SECTION 2 – STATEWIDE & REGIONAL PLANNING

This Section provides a summary of state and regional planning, and the manner in which the region collaborates for implementation.

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2. STATEWIDE & REGIONAL PLANNING

2.1 Structure

Through Executive Order 70-2, Arizona’s Governor established planning boundaries in 1970 in response to federal planning requirements, and in an effort to achieve uniformity in various planning areas. Arizona has three types of regional transportation planning agencies to conduct and coordinate transportation planning activities:

- Transportation Management Areas (TMAs)
- Metropolitan Planning Organizations (MPOs)
- Council of Governments (COGs)

A COG is a regional body with voluntary membership providing a forum for rural transportation planning, collaboration, and decision-making in areas with a total contiguously urbanized population of less than 50,000.

Arizona includes four COGs collaborating with ADOT to facilitate cross-agency partnerships, plans, and programs. Every community within Arizona is represented by at least one of these planning agencies (see next page).
2. STATEWIDE & REGIONAL PLANNING

2.1 Structure (Cont’d)
2. STATEWIDE & REGIONAL PLANNING

2.2 NACOG Planning Overview

Each year ADOT prepares a Work Program (WP) outlining goals, objectives, and required tasks to be undertaken by NACOG during the annual state fiscal cycle (July 1 – June 30). The NACOG WP is intended to:

a. Support the economic vitality of the region, especially by enabling global competitiveness, productivity and efficiency.

b. Increase the safety of the transportation system for motorized and non-motorized users.

c. Increase the security of the transportation system for motorized and non-motorized users.

d. Increase the accessibility and mobility of people and freight.

e. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote the consistency between transportation improvements and State and local planned growth and economic development patterns.

f. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

g. Promote efficient system management and operation.

h. Emphasize preservation of the existing transportation system.

Compliance with the WP is accomplished through the following tasks delivered by NACOG and its member agencies:

- Public Involvement & Consultation
- Collecting and reporting roadway performance data
- Data Collection for Roadway Classification & Population Projections
- Prioritizing regional Transportation Improvement Program
- Regional coordination and technical support
- Transit Planning & Coordination

These tasks, actions steps, and associated implementation schedule can be viewed in APPENDIX 1 – COG WORK PROGRAM.
2. STATEWIDE & REGIONAL PLANNING

2.3 NACOG Planning Portfolio

There are three components comprising the NACOG Planning portfolio. Below is the summary and budget for each element.

<table>
<thead>
<tr>
<th>Program</th>
<th>Source</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional roads (Infrastructure)</td>
<td>Federal Highways Administration (FHWA) – Surface Planning and Research program</td>
<td>Regional planning of roadway and safety infrastructure.</td>
</tr>
<tr>
<td>Transit Planning</td>
<td>Federal Transit Administration (FTA) – Section 5310, Section 5311 program</td>
<td>Transit planning activities for General Public, Seniors, and Individuals with Disabilities</td>
</tr>
<tr>
<td>Mobility Management</td>
<td>FTA – Section 5310 Program</td>
<td>Managing and developing systems for improving accessibility for seniors and individuals with disabilities</td>
</tr>
</tbody>
</table>

2.3.1 Regional Roads / Safety Planning & Research

ADOT provides funds to NACOG for the purpose of administering roadway and safety planning including coordinating the Transportation Improvement Program and Data Collection. Match funding is required for this federal grant, which is captured through in-kind services provided by member agencies through attending meetings and performing activities to meet the program objectives.

2.3.2 Transit Planning

ADOT also provides NACOG with funds to administer human services and public transit planning in rural areas of northern Arizona. This includes prioritizing potential grant funded projects, and regional coordination activities supporting delivery of public transit. These funds are provided at 100% by ADOT and therefore do not require match funding.

2.3.3 Mobility Management

This program compliments the Transit planning program in 2.3.2 by focusing on managing regional mobility through facilitating the implementation of various collaborative activities to enhance access for citizens. Match funding is required for this federal grant, which is captured through in-kind services provided by partners attending meetings and performing activities to meet the program objectives.
2. STATEWIDE & REGIONAL PLANNING

2.4 NACOG Organizational Structure

NACOG is a non-profit membership corporation representing transportation interests of member governments within the four Arizona counties of Apache, Coconino, Navajo and Yavapai. This vast region covers approximately 48,000 square miles (42% state land area) and has a combined population of approximately 8% state population per the 2010 Census. This planning area is larger than the state of Pennsylvania.

2.4.1 Membership

Membership in NACOG’s Transportation Planning program is voluntary and does not require membership dues. In order to receive federal resources, however, “project sponsors” must be active in the process including participation in the various committees and in the Work Program; this time and commitment is valued as “In-kind” support to the program and enables the region to use federal monies. Be advised local governments neither on the Regional Council nor those holding a position within the Technical Subcommittee may participate.
# 2. STATEWIDE & REGIONAL PLANNING

## 2.4 NACOG Organizational Structure (Cont’d)

### 2.4.1 Membership (Cont’d)

Below is table showing existing program participants. Note that partners are categorized by sub-regions and tribal entities.

<table>
<thead>
<tr>
<th>APACHE</th>
<th>COCONINO</th>
<th>NAVAJO</th>
<th>YAVAPAI *</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apache County</td>
<td>Coconino County</td>
<td>Navajo County</td>
<td>Western Yavapai</td>
</tr>
<tr>
<td>Town of Eagar</td>
<td>City of Page</td>
<td>City of Holbrook</td>
<td>Yavapai County</td>
</tr>
<tr>
<td>Town of Springerville</td>
<td>City of Williams</td>
<td>Town of Pinetop-Lakeside</td>
<td>Verde Valley</td>
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<td>City of St Johns</td>
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</tr>
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<td>TRIBAL / OTHER</td>
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<td></td>
</tr>
<tr>
<td>Hopi Tribe</td>
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<td></td>
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</tr>
<tr>
<td>Kaibab Paiute Tribe</td>
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<td></td>
<td></td>
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<tr>
<td>Navajo Nation</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ADOT Multimodal Planning Division</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Yavapai sub-region is sub-divided into two geographic areas per community clusters

### 2.4.2 Governing & Advisory Bodies

There are various representative bodies tasked with guiding the implementation of transportation planning in the region. Below is a brief summary of each role and responsibility.

#### 2.4.2.1 Regional Council (RC)

The RC is granted authority through its powers and duties for establishing policy for the planning program, such as approving and/or ratifying all regional Plans including but not limited to the Regional Transportation Improvement Program and Regional Human Services Transportation & Public Transit Coordination Plan. The Regional Council established two advisory committees to assist with programmatic and policy recommendations in the decision-making processes - see 2.4.2.2 - 2.4.2.3
2. STATEWIDE & REGIONAL PLANNING

2.4 NACOG Organizational Structure (Cont’d)

2.4.2 Governing & Advisory Bodies

2.4.2.2 Transportation Policy Advisory Committee (TPAC)

The RC established the TPAC to oversee the program and process, and to serve in an advisory capacity to RC. See TPAC By-Laws in **APPENDIX 2 – TPAC BYLAWS**.

By way of this Manual, the RC empowers the TPAC with decision-making authority for regional Plan modifications. This may occur when RC is unable to convene to address issues of time-sensitivity, for example, therefore improving flexibility in managing work-low and ensuring regional funding allocations are preserved. The RC shall ratify all TPAC actions.

2.4.2.3 Technical Subcommittee (TSC)

The TSC is tasked with providing technical recommendations to the TPAC and RC.

Membership is comprised of local member agency staff and includes two officers, a Chair and Vice Chair, as determined by vote at the annual TSC meeting in December during even-numbered years. TSC By-Laws can be found in **APPENDIX 3 – TSC BYLAWS**.

The TSC is responsible for the following:

1. Advising the TPAC and other elected or appointed officials on transportation issues referred to the committee.
2. Developing criteria for recommending priorities on transportation projects in the Region to the TPAC.
3. Reviewing project requests and providing recommendations to the TPAC for the annual Transportation Improvement Program (TIP)
4. Reviewing project requests and recommending to the TPAC for the State Five Year Construction Program.
5. Reviewing requests for changes in federally classified roadways.
6. Monitoring, controlling and reporting project costs for the TIP.

2.4.2.4 Transit Planning Committees (TPCs)

TPCs provide input to staff for local transit issues, and are comprised of local stakeholders including transportation providers, local government staff, elected officials, community members, and representatives of the needs of older adults and individuals with disabilities. See Section 6 for description of TPC guidelines.