr. Wessel stated ADOT has increased the activity regarding the non-discrimination Title VI program, which affects FMPO activity. Mr. Wessel mentioned that on the development review item he does not

foresee any new large projects and Juniper Point is on-going. Mr. Overton asked if Juniper Point is complete regarding review. Mr. Wessel stated it is complete but there are discussions on the Lone Tree Traffic Interchange and secondary access crossing to I-40. Mr. Overton suggested allocating time to this area. Mr. Wessel agreed and will allocate time in the work program.

Mr. Wessel explained the programs/projects that will carry forward such as the five year transit plan and expects NAIPTA to do the majority. Mr. Wessel stated the FMPO applied and received an ADOT Para Grant on NAIPTA's behalf and has hired new transit planner, Erika Mazza.

Mr. Wessel explained adaptive control systems, which is a federal initiative of the Every Day Counts Program, to provide a signal the technology to do counts in real time and adapt its signal timing. Mr. Wessel added the federal government believes the technology is mature enough to encourage adoption and implementation. Mr. Wessel mentioned there are opportunities to pursue coordination efforts with state that will carry into FY13.

Mr. Wessel stated the Camp Navajo Tiger Grant fell through because the EUL (enhanced use lease) is under a GAO audit resulting in a gag order with the military and the prospective developer and was hopeful to have letters of support but are unable to identify the jobs and benefit cost relationship to the project. Mr. Babbott asked about timing. Mr. Wessel stated it is unknown but reported the GAO audit is almost complete and the branches of the military have responded to comments. Mr. Wessel stated GAO has the comments but the size and scale of the comments are unknown. Mr. Babbott commented on if the foundational work regarding benefit cost should be continued because the Tiger Grant cannot be pursued now but that we should prepare ourselves for the "sell" when the time comes. Mr. Wessel stated Mr. Babbott raises a good point whether it is a grant or low interest loan to a developer people will want to see the benefit cost and if we need to make a "sell" to a prospective developer that the intermodal yard is in their interest. Mr. Wessel stated it is valuable work and should continue to do it for the economic arguments for someone who is operating the economic growth. Mr. Taylor mentioned a military cemetery will also be located at Camp Navajo and if there are implications regarding traffic control and if there is opportunity beyond the EUL to "piggyback" onto. Mr. Wessel responded in the realm of the Tiger Grant there was opportunity to make arguments about the synergies with other public interests and the cemetery is a mature idea being pursued with concept plans and that we can enhance access, safety and security. Mr. Taylor stated there is more activity with training and troops, and if there is an infrastructure implication. Mr. Wessel stated a case could be made regarding military access needs and intermodal yard benefits. Mr. Wessel commented on laying the groundwork. Mr. Babbott stated there are issues that are relevant regardless of the final outcome. Mr. Overton stated the truck stop may have no bearing. Mr. Taylor commented on industrial grade land in the region and to mobilize a campaign. Mr. Wessel stated the history on this EUL has not been good. Mr. Wessel explained the EUL as a military base surplus land enters into the program through the army corp and it goes to a private lease for a master developer to develop the land and the military receives revenues or in-kind infrastructure. Mr. Wessel stated there are about 600 acres with the EUL at Camp Navajo. Mr. Taylor added that the intent is to make part of an existing base available for commercial activity, which is critical for us. Mr. Taylor suggested contacting NACOG and explaining it is critical from an economic development regional view. Mr. Wessel suggested there is value in going political and to have the right message. Mr. Taylor suggested forming a collective political advocacy group to support an intermodal yard. Mr. Overton commented if ECONA could put a group together. Mr. Taylor stated ECONA or County can form a group. Mr. Babbott added statements of support could be done. The Board agreed on the effectiveness of a collective effort. Mr. Taylor stated it could be formed quickly and could contact Joanne Keene and mentioned he does not want to be passive on the issue. Mr. Wessel mentioned there would be involvement from Ken Sweet (NACOG) and Rich Bowen (ECONA.) Mr. Taylor suggested sending a notice to stakeholders to discuss a political strategy and adding it to the CSA agenda. Chair Rogers recommended commenting on the topic during roundtable discussions at the NACOG/Transportation meeting scheduled on October 27.

Mr. Wessel informed the Board a group is being assembled to discuss a spring transportation summit. Mr. Wessel mentioned multimodal planning efforts will involve creating the inventory and documents that drive the capital program and community investments. Mr. Wessel stated the better basis the more successful we are in pursuing internal and external funding. Mr. Overton commented on multimodal planning frustration and the importance to fund construction to complete systems, intersections and short connectors. Mr. Wessel stated the work needs to be done, compiled and legal for a developer and cited ponderosa trails as an example to meet expectation in a positive manner. Mr. Overton stated he hoped we were past that. Mr. Taylor mentioned as a community there is a problem with actualization regarding the results of a plan because of implementation structures for example a winter recreation authority or port authority. Ms. Evans commented on funds to implement plans. Mr. Wessel stated there is the transportation tax for trails and a bond that supplies funds but a challenge is with acquisition. Chair Rogers asked if there is money for the projects. Mr. Taylor stated the money is available if prioritized. The Board discussed planning and how it relates to construction. Mr. Babbott stated the report does not include budget relevancy and budget history. Mr. Babbott commented that as a policy and fiscal agent we need to deal with the "new" reality and focus on capital projects that have a nexus with planning and feasibility of implementation. Mr. Babbott stated the need for a budgetary perspective to make an informed decision on relative priorities. Mr. Wessel addressed the Board's comments regarding funds, implementation and the "new" reality and that there are projects such as the Lone Tree Traffic Interchange and railroad overpass that are millions and the opportunity to fund such projects are not feasible despite being a high priority project; therefore, need to scale the priorities in tiers (bond or pay as you go) in order to achieve results. Mr. Wessel commented on the retreat and the discussion regarding vision and if this organization can bring groups together (ECONA, SEDI, County, City, etc.) to facilitate a better economic collective vision to drive project investment priorities on implementation and the economic component. Mr. Wessel stated there is not a document that clearly states that priority but it may be our role in the Regional Plan to have a strong economic vision as well as community vision to drive investment priorities for transportation enhancements. Mr. Taylor commented on the Regional Plan status and the delay. Mr. Overton expressed that the RTP planning resources for transportation are reasonable because it needs to align with the regional plan but historically multimodal resources have been allocated and are done already and if we can look at different things on the multimodal side.

Mr. Wessel inquired if there are other initiatives or coordination efforts to be aware of. Mr. Taylor mentioned the importance of communication between organizations in order to be strategic and cited bonding as an example with the school district, NAU, CCC, County and City. Chair Rogers stated this group can make strategic recommendation as well. Mr. Wessel stated an idea for the conversations to be more effective is for staff to conduct a benefit/cost report on the top ten efforts and hiring a consultant for benefit/cost details. Mr. Babbott suggested bringing the list to the Board before going to a consultant and selecting the top three or four from the FMPO perspective and lead by example presenting it to the agencies to get their feedback. Ms. Evans stated it is a good strategy to check the similarities and differences between agency priorities. Mr. Overton suggested adding snowplay to the work program because of traffic impacts. Mr. Taylor suggested an economic impact study regarding a cultural park on 180. There was discussion only.

3. US 180 Winter Traffic Study Update

Mr. Wessel provided an update to the Board including activity on the virtual town hall at www.us180wintertrafficstudy.com, voting deadline (10-28-11), the final public meeting (11-16-11) and the implementation options for this season. Mr. Wessel stated modeling suggests traffic signal timing plan focused on the intersections of Milton/W. Route 66/Butler could provide traffic improvements. Mr. Wessel stated when the special timing plan would be needed may be unpredictable because of snow. For example, if Snowbowl is open but Wing Mountain is closed it may not be necessary to run the plan and if it could be done remotely. Mr. Wessel recommended using TIP funds to contribute to the development of timing plans and purchase of equipment as well as receiving support from other public agencies and private sectors. Mr. Wessel stated the cost

should not exceed \$100,000 in terms of implementing communications. Mr. Wessel suggested a TIP amendment using the funds for adaptive control systems because that will not be done this year. Mr. Taylor asked if he had the ability to redefine the expenditure. Mr. Wessel stated with the Board's assistance and a dollar figure a TIP amendment could be done at the December meeting. Mr. Wessel explained traffic signing that would be beneficial and would look to private partners for involvement. Mr. Wessel mentioned "flip-down" signs at Snowbowl and Wing Mountain stating delays expected and recommended people depart the area at suggested times to avoid delays. Mr. Taylor suggested an AM Station be part of the plan. Mr. Wessel stated that may not be possible this season and there is a meeting on October 27 (Winter Taskforce) to discuss information campaigns. Mr. Babbott stated it is important to remember the number of days people are impacted is small and the manual test option is a reasonable short-term approach to do this season that will provide good qualitative data and not to spend resources on evaluation. Mr. Babbott stated he met with JR Murray (AZ Snowbowl) and that they are not interested in participation offsite and encouraged Mr. Wessel to continue to pursue their involvement. Mr. Babbott supported the manual test option and stated this season is suppose to be below average based on La Nina and historical patterns. Mr. Taylor suggested being included on Winter Taskforce meeting information and utilizing "Doodle" to achieve critical mass. Mr. Taylor expressed frustration on the issue because we do not have the ability to assign agency responsibility. Chair Rogers commented that the Apache County Board of Supervisors passed a Resolution for Forest Service to cut timber to protect Greer and Alpine because it is a safety issue and the sheriff department is involved with enforcement. Mr. Overton stated a Resolution may not be a popular option here in Flagstaff and may need to be more delicate on the issue. Mr. Taylor reiterated the Board comments are in support of the manual test option. Ms. Evans expressed frustration with the lack of participation by private partners and stressed private partners should help with signage. Ms. Evans stated frustration with the Forest Service and Wing Mountain. Mr. Taylor mentioned the Forest Service took the lead on snowplay discussions for years and has not ignored the problem. There was discussion only.

4. Current Topics of Interest

Chair Rogers commented on the I-15 project to replace failing bridges and to be aware of the increased truck traffic impacts to 89 and I-40 and it could last two to three years but funding is pending. Mr. Babbott commented on jurisdictional and political partners regarding Camp Navajo to keep it relevant. Mr. Rogers suggested bringing up the discussion at the NACOG meeting on October 27th. Mr. Taylor stated he will take the lead in with reinforcing the message and Mr. Babbott stated he will echo the message as a partner. There was discussion only.

5. 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 Rogers adjourned the meeting at 10:02 a.m.

FMPO Executive Board

January 25, 2012

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II.1 Legislative Review

- Action: Update and discussion on legislative and regulatory activity
- Reauthorization Activity
 - House T&I Committee
 - House seeking additional funds, looking to oil & gas leases. Dollar amount may be there but cash flow may be problematic
 - Expecting action late this month, but likely next month.
 - Senate EPW Committee has released outline, no bill
 - Clarification provided by Senate staff to AMPO
 - MPO Grandfathering is intended to be reasonably attainable by small MPO's
 - New requirements are not onerous. Move toward performance measurements and prove capacity to maintain planning functions
 - Most other Senate Committees have completed their work
 - Senate Finance Committee – has found but not disclosed the \$12 Billion to fund Senate bill at current levels for 2 years
- State Legislative Activity
 - Governor's budget uses last year as baseline which means continuation of raids on the ADOT budget and impacts to local HURF
 - *We Build Arizona* coalition formed to address erosion of capital budgets
 - *See RTAC legislative update*

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II.2 – US 180 Study Update

- Actions:
 - Consider possible implementation strategies for next 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
 - Report in final draft stage
 - Final public involvement scheduled for March 26, 2012 Joint Meeting
 - Model Update in calibration phase

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II.2 – US 180 Study Update (cont)

- Implementation Status
 - Traffic Signal Timing Plan
 - Tested November 19, 2011
 - Implemented December 2011/January 2012
 - Worst case conditions were not in place
 - Monitoring suggest no problems, timing plan effective
- Next Steps
 - Continue to implement, adapt and monitor timing plans
 - Consider funding in the transportation improvement program for communications
 - Traffic Signing (Alternate Route signs/Expected delay signs)
 - Dispersed Sites (FMPO role may be in traffic impact study)

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II.3 – FY 13 Work Program

- Action – Update and Historical Review
- Routine functions (i.e., UPWP, TIP, traffic counts)
- Continued Tasks (i.e., Regional Plan, 5-Year Transit Plan, Adaptive Control Signal Systems)
- New Tasks
 - Benefit Cost Analysis – confirmed from several sources that a \$60,000 budget is sufficient
 - Intelligent Transportation Systems Regional Architecture
 - Will coordinate with ADOT on updating older document and assuring it meets regional needs for ADOT, City, County and NAIPTA
- Historical Perspective
 - Annual funding levels can change dramatically based on studies unique to each work program, TIP funding, and funding partnerships

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II.3 – Work Program (cont)

HISTORICAL PERSPECTIVE

Character	2013	2012	2011	2010
Budget	\$354k	\$474k	\$601k	\$326k
Staff Time	2.58 FTE	2.58 FTE	2.58 FTE	2.58 FTE
• Admin/PIP	46%	44%	Pending analysis	Pending analysis
• Data/TIP	10%	11%		
• Long Rng.	10%	12%		
• Studies/Coord/FUTS	35%	34%		
Task/Studies	Ben/Cost	US 180	US 180	
	Reg.Plan	Reg.Plan	Reg.Plan	RTP
	ACST	ACST	ADOT Plan	ADOT Plan
	5-Yr. Bus		Safety	

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III.1 – TIP Amendment

- **Requested Action**
 - Amend the FY 2012 TIP to permit the expenditure of 5307 Funds by NAIPTA for operating assistance and the purchase of replacement hybrid electric busses
- **Background**
 - The Northern Arizona Intergovernmental Public Transportation Authority recently received the following two awards of section 5307 funds:
 - Small Transportation Intensive Cities – from Federal Transit Administration based on successful performance targets. **\$388,000;**
 - Central Yavapai MPO –from Arizona Department of Transportation based on the lapsing status of the funds at CYMPO and the readiness to utilize the funds by NAIPTA, **\$2,688,000.**
- **Key Considerations**
 - A TIP Amendment is necessary to expend the funds
 - The actions addresses the policy goals and objectives of balanced transportation system, fiscal responsibility, interagency coordination
 - Local match is provided by the transit sales tax

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III.1 – TIP Amendment

- **Recommendation**
 - Approve the TIP amendment as requested

Operating Assistance, including Project Management	2011-5307 STIC	\$ 388,000	\$ 388,000	\$ 776,000
6 Hybrid Electric Bus (replacement of end of life fleet)	2009-5307 CYMPO	\$ 864,000	\$ 2,688,000	\$ 3,552,000

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III.2 – TIP Process

- **Action** – Develop a routine project submittal, prioritization and programming process
- **Background**
 - Because funds programmed by FMPO is small and often requires building funds over years, a consensus process has generally sufficed
 - Projects are required to be supportive of the regional plan
 - Historically TIP funds have also been used to funds studies
 - New projects are routinely proposed and are difficult to accommodate
- **Key Points**
 - Projects within the first 2-years of the TIP should be fiscally constrained, meaning the money is assured
 - The public should have relative confidence in project delivery as scheduled in the TIP. Programming is usually focused on the last year.

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III.2 – TIP Process

- **Key Points (continued)**
 - Projects routinely “slip” for a variety of reasons, particularly federal projects with the additional reviews and review times
 - Projects have a process they typically go through
 - Planning/Scoping, Design, Construction
 - Expenditure of federal funds on design requires construction or right-of-way purchase within 10 years
- **Next Steps**
 - Review existing TIP submittal process
 - Review new processes developed by MAG
 - Review processes of other small MPOs
 - Develop recommendation with Technical Advisory Committee support

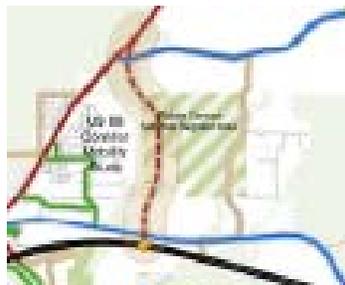
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III.3 – RTP & Picture Canyon

- Policy Issues:
 - Connectivity and Congestion Relief
 - Open Space and Cultural Preservation
- Background:
 - The RTP shows a “conditional” corridor on the west side of Section 4, Picture Canyon.
 - Most of Section 4 is petitioned for purchase by the City of Flagstaff under the Arizona Preserve Initiative
- Key Points
 - The purchase is imminent, the corridor is not
 - The purchase has limited flexibility, the corridor requires further study and can be realigned or rejected

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III.3 – RTP & Picture Canyon



Excerpts from the RTP 2009

- US 89 Bypass (#70) – Extraordinary circumstance: The project resolves system vehicular delay at a rate 300 times more than most other projects, yet can only score 33% more than any other project in the criteria matrix. Alternatives to the bypass are increased congestion on the existing highway or widening an already large facility. Conditions for Acceptance: A completed design concept report find widening the existing corridor is feasible and preferable OR determines mitigations for the impacts to open space, cultural and wildlife resources, and neighborhood.

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III.3 – RTP & Picture Canyon

- Key Points (continued)
 - The tentative nature and flexibility of the corridor may not be clearly communicated in the RTP creating undue concern to State Lands and State Parks
 - The corridor will be reviewed during the regional plan update
- Recommendation
 - Issue a letter to the City of Flagstaff explaining the FMPO intent:
 - Amend the Regional Transportation Plan to illustrate options including the ability to locate the corridor off of state land
 - Amend the text to more clearly explain the need for further study, the range of alternatives, and the range of possible mitigation actions
 - Per the adopted public participation plan a RTP amendment must go through the TAC and Executive Board

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III.5 Working Calendar

- **Executive Board** **January 25, 2012**
 - Draft Work Program
 - US 180 Winter Congestion Study Update
 - Retreat follow-up
 - Reauthorization position paper
 - Operating procedures & TIP Process
- **Executive Board** **February 22, 2012**
 - Regional Plan Scenario Review
 - Fourth Street North Corridor Study Policy Implications
 - Lone Tree Traffic Interchange Benefit Cost Assessment
- **Executive Board** **April 25, 2012**
 - Transportation Improvement Program Public Comment Period
 - Arizona State Transportation Board Dinner April 19, 2012
 - Northern Arizona Transportation Summit April 20, 2012
 - Arizona Transit Association (AZTA) Conference April 22-24, 2012

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RTAC TRANSPORTATION UPDATE

January 17, 2012

2012 Update #1

GOVERNOR RELEASES BUDGET PROPOSAL: On Friday, the Governor released her budget proposal for the upcoming year also providing some direction for the following two years. The plan has been described as fiscally cautious as the Governor recommends using increased revenues for building up a substantial cash reserve and debt servicing. While public revenues continue to increase steadily, the Governor's caution is predicated on several potential threats including the possibility of future economic disruptions, federal actions and law suits. Also, the temporary one-cent sales tax will expire creating an approximate \$900 million loss of annual revenue starting in state fiscal year 2014.

For most programs, the proposal utilizes last year's budget as essentially the baseline for spending levels this year. The restoration of funding to various programs, some drastically cut over the last several years, is limited and targeted to relatively few.

This includes transportation, as it appears that this year's cuts are also proposed for next year's budget. This is particularly disturbing as highway and local road funding raids have reached \$1.5 billion over the last 11 years including \$230 million last year alone. Last year's highway and local road funding were impacted by three major budget provisions. \$109 million in Vehicle License Tax revenue was transferred from the State Highway Fund (SHF) to the State General Fund. \$120 Million was transferred from the Highway User Revenue Fund (HURF) to DPS operations. Also, the \$87 million MVD budget was funded directly from HURF rather than the SHF setting up a structure where \$40 million in local transportation funding is now paying for MVD operations. Overall, the transfers reduced state highway funding by roughly \$130 million and local road funding by \$100 million.

This trend in increased raids is alarming as: the state's 25-year long range transportation plan outlines a \$63 billion funding gap between revenues and needs, the next five-year construction plan update is projected to provide no funding for new projects in greater Arizona in 2017, and the funding raids directly impact the construction industry which has seen Arizona jobs reduced from 250,000 to 118,000 in just six years.

While the Governor does propose some relief to local governments including a stop of the mandatory funding contributions by the larger counties and supporting a repeal of the prisoner housing transfers, no restoration of local HURF funding is proposed. The cuts to local HURF have dramatically impacted road maintenance cycles. Navajo County's repavement schedule of 15 to 25 years for each road has been adjusted to an average of 68 years.

As part of the Governor's proposal, she also plans to eliminate the statutory cap on the level of highway funding that can be used to pay for DPS operations. While lawmakers have circumvented this cap for most of the last decade, its removal implies the continued support

and possible expansion of this raiding practice rather than its elimination. The annual cap is currently \$20 million. Last year, \$120 million was raided.

WE BUILD ARIZONA COALITION FORMS: A coalition of various groups has formed to stop the dramatic erosion of infrastructure investment. The coalition has conducted statewide polling that found that the public is not fully informed of what is occurring with transportation infrastructure trends, but when they are; they support infrastructure investment, oppose the raiding of transportation-dedicated funding, and would generally support an increase in investment levels. The major goals of We Build Arizona are threefold; stop the funding raids, restore previously raided funding and generate new revenues that can adequately meet our growing infrastructure needs. A public education campaign is underway and you should expect much activity in your communities in the upcoming months.

National efforts to increase infrastructure investment are also growing. Last Thursday, the President of the U.S. Chamber of Commerce reiterated that rebuilding America's infrastructure continues to be one of the business community's top five priorities as part of his annual State of American Business Address.

STATE LEGISLATIVE REGULAR SESSION BEGINS: The state legislature resumed its work with the start of the regular session last Monday. Despite controlling a minority of the seats, rural Arizona will have significant clout over the upcoming session as Senator Steve Pierce of Prescott was elected Senate President while Representative Andy Tobin of Paulden is the Speaker of the House. In regards to the transportation agenda, the budget and funding levels are likely to be the overwhelming priority. A more detailed preview of the Legislature and the regular session will be included in next week's update.

CONGRESS STARTS NEW SESSION: Washington activity resumes in earnest this week as the U.S. House of Representatives convened today while the Senate starts next Monday followed by the President's State of the Union Address on Tuesday. While support continues to grow for protecting transportation funding levels, a successful effort will be greatly challenged by a struggling Highway Trust Fund and the greater national priority of reducing deficit spending and curbing the national debt.

While a strong consensus has emerged in Washington concerning the need to at least continue existing transportation spending levels until an adequate long-term revenue stream is realized, federal Highway Trust Fund collections are one-third less than the current spending levels. The current balance and projected receipts suggest the Fund will go broke at some point later this year. The Transit Account is in a little better shape and can survive for roughly another two years.

To reach sustainability, it appeared early last year that the U.S. House was clearly moving in the direction of reducing transportation spending. This was demonstrated by the House-passed budget proposal, the initial transportation-related appropriations bill, and the original outline for last year's House transportation reauthorization bill all of which proposed to cut transportation funding by close to one-third. However, after the release of the reauthorization proposal and the significant opposition expressed concerning the cuts, Speaker John Boehner changed course and directed House Transportation & Infrastructure Committee Chairman John Mica to identify funding sources that would enable existing spending levels to continue

for the duration of the next reauthorization bill, targeting a six-year duration. While a very positive development for transportation funding, the Speaker's directive also stated that a gas tax increase could not be considered. President Obama has also maintained his opposition to a gas tax increase. As the gas tax is the primary Trust Fund revenue source, such an increase would be the most practical short-term means of increasing revenues along with a general fund transfer which is also unlikely due to the overriding pressure to reduce federal deficit spending.

The good news is that there is now a strong bipartisan consensus to continue existing spending levels which was clearly not the case until the late summer/early fall. The bad news is that reaching an agreement on how to raise the revenue remains elusive and we are running out of time as a source must be identified before the Fund draws down to insolvency later this year.

FEDERAL OUTLOOK: True to that positive change in direction, an appropriations bill was enacted in November which covered transportation funding for the remainder of the federal fiscal year and limited the spending cuts by reducing highway spending from roughly \$41 billion to \$39 billion and essentially maintaining a \$10.3 billion funding level for transit. Due to the enactment of this bill, no further continuing resolutions or other activity is needed for the current federal fiscal year concerning appropriations.

However, reauthorization must occur relatively quickly as the current extension, the eighth such short-term extension, expires on March 31st. While there has been much opposition expressed to passing an additional short-term extension, it is highly unlikely that there is adequate time for Congress to reach an agreement on a long-term bill by April. The Senate Environment & Public Works (EPW) Committee, which handles the bulk of the Senate transportation bill drafting completed language in November. The Senate Commerce, Science & Transportation Committee, which handles the safety, freight and research programs, also completed their work before the holidays. This leaves the Senate Banking, Housing & Urban Affairs Committee to draft the transit provisions and the Senate Finance Committee to draft the funding portion. EPW Chair Barbara Boxer has designed a two-year bill rather than the typical six-year and has called for \$109 billion in spending which equates to current levels adjusted for inflation. She proposed two years as the additional amount of funding needed above current Trust Fund receipts is \$12 billion, an amount far more obtainable than the amount needed to cover current spending levels in a six-year bill. She has recently stated that along with Senate Finance Committee Chair Max Baucus, they have identified the means for raising the additional \$12 billion which will be disclosed when the Finance Committee starts their bill markup expected by late January. Leadership plans for the full Senate to pass a bill well before the current extension expires at the end of March.

The House also plans to pass a bill prior to the end of March which will be largely dependent on when the House Transportation & Infrastructure Committee completes their drafting. Chairman Mica is targeting late January/early February for the committee markup of the bill. He is insistent on a six-year rather than two-year bill as the greater duration is needed to provide practitioners with the funding stability needed for sound programming and investment decisions. He now remains committed to maintaining existing funding levels for the duration of the new bill but has not identified the funding source. He, along with House leadership, continues to explore expanding energy production including an increase in domestic oil

drilling and generating additional revenues through that expansion. The potential funding levels and timing, along with potential opposition to increased drilling, provide obstacles to this direction.

While both the House and Senate plan on passing their different versions of reauthorization prior to the expiration of the current authorization extension, they will also need adequate time to reconcile their differences and vote on one version of the bill. As significant differences are anticipated, this will greatly add to the challenge of passing a bill by the end of March likely necessitating at least one more short-term extension. As the November presidential and congressional elections near, partisan differences will continue to grow dramatically complicating compromise efforts. Another obstacle to quick passage of a surface transportation bill is that Congress must immediately devote its time and resources to the aviation bill.

AVIATION AUTHORIZATION STILL AT AN IMPASSE: On January 31st, the 22nd short-term-extension to the aviation authorization bill will expire. The bill continues to be at an impasse due to a very partisan rift on provisions concerning organized labor and the voting process for forming unions. The stalemate over this provision continues to impede other needed action such as the long term-stability of airport capital improvement funding and the implementation of a nationwide air-traffic-control system modernization program.

NATIONAL DEBT CONTINUES TO DOMINATE NATIONAL POLICY: Greatly coloring all national policy decisions is the growing national debt and efforts to curb deficit spending. This has greatly impacted transportation and the efforts to increase funding to maintain current spending levels. The debt reduction legislation passed in August reduced spending by \$1 trillion over the next ten years and established what was characterized as the “Super Committee” to identify an additional \$1.2 to \$1.5 trillion in adjustments. With the failure of the Super Committee to forward a recommendation to Congress, a sequestration of funding will occur next January which will amount to a roughly 9% across the board cut to non-entitlement programs including defense and national security spending. While lawmakers have a year to potentially block and enact an alternative to the sequestration, the inability of the Super Committee to approve a plan with entitlement reforms continues to greatly place the onus of deficit reduction on other programs particularly non-defense.

Also, despite the cuts already enacted and those additional adjustments anticipated for next year, the deficit continues to grow steadily. The national debt ceiling, which was \$14.3 trillion at the time that the debt reduction legislation passed last year, has already been increased twice and is currently set at \$15.2 trillion. As the Nation is currently within \$100 billion of that cap, the process is already underway to increase it by another \$1.2 trillion which will likely take effect by the end of January.

The inability to include entitlements in the spending reduction plans has placed a tremendous strain on many domestic programs including transportation. That pressure to reduce overall federal spending will impede efforts to increase transportation funding. Without an increase, current spending levels will need to be reduced. While the link to the economy and jobs has been clearly established and there is a bipartisan consensus to at least maintain current levels, doing so in the current environment of curbing overall spending growth will be a daunting challenge

- **Executive Board 2012 Meeting Schedule**

- Wednesday, January 25, 2012 from 8a-10a at ADOT District Office (1801 S. Milton Rd.)
- Wednesday, February 22, 2012 from 8a-10a at ADOT District Office (1801 S. Milton Rd.)
- Wednesday, March 28, 2012 from 8a-10a at ADOT District Office (1801 S. Milton Rd.)
- Wednesday, April 25, 2012 from 8a-10a at ADOT District Office (1801 S. Milton Rd.)
- Wednesday, May 23, 2012 from 8a-10a at ADOT District Office (1801 S. Milton Rd.)
- Wednesday, June 27, 2012 from 8a-10a at ADOT District Office (1801 S. Milton Rd.)
- Wednesday, July 25, 2012 from 8a-10a at ADOT District Office (1801 S. Milton Rd.)
- Wednesday, August 22, 2012 from 8a-10a at ADOT District Office* (1801 S. Milton Rd.) **Chair Rotation Location Subject to Change*
- Wednesday, September 26, 2012 from 8a-10a at ADOT District Office* (1801 S. Milton Rd.) **Usual Retreat Date – Time and Location Subject to Change*
- Wednesday, October 24, 2012 from 8a-10a at *TBD*
- Wednesday, November 28, 2012 from 8a-10a at *TBD** *Possible cancelation due to holiday – look for mid-December Special Meeting*
- Wednesday, December 26, 2012 from 8a-10a at *TBD** *Possible cancelation due to holiday – look for mid-December Special Meeting*



FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION

CITY OF FLAGSTAFF ♦ COCONINO COUNTY ♦ ARIZONA DOT

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Action Summary Technical Advisory Committee 1:30 p.m. – 3:30 p.m. – Thursday, January 5, 2012

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 1:35 p.m.

TAC COMMITTEE MEMBERS PRESENT

Jeff Bauman, City of Flagstaff Transportation Manager, Chair

Sue Pratt, Coconino County Community Development Interim Director, Vice Chair

Justin Feek, ADOT Senior Transportation Planner

Audra Merrick, ADOT Flagstaff District Development Engineer

Rick Barrett, City of Flagstaff Engineer

Jim Cronk, Flagstaff Development Services

Erika Mazza, NAIPTA Transit Planner

Tim Dalegowski, County Designated Alternate for Andy Bertelsen, Coconino County Public Works Director

Excused Absent

None.

FMPO STAFF & Others Present

David Wessel, FMPO Manager

Martin Ince, FMPO Multimodal Planner

Meg Roederer, FMPO Administrative Specialist

I. PRELIMINARY GENERAL BUSINESS

A. PUBLIC COMMENT

None.

B. ANNOUNCEMENTS

None.

C. APPROVAL of MINUTES

Ms. Barrett made a motion to approve the Minutes of December 1, 2011 and Ms. Mazza seconded, which passed unanimously.

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

1. Highway Safety Improvement Program & Projects

Mr. Ince updated the TAC on the status of the HSIP program, projects and evaluation process. Mr. Wessel and the TAC provided comment and input. There was discussion only.

2. U.S. 180 Winter Congestion Study

Mr. Wessel updated the TAC on the status of the US 180 winter congestion study and distributed handouts with the results from the December traffic signal timing tests. The TAC made comment, suggestion and provided input. There was discussion only.

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

1. Transportation Improvement Program Amendment

Mr. Cronk moved to recommend approval of the TIP amendment to the Executive Board for the request from NAIPTA to add section 5307 funds in the amount of \$2,688,000 and \$388,000 for the purchase of buses and operating assistance in year 2012-2013 on the condition of Ms. Mazza verifying the fiscal year. Mr. Feek seconded, which passed unanimously.

2. FY 2013 Unified Planning Work Program

Mr. Wessel explained the ITS Regional Architecture and stated staff time will be allocated to the effort. There will be a pilot program in Flagstaff on Adaptive Signal Control. Mr. Cronk requested clarification on task 400 and 600 and if the regional plan 2012 is being double counted. Mr. Wessel explained they are different and 400 is long range planning and 600 is regional planning. There was discussion only.

3. Regional Plan 2012 Update

Mr. Wessel reviewed the Regional Plan 2012 process, scenario status and the operation of community VIZ. There was discussion only.

4. FMPO Working Calendar

Mr. Wessel reviewed the working calendar topics with the TAC as well as the Route Transfer Study, NAIPTA PARA Grant, Coordination Plan, Application review of 5310, 5316, 5317, and Fourth Street Corridor. There was discussion only.

IV. CONCLUDING GENERAL BUSINESS

D. REPORTS

Mr. Wessel reviewed the staff report with the TAC. There was discussion only.

E. ANNOUNCEMENTS

Mr. Wessel announced the Rural Transportation Summit is in Yuma January 18, 2012, Roads and Streets in Tucson in March, and noted LTAP participation has increased and thanked the TAC for their support.

ADJOURNMENT

Chair Bauman adjourned the meeting to order at 2:57 p.m.



Memorandum – Staff Reports

Date: January 17, 2012
To: FMPO Technical Advisory Committee
From: Martin Ince, Multi-Modal Planner
David Wessel, FMPO Manager

Re: Ongoing Transportation Projects

Federal Reauthorization

- The Senate Environment and Public Works Committee released its draft reauthorization bill, MAP-21. It is a two-year bill with funding at current levels, though about \$12 billion remains to be found to support that expenditure level. Potentially significant impact to FMPO in that the population threshold for designation is raised to 200,000. Grandfathering is possible, but requirements will not be known for some time. A final bill from the House committee has not been released.

I-40 Design Concept Report – the Initial DCR is released and available for review at <http://www.azdot.gov/I40StudyFlagstaff/>. The draft Environmental Assessment has been delayed. FMPO staff worked with the ADOT team to resolve issues surrounding several FUTS crossings. Most crossings are in proximity with no impact from I-40, several will be temporarily impacted during construction as bridges or culverts are extended, two may be redesignated as transportation facilities where they cross ADOT right-of-way. The Switzer Canyon Wash crossing near Walmart is the largest challenge as the existing culverts under east and westbound I-40 will be joined due to the widening and create a very long tunnel with occasional skylights.

I-17 Design Concept Report. City has submitted comments.

Camp Navajo EUL – The Enhanced Use Lease project for Camp Navajo has been cancelled. A new solicitation will be necessary to restart it. FMPO staff has been in consultation with EcoNA regarding a potential update to the 2004 freight study. The EcoNA Board may take the matter up in January.

Fourth Street North - the Council meeting was deferred until further research and report corrections could be made. Several important policy decisions are pending regarding a cost effective balance between access and mobility, achieving context sensitivity, and creating connectivity essential to the desired level of urban design.

FHWA Initiative - Every Day Counts

- No updates

Beulah Boulevard Extension – This project is in the TIP for design this fiscal year and construction in 2014. It is also a potential part of a public private partnership through the Arizona Department of Transportation. Proposals for the project that will redevelop the land holding the ADOT offices and the city parcel containing the Beulah extension have been deferred from January 2012 to March.

I-15 Bridge Project – The TIGER grant to fund part of this \$120+ million project failed. No information has been received regarding the status of the pilot tolling project.

Transportation Summit (Spring 2012) – based on the fall retreat in September, a group from FMPO, NAIPTA, EcoNA, and the Chamber have met to outline the event, its mission, invitation list, and desired outcomes. Work to date:

- 1) Sell the problem. We have suffered for lack of a coherent, unifying transportation vision. We need to know where we are headed and why we are going there. We need a unifying, directive vision as a reference point for identifying and actualizing major transportation projects.
- 2) Educate about the process
- 3) Conduct a business survey of transportation needs and share the results
- 4) Share the draft Vision and take feedback.
- 5) End with a Strong finish.

Work Program Update

- Data Collection: FY 11 counts and submittals complete. FY 12 – no summer counts, fall counts completed
 - Trip Diary Survey – deferred to September 2012.
- TIP: FY 11 adopted. FY 12 draft underway.
- NAIPTA 5-Year Transit Plan – proposals due shortly. Award expected in March.
- Long Range Planning
 - **Regional Plan 2012** - 2nd round of scenarios under analysis.
 - **State Long Range Plan - What Moves You Arizona** – adopted
- Special Projects
 - US 180 Winter Congestion Study – Report complete. Signal timing plan successfully tested. Final presentation March 26, 2012 to joint Council/BOS.
 - 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 – Complete.
- Regional Planning
 - Juniper Point project work complete for time being.
 - Fourth Street – North Corridor – see earlier comments.
- Public Participation
 - Website is being maintained