

GUIDELINES FOR LONG-RANGE PLANNING

AUGUST 1, 2014

Supplement to:

Arizona Department of Transportation

Guidelines for Highways on Bureau of Land Management and U.S. Forest Service Lands



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ACRONYMS AND ABBREVIATIONS

Refer to “Appendix A” of the “Guidelines for Highways on Bureau of Land Management and U. S. Forest Service Lands”.

GLOSSARY OF TERMS

Refer to “Appendix B” of the “Guidelines for Highways on Bureau of Land Management and U. S. Forest Service Lands”.

The “Guidelines for Highways on Bureau of Land Management and U. S. Forest Service Lands” can be found at this link:
<https://www.azdot.gov/business/engineering-and-construction/roadway-engineering/roadway-design/standards-and-guidelines/guidelines-for-highways-on-bureau-of-land-management-and-us-forest-service-lands>

CHAPTER 1: INTRODUCTION

1.1 Purpose and Intent

Successful transportation and land use planning are vital in providing the citizens of Arizona enhanced mobility while assuring a sustainable environment for the future. Coordinating (or integrating) land use and transportation planning and land development is commonly considered as one facet of “smart growth”, sustainable development, or other similar concept. These shared policies, principles, and strategies are intended to preserve and even enhance valued natural and cultural resources and to facilitate “healthy”, sustainable communities and neighborhoods. These approaches also tend to foster a balance of mixed uses (including housing, educational, employment, recreational, retail, and service opportunities) which recognize the importance of spatial or geographic proximity, layout, and design of those uses. In addition, the consideration of long term and broader (even global) impacts of land use decisions on our natural and human-made environment, including transportation systems and facilities, is also critical to these concepts. According to national legislation regarding planning, a key component is to:

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

Federal legislation also requires that State Departments of Transportation, Metropolitan Planning Organizations (MPOs), Councils of Government (COG), local agencies, and others involved in the transportation planning process have flexibility in meeting that goal; its implementation requires communication and interaction between transportation agencies and those involved with developing and implementing plans for growth, economic development, and similar issues and concerns impacting land use. That effort will involve the comparison of transportation plans to land use plans and will require the crafting of local and regional land use/economic development strategies, policies, and plans with pertinent transportation studies, plans, and programs.

A sustainable development program, the state’s strategic approach to transportation planning, programming, and construction is important to all Arizonians. Sustainable development leverages the land use/transportation relationship to improve mobility, enhance air quality, protect the environment, support economic growth, and to ensure the financial stability of the transportation system by promoting livable communities throughout the state.

To accomplish this strategic approach, the Arizona Department of Transportation (ADOT), the Bureau of Land Management (BLM), the United States Forest Service (USFS), and Federal Highways Administration (FHWA) agree to participate in each agency’s long-range planning process.

This manual is a companion to the “Guidelines for Highways on Bureau of Land Management and U. S. Forest Service Lands”, and is largely devoted to the planning and programming process for highways.

This manual was developed to describe each agency’s planning process and provide an opportunity for ADOT, BLM, USFS and FHWA to coordinate early, consistently and continuously throughout each agency’s long-range planning process. This manual will describe each agency’s planning process and identify opportunities for input. Each agency will have the opportunity to provide input into each others planning process to work toward achieving the following:

1. Link transportation planning and land use.
2. Link transportation planning and planning level National Environmental Policy Act (NEPA) requirements.
3. Follow established communication, organization, and workflow protocols.
4. Consider the following Items throughout the planning process:
 - a. Area of critical environmental concern
 - b. Wildlife movement
 - c. Roadless areas
 - d. Wilderness areas
 - e. Wetlands
 - f. Cultural resources
 - g. Habitat for sensitive plant and animal species
 - h. Visual Resource management objectives
 - i. Threatened and endangered species
 - j. Recreation access
 - k. National Landscape Conservation System
5. Incorporate underlying agency land owner planning needs.
6. Utilize the Communication Matrix to resolve issues during the planning process.

1.2 Communication

Communication between agencies is important to identify and address potential conflicts in each agency’s planning approach early in the planning process. The partnering agencies agree to conduct an annual planning coordination meeting to discuss issues that may impact the planning process. These meetings are essential to successful coordination throughout the entire long-range planning process.

Communication should flow freely throughout each organization and between each agency. Each agency’s management will focus on regional and statewide planning policy and goals, while local representatives will focus on specific planning study projects. The communication matrix in Table 1.1 shows the peer professionals for each agency from project level to policy level and should be used to guide communication and issue resolution. Developing, maintaining and strengthening working relationships with peer professionals between all partner agencies are essential in fostering a culture of open and continuous communication. Each agency should proactively reach out to the partner agencies at all levels seeking input when developing any planning document that may affect the other.

Table 1.1 – Agency Peer Communication Matrix				
BLM	ADOT	USFS	FHWA	
Planner	Project Manager	District Ranger	Planning Coordinator	Project
Field Manager & District Manager	Multimodal Planning Division (MPD) - Planning and Programming Director	District Ranger/ Forest Engineer	Senior Engineering Manager	
Deputy State Director, Resources	MPD Director	Forest Supervisor	Assistant Division Administrator	Policy
State Director	ADOT Director	Regional Forester	Division Administrator	

Interagency communication should occur continuously as planning studies evolve into capital improvement and construction projects.

Table 1.2 shows the progression from the planning stage to project development/ delivery for ADOT projects and includes the frequency and duration of each activity.

Table 1.3 and 1.4 summarize the BLM and USFS planning process and timelines.

Table 1.2 – ADOT Process from Planning to Project Development			
Step	Activity	Frequency	Duration
1	Statewide Visioning Process (Framework) Coordination with BLM, USFS and FHWA	As-Needed	2-3 years
2	Statewide Long-Range Plan (LRTP) Coordination with BLM, USFS and FHWA	Every 5 years	1-2 years
3	Regional/Special Transportation Studies BLM, USFS and FHWA on Technical Advisory Committee	Annually	1-2 years
4	Project Scoping (Minor and Major Projects) BLM, USFS and FHWA on study teams	Annually	4 - 36 months
5	Project Programming	Annually	12 months
6	State Transportation Improvement Plan (STIP)	Annually	2 months
7	Project Development Process Follow the original Guidelines for Highways on BLM and USFS Lands Manual	On-going	On-going

Table 1.3 – BLM Planning Process

Step	Activity	Frequency	Duration
1	Develop Preparation Plan	Each Update	
2	Analyze Current Management Situation	Each Update	As-needed
3	Conduct Scoping. Contact Partner Agencies for Input on Long-Range Planning Activities	Each Update	30 day min
4	Prepare a Draft Resource Management Plan (RMP)	Each Update	90 + comment
5	Prepare RMP Amendment and EIS	Each Update	
6	Prepare Record of Decision/Approve RMP	Each Update	90 + comment
7	Revise RMP and EIS to Address Comments	Each Update	
8	Approve Final Plan	Each Update	

Note: (See Figure 3.3 and 3.4 for details)

Table 1.4 – USFS Planning Process

Step	Activity	Frequency
1	Assess Current Conditions	Annually
2	Revise/Amend with Input from ADOT	As-needed
3	Monitor Plan	Continuously
4	Collaboration with Partner Agencies	Continuously
5	Receive feedback on plan progress	Continuously

CHAPTER 2: ADOT LONG-RANGE PLANNING PROCESS

ADOT is guided by both federal and state requirements for statewide transportation planning and programming. Current federal law prescribes specific planning factors and interested parties, as well as requirements for public involvement, consultation with environmental agencies, land management agencies, tribal governments, local elected officials, and linkage with the NEPA process, among other tasks. ADOT utilizes a collaborative process to seek stakeholder and public input throughout every stage of planning and development of the state transportation program. ADOT begins with a statewide visioning approach used as the framework for the statewide LRTP that identifies priorities and needs for the future. The LRTP is then used by ADOT planners and engineers to develop specific capital improvement strategies to meet the identified needs. The final outcome of the ADOT planning process is the Five Year Transportation Facilities Construction Program and the Statewide Transportation Improvement Program (STIP), which generates fully funded construction projects. Once included in the STIP, a project then follows the establish project development process. ADOT welcomes and encourages input from stakeholders and the public throughout the entire process. A detailed description of the process is provided in the following sections.

2.1 ADOT Multimodal Planning Division Structure

Planning and programming improvements to the state highway system and other modes of transportation is the primary responsibility of the ADOT Multimodal Planning Division (MPD). MPD is comprised of five sections with specific focus areas and responsibilities as summarized below:

Systems and Regional Planning

- Tribal Planning and Support
- Systems Planning Staff
- Studies, Plans and Programs

Transportation Programming

- Five Year Transportation Facilities Construction Program
- State Transportation Improvement Program (STIP)
- Priority Planning Advisory Committee (PPAC)

Transit Services

- Transit Programs
- Transit Studies
- Rail Programs
- Rural Transportation Assistance Program (RTAP)

Data Management and Analysis

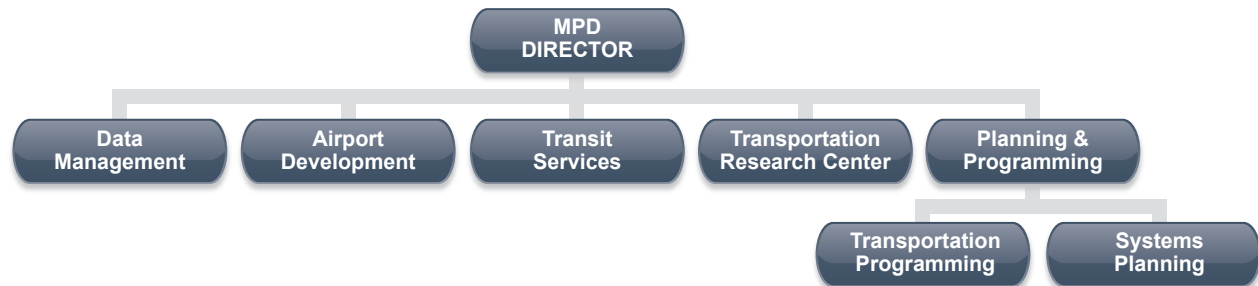
- Air Quality
- Data Analysis
- Data Collection
- Geographic Information Systems (GIS)
- Travel Demand Modeling (TDM)

Arizona Transportation Research Center

- Research Program
- Product Resource Investment Deployment and Evaluation (PRIDE) Program
- ADOT Library

The MPD organization chart is shown in Figure 2.1:

Figure 2.1 – ADOT MPD Organization Chart



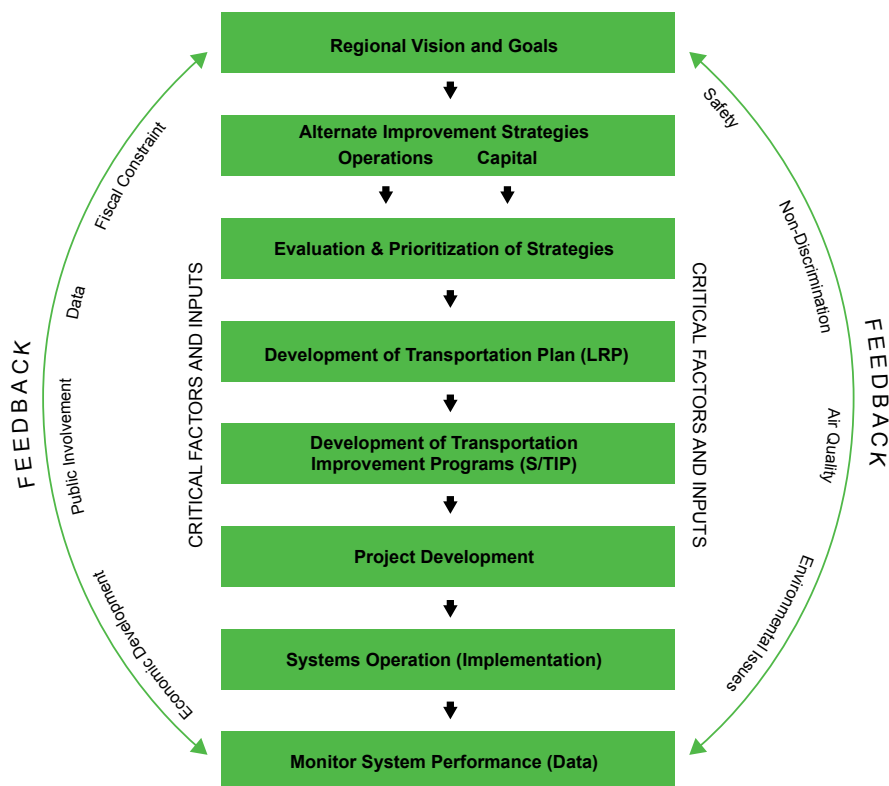
Additional contact information is available on the ADOT-MPD website at the following link: <http://www.azdot.gov/planning/index.asp>

2.2 Long-Range Transportation Planning Process

ADOT uses the FHWA/Federal Transit Administration (FTA) planning model as the foundation for their Long-Range Transportation planning process that includes the following key steps as shown in Figure 2.2:

- Monitoring existing conditions;
- Forecasting future population and employment growth, including assessing projected land uses in the region and identifying major growth corridors;
- Identifying current and projected future transportation problems and needs and analyzing, through detailed planning studies, various transportation improvement strategies to address those needs;
- Developing long-range plans and short-range programs of alternative capital improvement and operational strategies for moving people and goods;
- Estimating the impact of recommended future improvements to the transportation system on environmental features, including air quality; and
- Developing a financial plan for securing sufficient revenues to cover the costs of implementing strategies.

Figure 2.2 - The General Transportation Planning Process Model (FHWA, FTA)



ADOT's current overall approach to long-range planning is a comprehensive process incorporating transportation goals and vision to deliver construction projects while constantly receiving input from partner agencies and the public.

2.2.1 Long-Range Planning Visioning Process

In 2009, ADOT completed the first statewide transportation planning framework study to identify an unconstrained 40-year vision of future needs that will lay the foundation for the statewide LRTP. The Statewide Framework analysis was performed using the statewide travel demand model and identifies multimodal transportation needs from which the 20-year performance-based and investment choice prioritized, LRTP can be developed. The LRTP will be guided by a comprehensive, statewide approach following the framework process which incorporates regional growth strategies will be its foundation. As such, the LRTP is one element of a process that integrates cost-constrained planning and project selection for the Five Year Construction Program with unconstrained visioning.

2.2.2 Long-Range Plan / BLM and USFS Input Opportunities

The Arizona Revised Statutes (ARS 28-304 through 306; 28-502 through 507; 28-6954 and others) require ADOT to conduct a weighted, project-specific, performance-based planning and programming process. Specific performance measures are included in the law and must be strictly implemented in the Statewide Long-Range Plan. ADOT is not limited to using only the measures that are required by law and may develop additional measures to meet current needs.

In addition, the LRTP must be developed in accordance with non-discrimination principles, including, but not limited to, those outlined in **Executive Order 12898**, *Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations*, which established environmental justice as a federal government priority.

The ADOT LRTP incorporates active stakeholder and public involvement to help guide strategic investment opportunities that leads to the development of the Highway Improvement Program and ultimately the construction of the improvements as depicted in Figure 2.3.

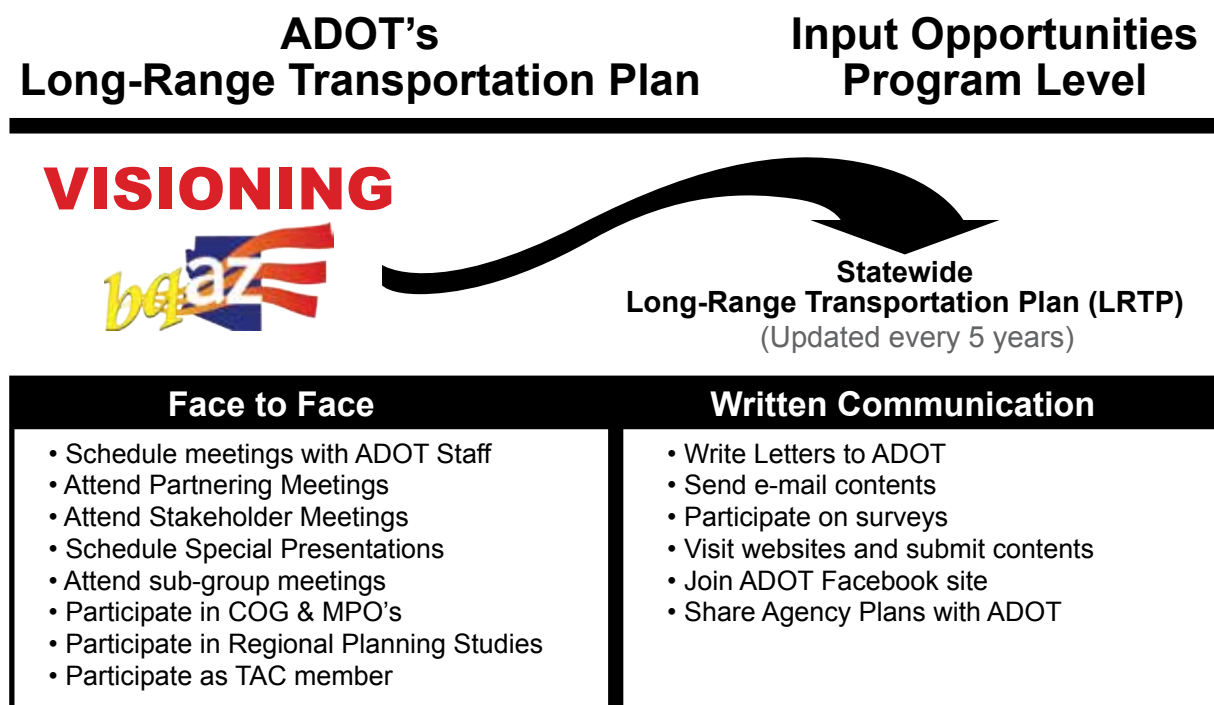
Figure 2.3 - LRTP Overall Process



The LRTP is ADOT's principle strategic operating document that will develop Recommended Investment Choices (RIC) utilizing the Building a Quality Arizona (BQAZ) recommendations as potential programming candidates. As such, the LRTP is one element of a process that identifies transportation needs, prioritizes investment choices, identifies potential funding and guides project selection for the Five Year Transportation Facilities Construction Program. Lastly, the LRTP establishes procedures for evaluating changing needs and transportation priorities in future short and intermediate term programs.

During the development of the LRTP each agency will have the opportunity to provide input as illustrated in Figure 2.4. These input opportunities can be used throughout the planning process. In addition, ADOT will also seek extensive public input to assure the plan will meet the future needs of Arizona.

Figure 2.4 – BLM and USFS Long-Range Planning Input Opportunities



2.2.3 Regional Transportation Planning

The MPOs are responsible for developing Regional Transportation System Plans (RTPs) throughout the state based upon their established, coordinated, comprehensive, continuing planning process. BLM and USFS are encouraged to work with regional planning entities to assure that their needs are included in the regional transportation plans. Agency planners need to also consult with tribes on the development of regional transportation plans. MPOs also make priority recommendations for Federal-aid transportation projects in their region and for the construction and improvements of facilities on the State Highway System. These recommendations must be included in the regional transportation plan for funding consideration and project advancement. Each agency's planning organization should coordinate and participate in these planning efforts as required. Contact information for each COG and MPO is summarized in Appendix D.

2.2.4 Planning Assistance for Rural Areas (PARA)

Under the PARA program MPD conducts various types of transportation studies for cities, towns, tribes, and counties. These planning studies review existing transportation conditions, forecast future conditions, develop short, mid and long-term transportation improvement strategies for improved mobility. Improvement strategies include both motorized and non-motorized transportation options. Local governments and communities are encouraged to participate in this program to develop long-range transportation plans or other specialized planning studies. BLM and USFS are welcome to participate in these studies if they are in close proximity or may affect the land use in the area. These studies are 100% federally funded and MPD provides the overall project management of the study. This program was formerly called the Small Area Transportation Study (SATS) program.

2.2.5 Special Planning Studies

These studies may include corridor definition, corridor profile, alternative route or bypass, passing lane, transit feasibility, access management, multimodal feasibility assessments, and other studies as directed. ADOT encourages the BLM and USFS to participate in these studies since land use objectives are a vital component of most plans. At the discretion of the State Transportation Board, State Legislature or by recommendation of the State Transportation Plan, ADOT-MPD may conduct specialized transportation studies.

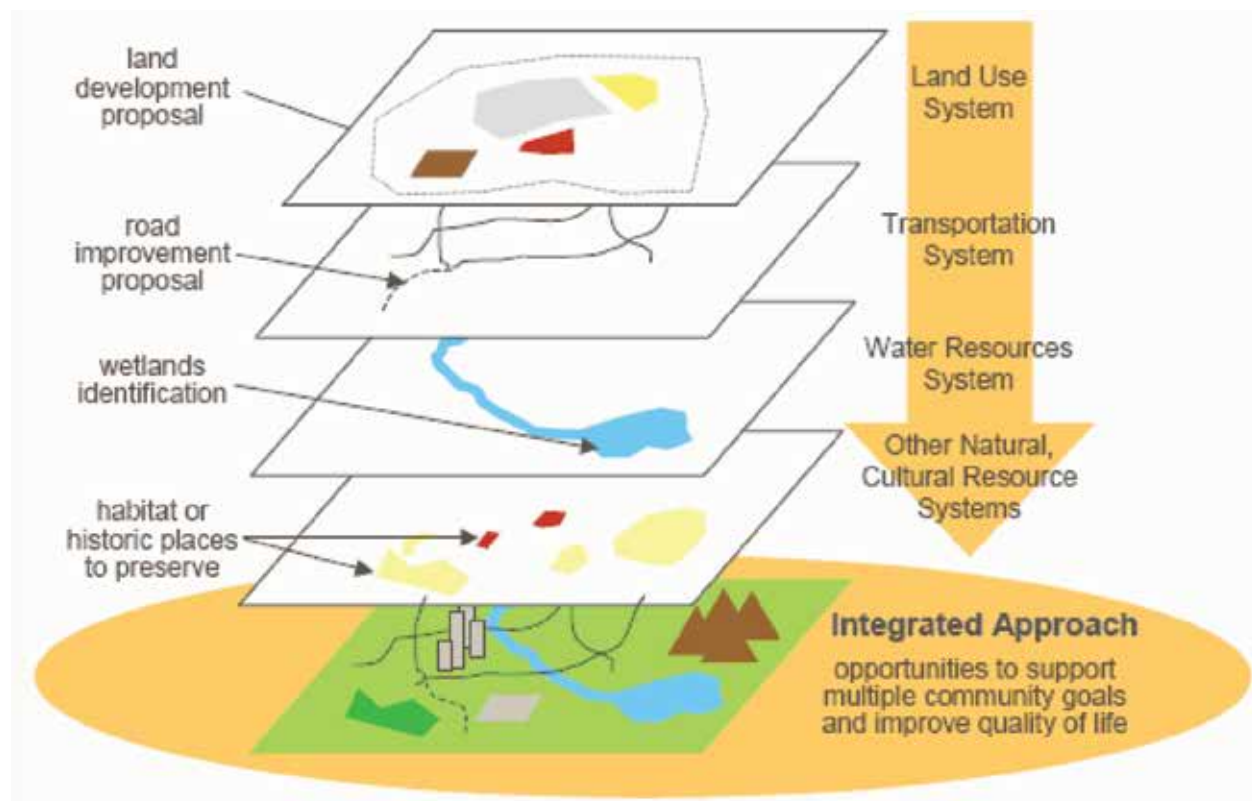
2.2.6 Integration of Transportation and Environmental Planning

ADOT's goal is for transportation planning to incorporate both qualitative and quantitative environmental overviews that will include a broad brush analysis performed within environmental rules and regulations. The planning process should consider the connection of environmental quality with project development and quality of life. Key concepts for transportation and environmental planning should include:

- Planning with consideration of the ecological footprint and natural boundaries.
- Regional perspective.
- Holistic approach to planning the transportation system.
- Sustainable transportation practices.
- Evaluate and compare both the quantitative and qualitative environmental factors that include cumulative impacts, transportation strategies to reduce pollution and the regional ecosystem framework.
- Planning should consider transportation, land use, and environment connectivity for infill, mixed use zoning, transit oriented developments and livable community projects.
- Stakeholder input and cooperation.

Integrated planning should begin early in the statewide planning process. The planning overlay approach is practiced through the Planning and Environmental Linkage (PEL) concept shown in Figure 2.5.

Figure 2.5 – Planning and Environmental Linkage (PEL) Approach



The Ecological Framework: The ecosystem based approach is an outgrowth of applying the process of integrated planning. This process involves partnering with multiple agencies. The method produces a Regional Ecosystem Framework (REF) for infrastructure projects such as transportation facilities. One method is to use the REF concept to connect climate change impacts to transportation projects through their ecological relationship to geographic and district boundaries.

The integrated ecosystem approach to developing transportation projects creates the following attributes:

- **Conservation** *by* protection of large scale, multi-resource ecosystems;
- **Connectivity** *through* reduced habitat fragmentation;
- **Predictability** *achieved* from the knowledge that commitments made by all agencies will be honored that the planning and conservation agreements, results, and outcomes will occur as negotiated;
- **Transparency** *due* to public and stakeholder involvement at all key stages in order to establish credibility, build trust, and streamline infrastructure planning and development.

The linking of Long-Range Planning to the NEPA environmental review process encompasses the following:

- Establish a Draft Purpose and Need Statement; Develop specific statements outlining the problem(s) the proposed transportation project is intended to . . . address and attempts to gain consensus of the planning partners in order to . . . move the project forward. Problems identified in Purpose and Need statements for transportation projects include traffic congestion, capacity and safety issues, and transportation system continuity.
- *Identify stakeholders* and get stakeholder feedback regarding potential impacts and benefits of the transportation corridor.
- *Alternatives identification*; Identify all reasonable solutions to the transportation problem that will meet the Purpose and Need. This list of alternatives will be narrowed to a smaller group that will be identified in the NEPA process for study in more detail.
- *Conduct an environmental screen*; Evaluate and compare both the quantitative and qualitative environmental impacts within a proposed corridor.
- *Feedback to the Planning process*; Incorporate the proposed design concept(s), scope and mitigation plans resulting from this process into future planning documents.

2.3 Priority Programming Process

PRIORITY PROGRAMMING PROCESS FOR AIRPORTS, HIGHWAYS AND TRANSIT

ADOT is mandated by state law to be responsible for constructing and maintaining all Interstate and State Highways in Arizona and to provide financial assistance to public airports for airport development projects. Fulfilling this responsibility includes extensive public participation and a sophisticated technical evaluation known as the Priority Programming Process. The process culminates in the Five-Year Transportation Facilities Construction Program for highways and airports and the STIP.

In addition to the “Priority Programming Law”, the programming process is guided by ARS 28-503 through ARS 28-505, which requires the use of performance based factors to prioritize projects. Some of the performance factors include:

- System Preservation
- Congestion Relief
- Accessibility
- Safety
- Operational Efficiency
- Cost-Effectiveness
- Integration and Connectivity with other Modes
- Economic Benefits
- Air Quality and Other Environmental Impacts
- Project Readiness

The following general objectives guide ADOT in the development of the capital improvement programming process:

- Effective allocation of resources to address policy objectives.
- Facilitating tradeoffs among competing investment opportunities.
- Supporting efficient program and project delivery.
- Key elements of capital programming and project selection.

Since the needs usually outweigh the funds available, the decision-makers must prioritize projects and allocate funds accordingly. The goal is to program the projects with the highest benefit amongst all possible projects.

The end result of the Priority Programming Process is the ADOT Five-Year Transportation Program that is distributed to the public prior to public hearings and final Transportation Board adoption. Included in this document are:

- Highway Program
- Regional Transportation Plan Freeway Program (RTPFP)
- Airport Program

The statutory power to prioritize individual airport and highway projects is placed on the State Transportation Board (STB), a seven member panel appointed by the Governor. The members of the board serve a six-year term and represent all geographic regions of the state. This seven-citizen board not only presides over the establishment of priorities but also awards all highway construction contracts.

A committee appointed by the ADOT Director assists the STB in setting priorities based on the performance standards. The Priority Planning Advisory Committee (PPAC) is guided by a number of policies, which are established by the STP. Board policies are reviewed periodically and updated as needed to meet ever-changing transportation needs.

Aeronautics Program

In order to ensure Arizona's airport system continues to effectively connect, move, and support the state's needs, ADOT initiated the Arizona State Airports System Plan (SASP). The SASP provides direction for state aviation system planning for years to come. The purpose of this plan is to provide a framework for the integrated planning, operation, and development of Arizona's aviation assets. The total SASP needs has been determined to be \$2.45 billion dollars over the next 20 years.

Every fall, ADOT requests airport sponsors to submit a five-year Airport Capital Improvement Plan (ACIP). The proposed plan is submitted via a web site. After submittal and review by ADOT, the projects are submitted for Federal/State/Local or State/Local grant funding. The airport sponsors can also submit projects for the loan program.

Upon the review for eligibility, the projects receive a priority number. The projects are ranked by priority in each of the airport categories. The airport categories are; Commercial Service, Reliever, General Aviation – Community, General Aviation – Rural, and General Aviation – Basic. Based on the funding levels, a tentative program with the highest priority ranking is presented to the STB for review and comment. The final program is approved by the STB in June. The STB only approves the first year of the State/Local projects and an amount for matching the local share of the Federal/State/Local projects. The ACIP process is the most opportune time to communicate the projects to the BLM or USFS.

Federal/State/Local Grants are issued to the airport sponsor upon receipt of a copy of the Federal Aviation Administration grant from the sponsor and project specific approval by the STB. The State/Local grants are issued upon coordination with the airport sponsor. The loans are reviewed and approved by a special committee and the airport sponsor is responsible for the administration and completion of the project. The airport sponsor is also responsible for assuring all appropriate land use management agencies are involved for projects on their lands.

State Public Transit Process

ADOT supports mobility choices throughout the state with a broad array of rural and urban capital and operating assistance, including program support for special needs transportation (49 USC §5310), Job Access Reverse Commute or JARC (49 USC §5316) and New Freedom (49 USC §5317). For many communities, ADOT-funded programs literally represent the only public transportation service available and the assistance provided by these grant programs is critical to these services' day-to-day and long term operation.

Highway Needs Identified

The highway construction program is a product of input from citizens, local governments, state legislators, planning organizations, chambers of commerce, the business community, and ADOT professional planners and engineers.

The ADOT planners and engineers rely on a number of technical measures to identify highway needs. These measures include the ADOT pavement management system, traffic counts and projections, truck studies, accident studies, route corridor studies, and the LRTP.

Highway Projects Prioritized

There are many different ways to prioritize a project. Among these are the significance of the route, average daily travel, number of accidents, safety factors, route continuity, cost effectiveness measured by the project cost per motorist served, and the recommendations of our experts in the field, the District Engineers.

An additional criterion is also considered in the ranking of candidate projects for each program category. The highest ranked projects are then considered for inclusion in the construction program to the extent that funding is available.

Transit Needs

Program selection for ADOT's rural public (49 USC §5311) and special needs (49 USC §5310, 5316 and 5317) programs begin with annual statewide application cycles, with the majority of solicitation and selection activity taking place from January through April. Based on a published combined guidelines and application document, for each program, selection committees are established, at ADOT's request, by COGs and MPOs at the regional (49 USC §5310, 5316, 5317) level and by ADOT at the state (49 USC §5311) level to assist in the prioritization of programs.

After release by the STB, a tentative Five-Year Program is distributed to local elected officials throughout the state, transportation agencies, and other interested parties. In order to develop cooperation and consultation with the general public, a series of hearings are held statewide in the spring at which all viewpoints can be heard regarding the Five-Year Program, including highway, aeronautics, and transit components as identified in the STIP.

There are several opportunities for input by the BLM, USFS and other agencies prior to final adoption of the Five-Year Transportation Program both formal and informal.

2.3.1 Priority Programming Project Selection Process

ADOT distributes funding for the Five-Year program based on a resource allocation model approved by the STB. The model has three components, System Preservation, System Management and System Improvements. Figure 2.6 shows the various allocation categories for project funding. The project selection process is different for each sub category.

Figure 2.6 - Resource Allocation Categories

100 - SYSTEM PRESERVATION

110 - PAVEMENT PRESERVATION

- 111.00 - PAVEMENT PRESERVATION - STATEWIDE
- 113.00 - PREVENTATIVE SURFACE TREATMENTS
- 112.00 - MINOR PAVEMENT PRESERVATION - STATEWIDE
- 114.00 - MAG REGIONWIDE RUBBERIZED ASPHALT

120 - BRIDGE PRESERVATION

- 121.00 - EMERGENCY BRIDGE REPAIR
- 122.00 - BRIDGE REPAIR
- 123.00 - BRIDGE SCOUR PROTECTION
- 124.00 - BRIDGE SEISMIC RETROFIT
- 126.00 - BRIDGE INSPECTION & INVENTORY
- 125.00 - BRIDGE REPLACEMENT & REHABILITATION
- 125.90 - BRIDGE REPLACEMENT & REHABILITATION (LOCAL PROJECTS)

130 - SAFETY PROGRAM

- 135.00 - GOVERNOR'S OFFICE OF HIGHWAY SAFETY
- 131.00 - BLUNT END GUARDRAIL REPLACEMENT
- 132.00 - HIGHWAY SAFETY IMPROVEMENT PROGRAM
- 134.00 - HIGHWAY RAIL CROSSINGS
- 133.00 - SLOPE MANAGEMENT PROGRAM
- 132.01 - HIGH RISK RURAL ROADS
- 132.02 - RAILWAY HIGHWAY CROSSING
- 132.90 - HIGHWAY SAFETY IMPROVEMENT PROGRAM (LOCAL PROJECTS)

140 - PUBLIC TRANSIT

- 141.00 - FLEX FUNDS, ELDERLY & DISABLED
- 142.00 - FLEX FUNDS, RURAL & URBAN

150 - ROADSIDE FACILITIES

- 153.00 - REST AREA PRESERVATION
- 151.00 - REST AREA REHABILITATION
- 152.00 - LANDSCAPING REHABILITATION

160 - OPERATIONAL FACILITIES

- 161.00 - SIGNAL WAREHOUSE & RPMS
- 163.00 - MECHANICAL, HARDWARE, SOFTWARE REPLACEMENT
- 164.00 - SIGN REHABILITATION
- 165.00 - EMERGENCY REPAIR PROJECTS
- 162.00 - PORT OF ENTRY
- 166.00 - MAINTENANCE (LANDSCAPE, LITTER & SWEEP)
- 162.02 - COORDINATED BORDER INFRASTRUCTURE
- 162.01 - PORTS OF ENTRY

200 - SYSTEM MANAGEMENT

210 - DEVELOPMENT SUPPORT

- 211.00 - DESIGN SUPPORT
- 212.00 - UTILITIES SUPPORT
- 214.00 - ENVIRONMENTAL SUPPORT
- 215.00 - PLANNING SUPPORT
- 217.00 - CONTRACT AUDITING
- 218.00 - SCHEDULING SUPPORT
- 213.00 - RIGHT OF WAY SUPPORT
- 216.00 - BRIDGE SUPPORT
- 211.01 - ENGINEERING TECHNICAL GROUP - STATEWIDE
- 211.02 - ROADWAY GROUP - STATEWIDE
- 211.03 - TRAFFIC GROUP - STATEWIDE
- 211.04 - MATERIALS GROUP - STATEWIDE
- 211.05 - PROJECT MANAGEMENT - STATEWIDE
- 211.06 - SCOPING - STATEWIDE
- 211.07 - DISTRICT MINOR PROJECTS - STATEWIDE
- 214.01 - HAZARDOUS MATERIAL - STATEWIDE
- 214.02 - ENVIRONMENTAL - ARCHAEOLOGICAL
- 214.03 - PUBLIC HEARINGS - STATEWIDE
- 214.04 - ENVIRONMENTAL - STATEWIDE (ON-CALL)
- 214.05 - ENVIRONMENTAL - STATEWIDE (ARCHAEOLOGICAL STUDIES)

212.01 - UTILITY RELOCATION - STATEWIDE

- 213.01 - R/W PLANS - STATEWIDE
- 215.01 - MATCH FOR FEDERAL FUNDS - STATEWIDE
- 214.06 - STORM WATER PROTECTION
- 215.02 - FRAMEWORK STUDIES
- 214.07 - SYSTEM MANAGEMENT

220 - OPERATING SUPPORT

- 221.00 - CIVIL RIGHTS OFFICE - TRAINING
- 223.00 - OUTDOOR ADVERTISING CONTROL
- 224.00 - PUBLIC INVOLVEMENT SUPPORT
- 226.00 - SIB CAPITALIZATION
- 227.00 - RISK MANAGEMENT INDEMNIFICATION
- 228.00 - PROFESSIONAL AND OUTSIDE SERVICES
- 222.00 - WORK ZONE SAFETY
- 225.00 - PRIVATIZATION SUPPORT
- 229.00 - PARTNERING SUPPORT
- 221.01 - TRAINING, ITD TECHNICAL - STATEWIDE
- 221.02 - TRAINING, NHI - STATEWIDE

230 - PROGRAM OPERATING CONTINGENCIES

- 236.00 - FEDERAL TAX EVASION PROGRAM
- 231.00 - DESIGN MODIFICATIONS CONTINGENCY
- 232.00 - GENERAL CONTINGENCY
- 233.00 - EMERGENCY PROJECTS CONTINGENCY
- 234.00 - PROGRAM COST ADJUSTMENTS

300 - SYSTEM IMPROVEMENTS

310 - MINOR CAPACITY/OPERATIONAL

SPOT IMPROVEMENTS

- 311.00 - DISTRICT MINOR PROJECTS
- 312.00 - TRAFFIC SIGNALS
- 313.00 - DISTRICT FORCE ACCOUNT

320 - ROADSIDE FACILITIES IMPROVEMENTS

- 326.00 - NATIONAL RECREATIONAL TRAILS
- 321.00 - STATE PARKS ROADS
- 322.00 - NEW REST AREAS
- 323.00 - NEW LANDSCAPING
- 324.00 - SCENIC, HISTORIC & TOURIST SIGNS
- 325.00 - ENHANCEMENT PROJECTS - STATEWIDE
- 325.01 - CONTINGENCY (ADOT PROJECTS OF OPPORTUNITY)

325.02 - ENHANCEMENT PROJECTS - STATEWIDE

- 325.03 - ENHANCEMENT PROJECTS - LOCAL GOVERNMENT
- 326.01 - RECREATIONAL TRAILS PROGRAM - STATE PARK MATCH

327.00 - SAFE ROUTES TO SCHOOL

- 328.00 - NEW PORT OF ENTRY
- 329.00 - OFF-HIGHWAY IMPROVEMENT

330 - MAJOR CAPACITY/OPERATIONAL SPOT IMPROVEMENTS

- 331.00 - SPOT CAPACITY AND OPERATIONAL IMPROVEMENTS
- 332.00 - TRAFFIC INTERCHANGE PROGRAM
- 333.00 - CLIMBING/PASSING LANE PROGRAM
- 334.00 - ROUTE TURNBACK PROJECTS
- 335.00 - ITS PROGRAM
- 335.01 - RURAL ITS - STATEWIDE
- 335.02 - RURAL ITS - STATEWIDE (PRESERVATION)
- 336.00 - ROADSIDE IMPROVEMENTS

340 - CORRIDOR IMPROVEMENTS

- 341.00 - RURAL CORRIDOR RECONSTRUCTION
- 342.00 - URBAN CORRIDOR RECONSTRUCTION
- 343.00 - RIGHT OF WAY - ACCESS CONTROL
- 344.00 - SAFETY MANAGEMENT SYSTEM
- 345.00 - FREEWAY SERVICE PATROLS
- 346.00 - PARK AND RIDE CONSTRUCTION/ IMPROVEMENTS

342.01 - PAG REGIONWIDE

350 - HIGH PRIORITY PROJECTS

- 351.00 - HIGH PRIORITY PROJECTS

System Preservation funds are utilized to maintain the existing transportation system and are prioritized by internal ADOT management processes that involve little involvement with the partnering agencies. System Management funds the internal operations and development support activities and directly supports all ADOT project development activities for projects already included in the STIP. System Improvement categories are for expansion of the existing system and require extensive involvement by the partner agencies. The smaller projects, usually those less than \$2 million dollars are prioritized internally by ADOT with some involvement by partner agencies. The large capital improvement projects (Major Projects), those projects greater than \$2 million dollars, are prioritized through a competitive process utilizing the performance factors previously mentioned. Once a Major Project is identified, it must pass through a rigorous selection process competing with other projects statewide in order to be funded for construction and included in the STIP. Table 2.1 summarizes the project selection process for Major Projects:

Table 2.1 – Priority Programming Process (Major Projects, Cost > \$2 Million)	
Activity	Description
Identification of Needs	ADOT identifies needs with input from multiple sources. Other Agencies provide input including BLM and USFS.
Resource Allocation	Resource projections are provided to assure a financially constrained program.
Identification of Potential Projects	ADOT identifies potential projects from input from planning studies, corridor studies and other recommendations.
Identification of Scoping Projects	A competitive process of selection based on performance screening evaluation.
Identification of Priorities	The LRTP will establish Investment priorities for the program.
Scoping of Projects	Projects are scoped in accordance with the ADOT project development process.
Development of a Pool of Programmable Projects	All projects that have approved scoping documents are added to the pool.
Assembling of the <i>Five-Year Transportation Program</i>	A competitive process of selection based on performance evaluation criteria is used.
Assembling of the <i>Statewide Transportation Improvement Program (STIP)</i>	ADOT includes programmed projects from COGs, MPOs, Central Federal Lands Highway Division (CFLHD), and Indian Reservation Roads (IRR) Program as required by law.

2.3.2 Projects Selected for Scoping

ADOT generally uses the recommendations of various planning studies to select projects for detailed scoping. Scoping is the process of evaluating each proposed project in terms of the detailed improvements that are required to meet the intent of the specific goals with estimated construction cost. Special projects can also be included for scoping at the request of ADOT and other agencies. Major Projects that have been identified in the vision and LRTP and other planning studies are submitted by the ADOT District Engineer for prioritization and submission to headquarters staff for further evaluation and analysis. Depending on available funding, a list of projects recommended for scoping is developed and the selected projects are scoped according to the ADOT development process. Upon completion of the scoping process and approval by ADOT staff, the Major Projects are then added to the pool of programmable projects and are eligible for programming during the next funding cycle. This process is shown in Figure 2.8. Each year ADOT selects projects from the pool of programmable projects for inclusion into the Five-Year Program. The schedule for developing the ADOT Five-Year Program begins in the fall of each year and results in the adoption of the Program in June of the following year. Input opportunities during ADOT's scoping process are shown in Figures 2.7 and 2.8.

Figure 2.7 - ADOT Process for Selection of Major Projects for Scoping

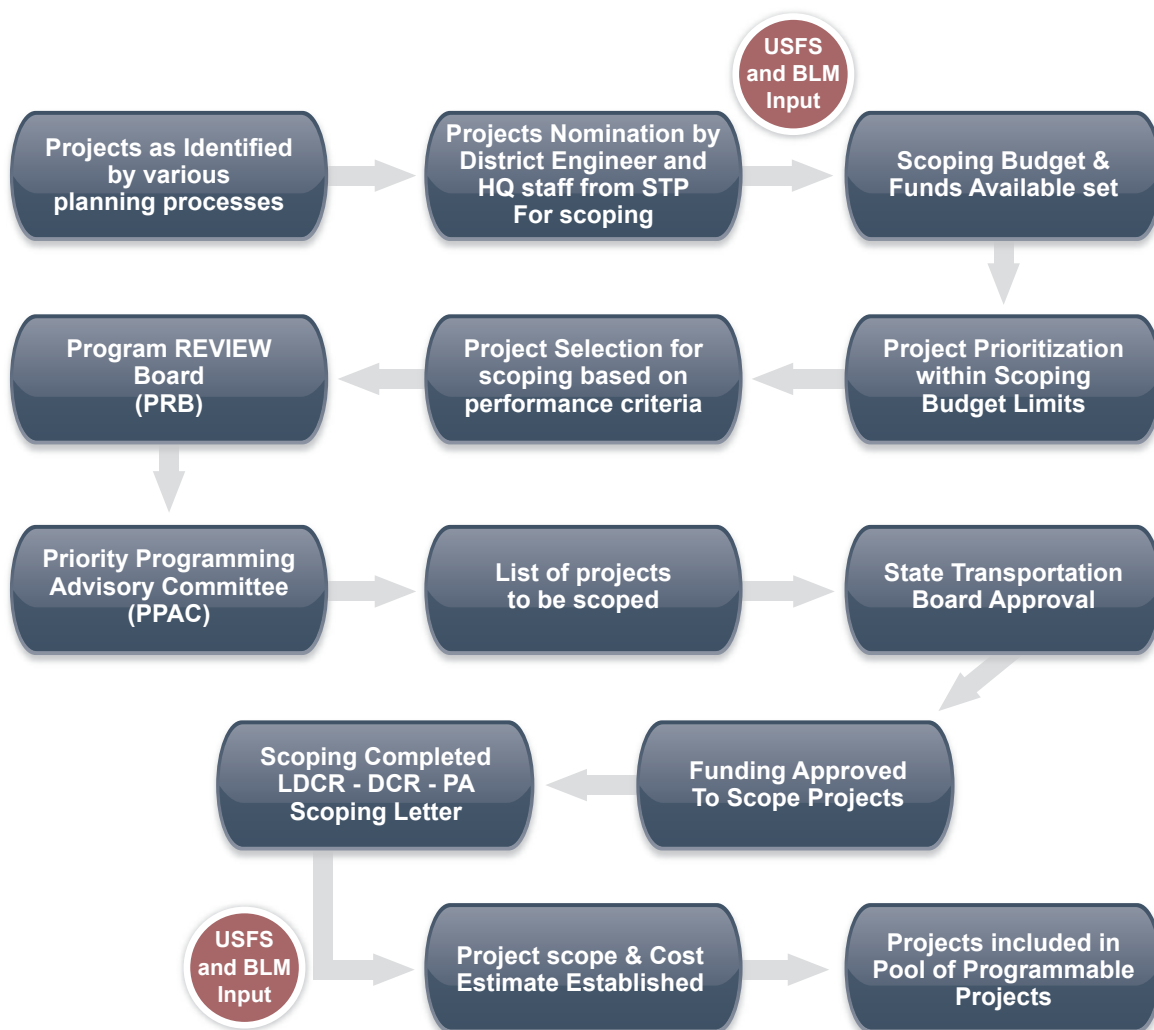
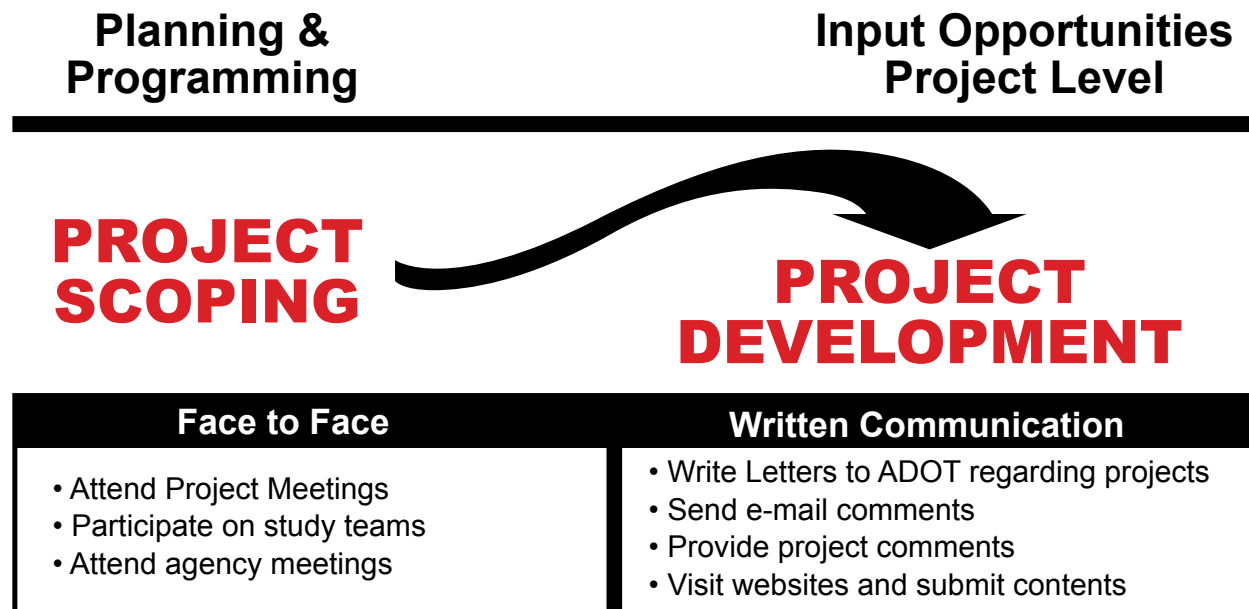


Figure 2.8 - BLM and USFS Planning and Programming Input Opportunities



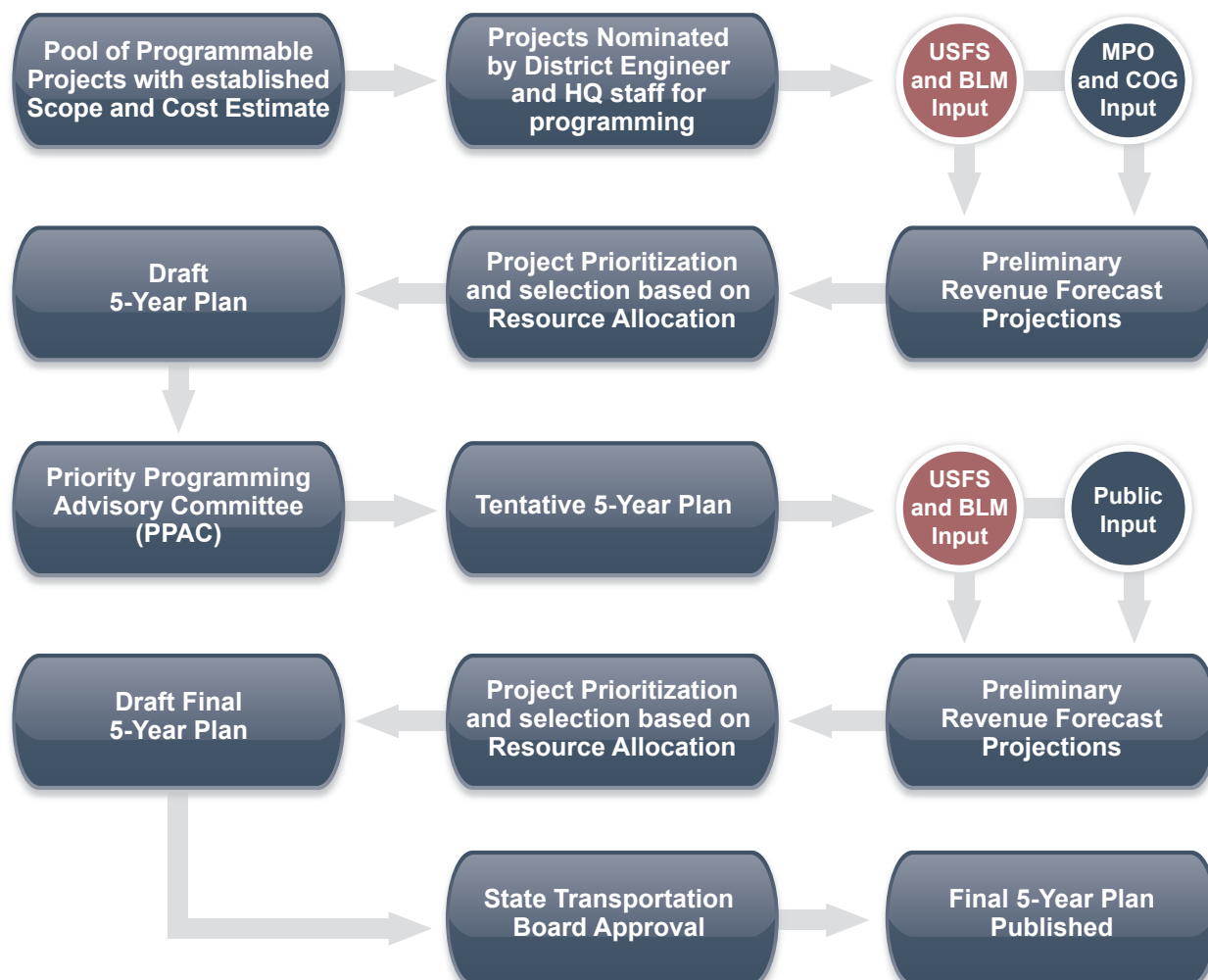
2.3.3 Projects Selected to be Programmed (Funded)

Continuously the ADOT District Engineers meet with stakeholders, including the COGs, MPOs, BLM, and USFS to receive input for including major projects from the pool of programmable projects. This input is used to establish regional priorities consistent with stakeholder goals and objectives. The major activities that occur during the development of ADOT's Five Year Program, shown in Figure 2.9, include:

1. Rank projects from the pool of programmable projects with prioritization from engineering districts. Input can be provided by BLM and USFS.
2. Develop projections of revenue collection and resource allocation.
3. Analyze each project to determine the overall benefit as compared to the performance criteria established by law and ADOT policy.
4. Develop a prioritized list of projects for review by internal ADOT committees.
5. Priority Programming Section will generate a preliminary list of projects for inclusion in the Five-Year Transportation Facilities Construction Program that is fiscally balance with project revenues for each year.
6. ADOT management will review and revise the list as needed.
7. The STB approves the Tentative Five Year Program.
8. ADOT holds Public Hearings on its Tentative Five Year Program. BLM and USFS are invited to provide input also at thus point in time.
9. The State Transportation Board approves the Final Five Year Program.
10. After the Final Five-Year Program approval, the STIP is developed and published.

Figure 2.9 - ADOT Major Project Selection and Programming Process

Major Project Programming Steps



2.3.4 State of Arizona Transportation Improvement Plan (STIP)

Once specific projects are approved and included in the adopted Five-Year Construction Program they are added to the STIP. ADOT projects are included with COG and MPO projects, USFS projects, and BLM projects.

Projects included in the STIP, then follow the development process outlined in the original Guidelines for Highways on BLM and USFS Lands manual.

For State highways, transit, and airport projects, ADOT includes the first four years of projects in the STIP with cooperation with all federal agencies, rural COGs, and MPOs as required under current federal regulations.

All highway and transit projects in the state, funded under Title 23 and the Federal Transit Act, must be included in a federally approved STIP. Projects in the STIP must be consistent with the Statewide Long-Range Transportation Plan and Regional Transportation Plans. The program must reflect expected funding and priorities for programming, including transportation enhancements. Additionally, the Clean Air Act Amendments (CAAA) requires MPOs within non-attainment areas to perform conformity determinations prior to the approval of their Regional Transportation Plans (RTPs) and Transportation Improvement Plans (TIPs).

A newspaper advertisement regarding the DRAFT STIP is published statewide and will be posted on ADOT's website between September and October of each year. Copies of the draft document is sent to each District office and made available during business hours for review and comment. Comments may be submitted by turning them into each District Office to forward to MPD, or by mail to:

ADOT, Multimodal Planning Division (MPD)
Transportation Programming
320B, 206 South 17th Avenue,
Phoenix, AZ 85007.

Helpful ADOT Priority Programming Web Links

Five-Year Transportation Facilities Construction Program,
<http://www.azdot.gov/planning/transportation-programming/current-program>

Priority Planning Advisory Committee (PPAC),
<http://www.azdot.gov/about/boards-and-committees/PriorityPlanningAdvisoryCommittee>

State Transportation Improvement Program (STIP),
<https://www.azdot.gov/planning/transportation-programming/state-transportation-improvement-program>

STIP Amendments,
<https://www.azdot.gov/planning/transportation-programming/state-transportation-improvement-program>

CHAPTER 3: BLM PLANNING PROCESS

The BLM is responsible for managing the nation's public lands and resources in a combination of ways which best serve the needs of the American people. The BLM balances recreational, commercial, scientific and cultural interests and strives for long-term protection of renewable and nonrenewable resources including; range, timber, minerals, recreation, watershed, fish and wildlife, wilderness and natural, scenic, scientific and cultural values. It is the mission of the BLM to sustain the health, diversity and productivity of the public lands for the use and enjoyment of present and future generations. BLM Arizona administers 12.2 million surface acres of public lands, along with another 17.5 million subsurface acres within the state. Field Offices throughout the state provide on-the-ground management: Arizona Strip, Hassayampa, Kingman, Lake Havasu, Lower Sonoran, Safford, Tucson, and Yuma. Arizona BLM management, coordination and direction come from the Arizona State Office. BLM Arizona currently has approved land-use plans covering all public lands in the state. National Environmental Policy Act (NEPA) documents, which are associated with the land-use plans, help BLM managers to understand the impact their decisions can have on humans, as well as the environment.

Arizona BLM involves the public in the planning process right from the start. While collaborating with tribal, state and local governments, interested parties are invited to participate so their needs can be addressed. When RMPs are ready for review and public comment, BLM Arizona makes copies available to all field offices and on the Internet. BLM encourages the public to get involved in the planning process to help determine how the public lands will be managed. Involvement by everyone, who is interested in the public lands, will help ensure that the best overall plan is developed.

Periodically, RMPs are updated as new information becomes available. By continuously monitoring the plans and their effects, BLM Arizona can amend RMPs, and take action toward ensuring land management goals are achieved. BLM has established a policy for planning in the form a handbook and manual that is available on their website. BLM also maintains an extensive GIS database available to ADOT and FHWA for use during the planning process. BLM Land Use Planning Process will incorporate input from ADOT and FHWA as follows:

1. The BLM's Land Use Planning (LUP) process includes a Comprehensive Evaluation, development and approval of a Preparation Plan, issuance of a Notice of Intent (NOI) Federal Register (FR) Notice, Notice of Availability (NOA), Draft Resource Management Plan (RMP)/Draft Environmental Impact Statement (EIS) FR Notice, NOA Proposed RMP/Final EIS FR Notice and issuance of Approved RMP Record of Decision (ROD) FR Notice.

2. Comprehensive Land Use Plan Evaluation
 - a. The BLM conducts a Comprehensive LUP Evaluation every five years.
 - b. The BLM will notify its partners (including ADOT and FHWA) that the BLM is about to conduct a Comprehensive LUP Evaluation.
 - c. The BLM's contact is its State Planning and NEPA Lead.
 - d. ADOT contacts are ADOT District Engineers, State Engineer, and Deputy State Engineers, Director of Multimodal Planning Division, and Environmental Planning Group Manager.
 - e. The FHWA contact is its Environmental Program Coordinator.
 - f. If the BLM's evaluation indicates that the LUP needs to be either amended or revised, then it moves on to the next phase, which is to develop and approve the Preparation Plan. Otherwise, no action is required.

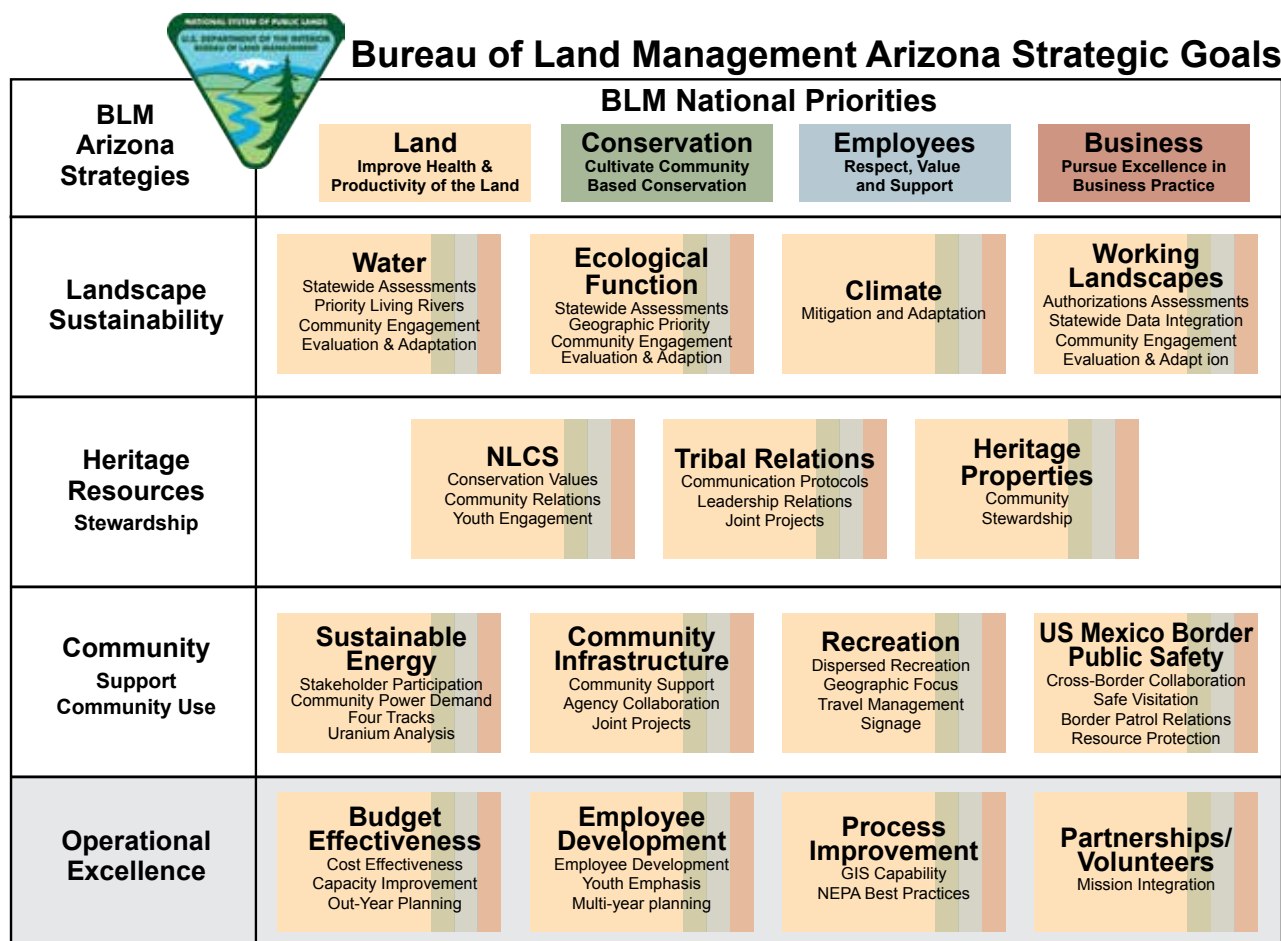
3.1 BLM's Strategic Goals for Land Use Planning

The Arizona Strategies will guide priority setting, reflect current Department of the Interior and Bureau of Land Management strategic direction, provide knowledge of Arizona BLM workload, expected funding, and citizen expectations as identified in the results of The Arizona We Want study. There are three common themes which thread through all the Arizona Strategies:

1. Communities of people are at the center of developing and delivering long term solutions to meeting social and legal expectations for public lands.
2. Sustainability, Heritage, and Community all imply handing off to succeeding generations; attention to engaging and preparing youth for future roles and responsibilities is essential.
3. Successful strategies require choices that place priority on, and direct capacity to, focused, coordinated work on shared goals that cut across programs and the agency mission to manage public lands.

Current BLM Arizona strategic land management goals and strategies are shown in Figure 3.1.

Figure 3.1 – BLM Land Management Goals



3.2 BLM Organization Structure

Arizona BLM organizational structure consists of three levels of line management—Field Managers, District Managers and the State Director. Decision-making authority for most actions occurring on public lands has been delegated to the respective Field Managers within the nine Field Offices, listed below and shown in Figure 3.2.

- A. Colorado River District
 - 1. Yuma Field Office – Yuma, Arizona
 - 2. Lake Havasu Field Office – Lake Havasu City, Arizona
 - 3. Kingman Field Office – Kingman, Arizona
- B. Phoenix District
 - 1. Hassayampa Field Office – Phoenix, Arizona
 - 2. Lower Sonoran Field Office – Phoenix, Arizona
- C. Arizona Strip District
 - 1. Arizona Strip Field Office – St. George, Utah
 - 2. Grand-Canyon –Parashant National Monument – St. George, Utah
- D. Gila District
 - 1. Tucson Field Office – Tucson, Arizona
 - 2. Safford Field Office – Safford, Arizona

Figure 3.2 – BLM Field Office Boundaries



Helpful BLM Websites:

Please visit the BLM website for contact information for each Field Office

<https://www.blm.gov/arizona>

BLM NEPA Handbook -

https://www.ntc.blm.gov/krc/uploads/366/NEPAHandbook_H-1790_508.pdf

BLM Land Use Planning Handbook

<https://search.usa.gov/search?query=Land+Use+Planning+Handbook&op=Search&affiliate=blm.govdrupal>

BLM GIS files can be found at the following website

<https://www.blm.gov/services/mobile-gis>

3.3 ADOT and FHWA Input Opportunities Into BLM'S Land Use Planning (LUP) Process

The transportation related decision to be made in a BLM Resource Management Plan (RMP) is to define corridors that will confine development of future transportation routes. The concept is that BLM wants to define the best place transportation development could occur with a minimum of impact to the environment and other public land resources and uses. This decision does not constitute authorization for future transportation routes or imply automatic grants of rights-of-way when actual road proposals are brought forward. Actual proposals will still require separate NEPA documentation. However, it is hoped the corridors represent the best locations for proposals from both a resource and public land management perspective.

Comprehensive LUP Evaluation (Conducted every 5 years)

BLM notifies all partners (including ADOT and FHWA) that BLM is about to conduct a Comprehensive LUP Evaluation. ADOT contacts are ADOT District Engineers, State Engineer, Deputy State Engineers, Director of MPD, and Manager of the Environmental Planning Group. FHWA contact is its Environmental Program Coordinator. If evaluation indicates that the LUP needs to be either amended or revised, then it moves on to the next phase. Otherwise, no action is required.

These evaluations are done at the Field Office level. BLM contacts are the Field Manager and the Field Office or District Office Planning and Environmental Coordinator. These are usually scheduled two or more years in advance and schedules can be requested from the State Office Planning and Environmental Coordinator, or can be found on the BLM Director's 10 year Planning Schedule. The schedule can now be viewed at:

https://eplanning.blm.gov/epl-front-office/eplanning/nepa/nepa_register.do

During LUP Evaluations, BLM evaluates decisions from the currently adopted planning document to determine if they are still valid. If they are, no further action is taken. If conditions have changed rendering decisions obsolete, the BLM must decide if they want to undertake an amendment, (which opens the discussion only about the particular decisions being addressed) or if the scope of the decisions are large enough to warrant a plan revision (which opens the door to a much more extensive plan update, essentially redoing the entire plan.)

Input from partners that benefits this process is an assessment of current plan decisions and conditions that would precipitate a change. This might also include topic(s) the LUP did not address (perhaps because it was not an issue at the time of the original plan) but are now in need of BLM decision making.

The process steps for revising or amending a Land Use Plan are dependent on the complexity of the changes and the associated level of NEPA analysis that would be required. The following Flow Charts show the steps to modify a Land Use Plan for an EIS level change (either an amendment or revision) and an EA level amendment.

Figure 3.3 – BLM Planning Process Part 1

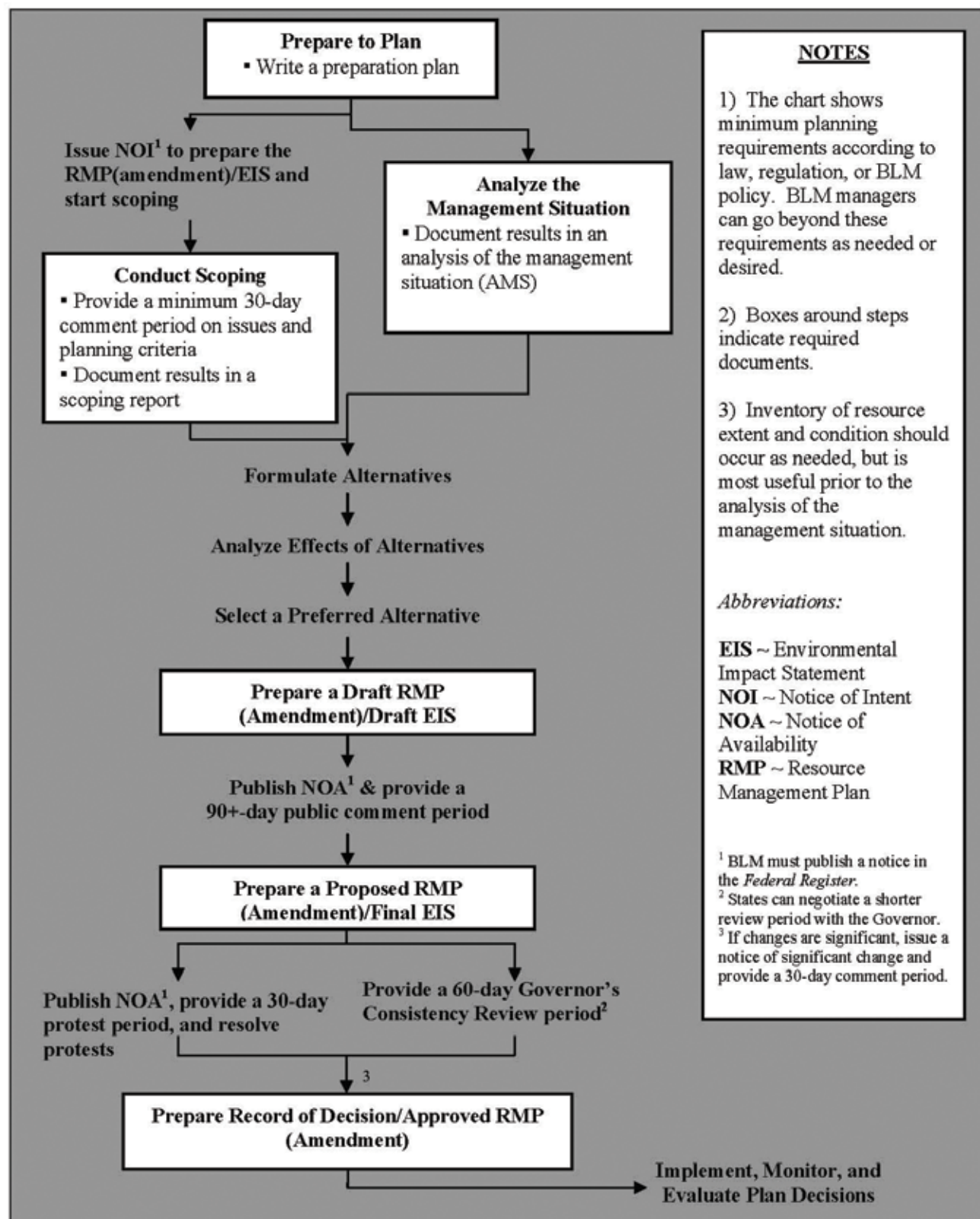
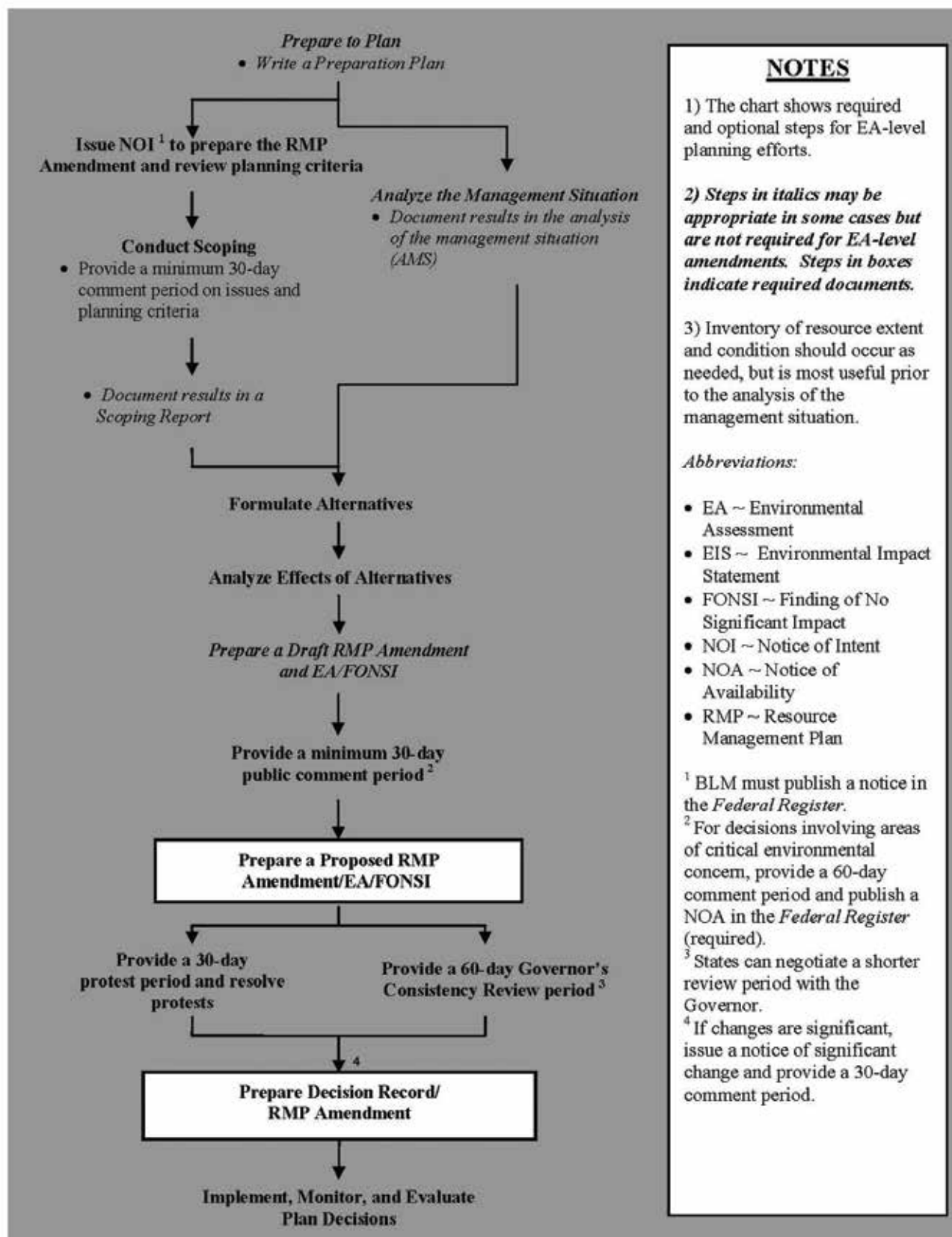


Figure 3.4 – BLM Planning Process Part 2



Following is a discussion of both processes with descriptions of the opportunities for ADOT and FHWA input.

RMP/EIS Development Process Steps

1. Develop a Preparation Plan
2. Conduct Scoping and Analyze the current management situation
3. Formulate Alternatives
4. Analyze environmental effects
5. Select a preferred alternative
6. Prepare a Draft RMP (amendment) and Draft EIS (DRMP/DEIS)
7. Publish the DRMP/DEIS and conduct a 90 day public comment period (Federal Register Notice of Availability)
8. Prepare a Proposed RMP/Final EIS (PRMP/FEIS) including revisions based on comment
9. Publish the PRMP/FEIS (Federal Register Notice of Availability) and have a 30 day Protest Period
10. Prepare Record of Decision and Approved RMP (ROD/ARMP)
11. Publish ROD/ARMP (Federal Register Notice of Availability)

During each step of the RMP/EIS development process, ADOT and FHWA should participate in all cooperating agency meetings and provide information and analysis as agreed upon in the cooperating agency MOU. The processes for both EIS and EA Land Use Plan modifications are shown in Figures 3.3 and 3.4.

Develop and Approve Preparation Plan

The Preparation Plan is a “Plan to Plan.” Because many planning efforts represent major, multi-year projects, a Preparation Plan is developed to guide the project development. It is a project plan that includes a budget, a team description, a schedule, a communication strategy, a public participation plan, and a strategy for partnering with other agencies.

During the time that BLM is developing and approving the Preparation Plan, the Cooperating Agency MOU between BLM, ADOT and FHWA should be reviewed for accuracy and appropriateness, and modified when needed. A separate MOU may be prepared for Cooperating Agency Status on the particular planning project if it is appropriate. Responsibilities of a cooperating agency may include:

- Formal involvement in scoping and sharing the responsibility for defining and framing the issues to be examined in the NEPA process;
- Developing information and analysis for which the agency has particular expertise;
- Contributing staff to enhance the interdisciplinary team’s capabilities; and
- Bearing the costs of participation.

The Planning and Environmental Coordinator (P&EC) assigned to this project should send out a letter inviting Federal, State, and local government agencies who have legal or other interests in the land being planned for to participate as Cooperating Agencies.

MOUs are developed that define the regulatory relationship (if the agency has a permitting or regulatory responsibility on the lands) or the special expertise the cooperator will provide the planning effort.

Conduct Scoping and Analyze the current management situation

A Federal Register (FR) Notice of Intent (NOI) starts the “official” planning effort. Because the NEPA aspect of BLM decision making is so integrated with planning, they happen simultaneously. Publication of the NOI initiates the “formal scoping period” to the NEPA document. It will often include a schedule of formal public meetings and a description of the scoping that will be undertaken.

During this time, ADOT and FHWA should identify issues and concerns that need to be addressed in the LUP (such as, “Are the transportation corridors accurately identified?” “What long-range transportation plans might affect, or be affected, by BLM decisions?”, “Do we need to talk about mineral material sales?” etc.) This is also a good time for ADOT and FHWA to observe public sentiment towards BLM management opportunities.

The P&EC for BLM is usually the contact for these communications, but the District or Field Office Lands and Realty Specialist may be assigned this task. If the effort is contracted, some or much of the scoping may be done through a contract team.

Formulate Alternatives

Formulation of alternatives can be a traumatic time. Staff, the public, and cooperating agencies are often polarized by developing a broad range of alternatives that favor different management scenarios, which are usually expressed by alternative “themes”. It is not uncommon for the planning office to hold meetings or workshops with the public, elected officials, special interests, and/or cooperating agencies to discuss various management options and to engage them in alternative development.

If that is the case, the P&EC for BLM would make arrangements and contact ADOT and FHWA about meeting scheduling. During these meetings, BLM will explore what management options might meet the various alternative themes. Representatives from ADOT and FHWA would be expected to represent their agency in these discussions and to present reasonable, legitimate alternatives for EIS analysis.

Analyze Affects of Alternatives

This is the impact analysis phase of the EIS. It is not uncommon that the agency or it's contractor conducts this analysis with little input from cooperating agencies. However, if questions arise, ADOT and FHWA may be asked to share their expertise in the analysis.

In these cases, contact would be made from the BLM P&EC to the ADOT/FHWA designated Point of Contact to request their assistance. Impact analysis is limited to the decision being made at this time, which would be to designate a corridor. Impacts of an actual road construction project would be conducted when it is proposed in the future in a separate NEPA document.

Prepare a Draft RMP (amendment) and Draft EIS (DRMP/DEIS)

Preparation of the document is primarily conducted by BLM or its contractor with little involvement from cooperating agencies.

Publish the DRMP/SEIS and conduct a 90 day public comment period

The 90-day public review and comment period begins the day that the Environmental Protection Agency's (EPA) publishes it's Notice of Availability (NOA) for the DRMP/DEIS in the FR. During this step of the process, ADOT and FHWA may be asked to participate in public meetings, if transportation is a major issue for people expected at those meetings. They may also be asked to be involved in the public comment analysis process and asked to provide assistance in preparing responses to comments.

Prepare a Proposed RMP/Final EIS (PRMP/FEIS)

This step includes developing a new chapter in the RMP/EIS responding to public comments received during the 90 day comment period, as well as revising the document in response to substantive comments.

The BLM P&EC might hold cooperator meetings to keep them up-to-date on document progress and may contact separate cooperators for assistance on validating comment responses or document revisions. ADOT/FHWA might be contacted to assist with, or verify, comment responses or document revisions consequential to public comment.

Publish the PRMP/FEIS

A 30-day protest period begins the day EPA publishes it's NOA for the PRMP/FEIS in the FR. During this step of the process, ADOT and FHWA may be involved in the protest resolution process and asked to provide information or assistance in preparing responses. Assistance with protests would be made from the BLM P&EC to the designated ADOT and FHWA point of contact.

Also running concurrently at this time is the 60-day Governor's Consistency Review. ADOT, as an agency of the state that serves at the Governor's pleasure, may be called upon to verify the consistency of the BLM plan with the state's transportation planning.

Publish Record of Decision and Approved RMP (ROD/ARMP)

ADOT and FHWA may be requested to assist in making any necessary revisions as required through resolution of protests. If none are required or if their assistance is not needed, a copy (or copies) of the final documents will be sent to the agency to whomever is designated in the Cooperating Agency MOU.

This concludes the BLM Land Use Planning process. Plan revisions are typically conducted as EIS documents. However, some amendments can be done by Environmental Assessment (EA). The process of a plan amendment through EA is very similar to the EIS process, but somewhat abbreviated. BLM planning rules require a plan amendment EA to have more public participation than EAs for other activities. A graphic showing an EA process follows. The steps described in an EA effort are basically the same as the same steps in the EIS effort and the same information would be requested from ADOT and FHWA. Since an EA amendment process is much more narrowly focused, the scope of the project is usually considerable less than an EIS level effort and the ADOT and FHWA input would be commensurate with that.

Implementation and Monitoring of Approved RMP and ROD

Planning is, of course, cyclical. Once a plan is complete, actions are taken to implement the various decisions and activities described in it. As the plan is implemented, ADOT, FHWA and BLM should continue to partner and collaborate on activities proposed by ADOT and/or FHWA, and on activities that may affect transportation corridors requested by ADOT and FHWA. Through monitoring the effectiveness of plan decisions, evaluations that occur can accurately address the validity of plan decisions and any needed modifications can be addressed in a timely fashion.

Implementation actions require site specific NEPA analysis to document environmental affects not captured in the landscape level RMP/EIS. Depending on the scope of the proposal and the anticipated affects, the NEPA analysis can take several forms and each would imply a different possible level of involvement by ADOT and FHWA. The various NEPA documents that could be employed and possible ADOT and FHWA involvement are described below.

Land Use Plan Implementation – Project Specific Analyses

Categorical Exclusion

Many projects are listed as Categorical Exclusions (CX) by the Department of Interior, and by BLM. By regulation, CXs must be defined by rule and published in the Federal Register. Department of Interior, (DOI) Departmental Manual (DM) 516 defines the CXs allowed for all agencies in DOI and specifically for BLM. In essence, a CX is a programmatic NEPA document that says the body of previous analysis and knowledge for those projects listed indicates that, as long as items described on a list of Extraordinary Circumstances do not apply, they will not have significant impacts that would require an EIS. So, as long as the Extraordinary Circumstances (also described in DM 516) do not apply to the project, no further NEPA documentation is needed.

In the case of non-ADOT or FHWA activities documented with a CX, BLM would determine if the proposal would potentially affect a transportation corridor or ADOT ROW. If it might, ADOT and/or FHWA might be consulted to determine if the proposal could be made compatible. In the case of ADOT and/or FHWA activities that fall within the documentation realm of a CX, ADOT and/or FHWA might be requested to clarify any proposed action so the determination can be made as to application of the Extraordinary Circumstances. Other interaction may include stipulations or conditions that may be placed on proposals to minimize their affects, as well as possible negotiations on design or other features of the proposal. These interactions would usually be between the Field Office Lands and Realty Specialist and the ADOT project manager.

Determination of NEPA Adequacy (DNA)

A DNA is a NEPA documentation that takes advantage of previous analysis of proposals similar to the proposal now being considered. If the same kind of project has been analyzed in the same type of location with the same environmental conditions that had the same impacts as anticipated for the current proposal, a DNA can be used to document that. The prior NEPA analysis used does not need to be from that BLM office, or even a BLM document. But the proposed action and environmental impacts must be the same to use a DNA.

ADOT and FHWA involvement would be similar to those described above for a CX. However, since the level of documentation is equivalent to an EA, more input may be requested.

Environmental Assessment (EA) and Environmental Impact Statement (EIS) Level Analysis

In the case of EA and EIS analyses, ADOT and FHWA may be requested or required to conduct the NEPA documentation. In these cases, the BLM would act as a reviewer and would issue the final approvals and/or permits.

Examples of ADOT and FHWA Input to CX, DNA, EA, and EIS Level Analyses

If BLM is developing the NEPA document, the following list contains examples of the kinds of information that might be requested of ADOT and FHWA during the process:

- Flesh out brief description of proposed project;
- Identify and list other related NEPA documents that might apply;
- Invite Cooperating Agencies;
- Determine scope of NEPA analysis;
- Invite other Cooperating Agencies;
- Participate in any public review and comment period, including assisting with preparing comment responses;
- Conduct review to determine if any of the extraordinary circumstances apply to the project;
- Conduct analysis using criteria for determining NEPA adequacy;
- Prepare EA;
- Describe the Purpose and Need for the proposal;
- Help develop alternatives including the proposed action;
- Help describe the affected environment (site specific);
- Help define the list of agencies and individuals committed;
- Help develop the list of agencies and individuals to whom copies are sent;
- Help develop the list of preparers;
- Contribute to, develop, or assist with needed:
 - Appendices,
 - Glossary,
 - References cited,
 - Publish Federal Register Notices,
- Assist with Protest Resolution;
- Assist with document revisions;
- Assist with packaging documents for appeals;

In the end, BLM is responsible for any decision and preparation of associated Decision and Permit documents. In accordance with 43 CFR part 4, subparts A and E, any BLM decision has a 30 day appeal period, though some projects can commence immediately and an appellant can only stop them by seeking a stay. If an appeal is filed, this is an administrative remedy outside the realm of NEPA. However, the adequacy of the NEPA document is often cited as a basis for the appeal. In cases where ADOT and FHWA were involved in the NEPA process, documentation for their participation and support for their contributions may be requested.

CHAPTER 4: USFS PLANNING PROCESS

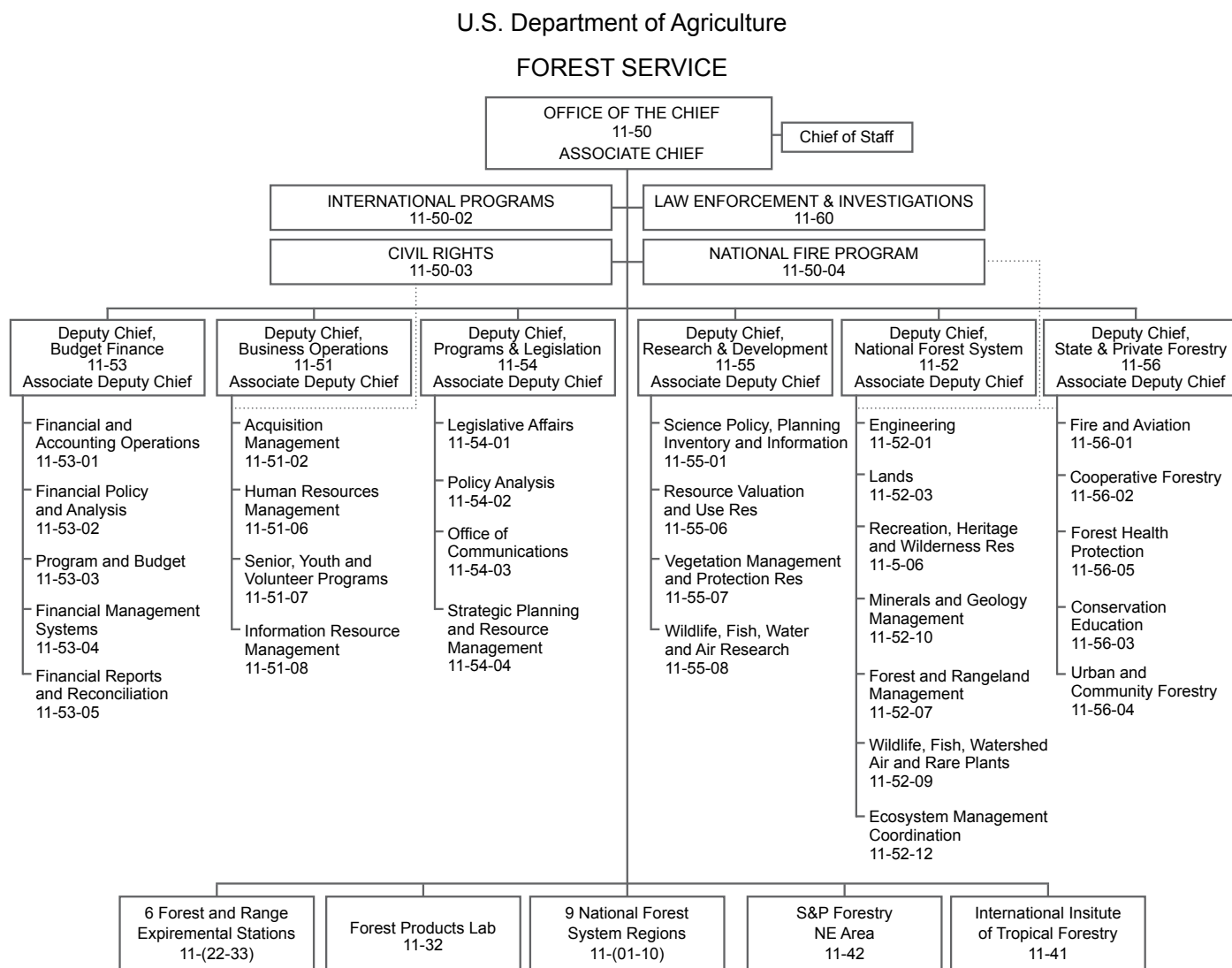
The National Forest Management Act (NFMA) is the primary statute governing the administration of national forests. The NFMA requires the assessment of forest lands and the development and implementation of a management plan for each unit of the National Forest System with revisions every 10–15 years. The land management plan or forest plan is the principal document that guides the decision making of Forest Service managers. Forest plans guide where and under what conditions an activity or project on national forest lands can generally proceed. Each time a project or activity is proposed, the local national forest unit must ensure that it is consistent with the plan. Forest plans are strategic in nature and do not make decisions about specific projects. Project proposals will be analyzed in subsequent National Environmental Policy Act processes.

Forest plans provide long-range management direction such as desired conditions and objectives, the kinds of uses that are generally suitable for various areas of a national forest, the management standards and guidelines that apply to different kinds of activities, and the designation of special areas like Research Natural Areas.

4.1 USFS Organization Structure

The Forest Service organization includes six forest and range experimental stations, the Forest Products Lab, the State and Private Forestry Northeastern Area, the International Institute of Tropical Forestry, nine National Forest System regions that include the 155 national forests and 20 national grasslands, and the national headquarters office in Washington, DC. Please refer to the organization chart (Figure 4.1) for a description of national offices and programs.

Figure 4.1 – USFS Organization Chart

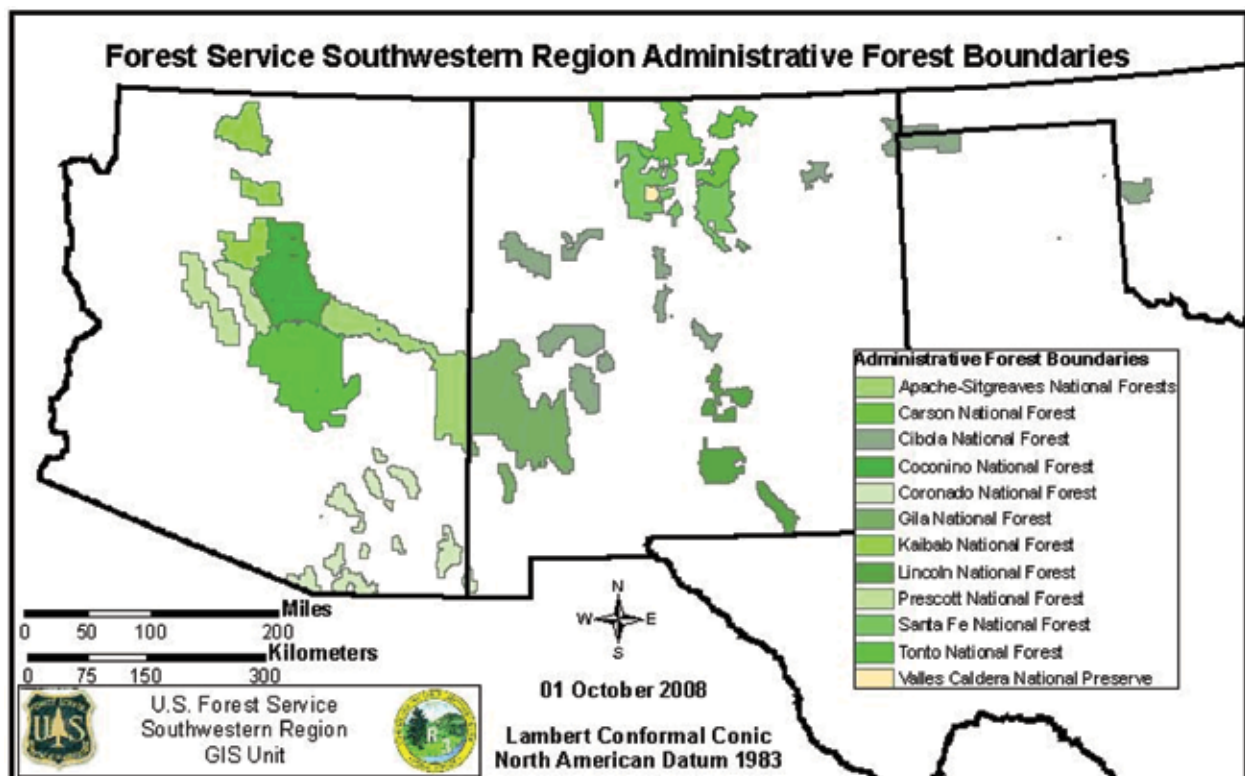


Arizona is part of Region Three, one of the nine National Forest System Regions, as shown in Figures 4.2 and 4.3. In Arizona and New Mexico, 22.3 million acres comprise the Southwestern Region with eleven national forests (six in Arizona) and three national grasslands. Detailed Region Three contact information is contained in Appendix C and detailed Arizona forest service boundary maps can be found in Appendix G.

Figure 4.2 – USFS Nine Regional Office Locations



Figure 4.3 – USFS Region Three Forest Locations



4.2 Planning Process

Planning in the USDA Forest Service (USFS) occurs at three levels—national strategic planning, forest planning, and project or activity planning.

The USFS Strategic Plan is prepared every five years and provides the overall direction that guides the Forest Service in delivering its mission across all 193 million acres of the National Forest System, State and private forestry, research and development, and international forestry. This Strategic Plan address the core agency principles, major issues currently important to natural resources management and the strategic goals upon which the agency will focus. USFS programs and budget are aligned with the goals and objectives in this Strategic Plan. While this national Strategic Plan is broader than would be appropriate for most ADOT coordination efforts, it may be useful to be aware of the key strategies identified in the plan when coordinating long range priorities.

Most USFS-ADOT long-range planning coordination will be best addressed at the Forest and project planning scales. At these scales, ADOT and the USFS can coordinate on particular transportation, land use, and resource topics, and National Environmental Policy Act (NEPA) analysis.

4.3 Forest Planning

The National Forest Management Act (NFMA) of 1976 requires every national forest or grassland managed by the USDA Forest Service (USFS) to develop and maintain a Land and Resource Management Plan (often referred to as a forest plan). The plan is the principle long-range guidance document for each forest or grassland, providing direction for project and activity decision making. Forest plans articulate goals and objectives, the kinds of uses that are suitable for areas of a national forest, management standards and guidelines that apply to different kinds of activities, identification of lands not suitable for timber production, and the designation of special areas like Research Natural Areas. Forest plans are strategic in nature and do not compel any action or authorize any use. Proposals for projects are analyzed in subsequent National Environmental Policy Act documentation. Each time a project or activity is proposed, the national forest or grassland must ensure that the activity is consistent with plan direction. If a proposed project is not consistent with the plan, the project cannot proceed as proposed unless the plan is amended so that the project is consistent with the plan.

The National Forest Management Act calls for plans to be revised from time to time, to incorporate new information, to account for changed national policy and direction, and to address new issues and opportunities. NFMA requires that plan be revised at least every 15 years. The process for the development and revision of the land management plans, along with prescribed content, is outlined in the USFS planning rule.

Overview of the Planning Process

Generally, Forest Plan Revision consists of three main phases: assessment, revision or amendment, and monitoring. In the assessment phase, the responsible official (designated decision maker) conducts a review of conditions on the ground and in the context of the broader landscape, using available ecological, social, and economic data to the extent possible. The assessment phase leads to the identification of a potential need to change the forest plan. In the development, revision, or amendment phase, the responsible official works with other government agencies, Tribes, and the public to use the information gathered in the assessment phase to shape a proposed action that would respond to the need for change. This process includes scoping and public comment in accordance with agency NEPA procedures and culminates in a plan decision. In the monitoring phase, the responsible official implements a monitoring plan informed by the assessment and developed as part of the plan, revision, or amendment. This phase gives managers data to evaluate management actions and measure effectiveness, test assumptions, track changing conditions, and make adjustments to both projects and to the land management plan as needed.

Each of the three main phases of planning provides opportunities for USFS to collaboration with partners such as ADOT. In the beginning of the Forest planning process, the USFS decision maker will meet with representatives of State governments to develop procedures for coordination. During the assessment phase, data could be shared between the USFS and ADOT to assess current conditions and to determine whether there is a need to change current plan direction. In the revision or amendment phase, the forest will review ADOT plans, foreseeable future actions, and policies, and consider these in the context of the forest's long term vision. Each forest plan's EIS must disclose the interrelated impacts of the plan with the objectives of other state governments. Where conflicts with USFS planning are identified, the plan must consider alternatives for resolution of those conflicts. The Forest will also provide an opportunity to coordinate with State governments after public issues and management concerns have been identified prior to recommending the preferred alternative. The Forest will seek input from other governments, such as ADOT, on areas where additional research is needed. As the Forest develops their monitoring plan, planners will consider the effects of forest management on land, resources, and communities adjacent to or near the forest and lands under the management of other government entities, such as ADOT. During monitoring implementation, there may be opportunity to work together on monitoring activities, or to share findings, such as data layers or statistics.

In addition to these opportunities for cross-government coordination, ADOT can provide feedback on the planning effort through the public participation phases of the NEPA process. ADOT will have the opportunity to respond to formal scoping when a forest issues a Notice of Intent to develop an Environmental Impact Statement in the Federal Register. There will be another opportunity for formal review of a proposed plan and draft EIS when the EIS is released for a 45- day public comment period between draft and final.

4.4 Project-level Planning

While a forest plan may indicate the types of actions that may occur on the unit, project level planning decisions authorize actions to take place on the ground. All projects and activities are proposed, analyzed, and carried out within the framework set forth in the plan.

Generally, project proposals come from the different desired conditions and objectives of the Forest plan. Some examples of possible projects and activities that may be authorized under a land management plan include:

- Burning and fuels reduction to improve the health of a forest
- Projects to increase food for livestock and wildlife
- Recreational trail projects to enhance visitor enjoyment and safety
- Streambed restoration
- Timber sales for restoration projects and to produce timber for a local economy

Projects may also arise from proposals from others, such as downhill ski areas and cell phone towers. Regardless of the project decisions, all actions must also be consistent with land management plans, and must follow all applicable laws and regulations, including NEPA, NFMA, the Endangered Species Act, and other applicable laws for management of the National Forests.

All USFS projects that are in the planning phase are disclosed in the Schedule of Proposed Actions (SOPA), which is released quarterly by each Forest. By reviewing the SOPA, ADOT will know which activities are in the scoping, and NEPA stages and when would be best to coordinate on proposed activities.

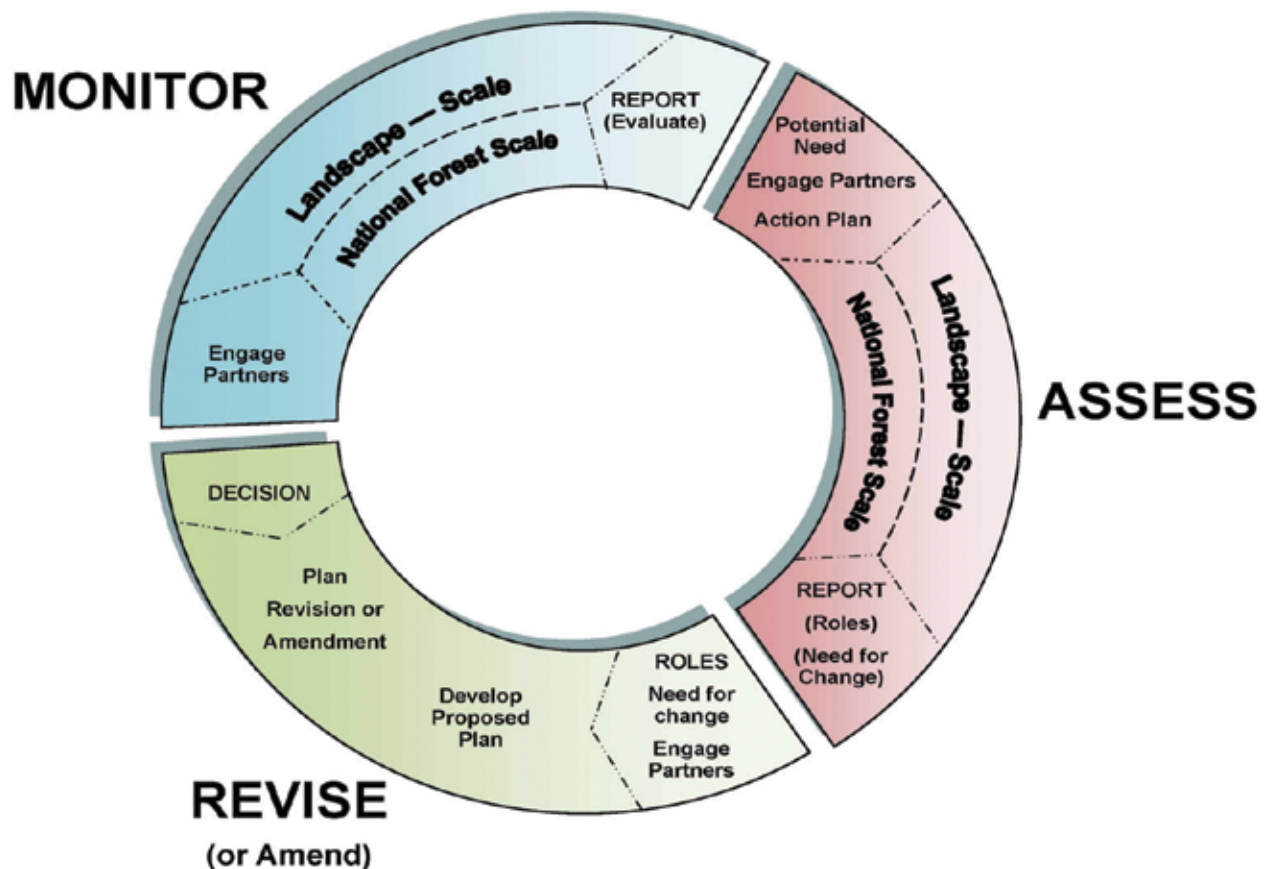
4.5 New Forest Service Planning Rule on the Horizon

In December 2009, the Forest Service initiated a process to revise the national Planning Rule – the regulation that sets the framework under which forest plans are developed.

This planning will update the process used for the development, revision, and amendment of plans. Generally, the planning rule will provides direction on:

- Minimum content of plans
- When and how plans are revised
- When and how plans are amended
- Who makes the plan decisions?
- How the public is involved
- Analysis, assessment, or evaluation requirements
- Relationship of plans to project

The release of the final rule and final EIS is expected by late 2011. When complete, this rule will provide guidance for the future forest plans revisions and opportunity for coordination and collaboration with partners, such as ADOT.



CHAPTER 5: FHWA TRANSPORTATION PLANNING ROLE

The Federal Highway Administration (FHWA) consists of the Arizona Division office that supports the management, development and funding of Arizona's highways system and the Central Federal Lands Highway Division (CFLHD) office that supports forest lands highway projects.

5.1 Role of Arizona Division Office in Long-Range Planning

The FHWA Arizona Division, working with their partners at ADOT, the Arizona MPOs and COGs, the Arizona Public Transit System, and others, is working to bring safe, efficient, and clean transportation to the citizens and businesses of Arizona, and the United States. The FHWA is responsible for the development and preservation of efficient and safe transportation facilities, including: freeways, highways, bridges, scenic byways, intermodal centers, roadside rests, and traveler information.

The Division is responsible for passing through approximately \$650 million in annual Federal aid to the ADOT and the Arizona Metropolitan Planning Organization through a variety of formula, grant, and earmark programs. The agency performs oversight and monitors the State's Department of Transportation and MPO programs and projects and ensures compliance of federal laws and regulations.

Transportation planning and project development must reflect the desires of communities, and take into account the impacts on both the natural and human environments. Transportation projects are closely evaluated to see how they might impact the community, the natural environment, and our health and welfare. Before any project can move forward to construction, the FHWA must address and comply with laws related to the environment. These laws cover social, economic, and environmental concerns ranging from community cohesion to threatened and endangered species. To get through this detailed process, FHWA and FTA use the National Environmental Policy Act (NEPA) process to evaluate impacts associated with each individual project.

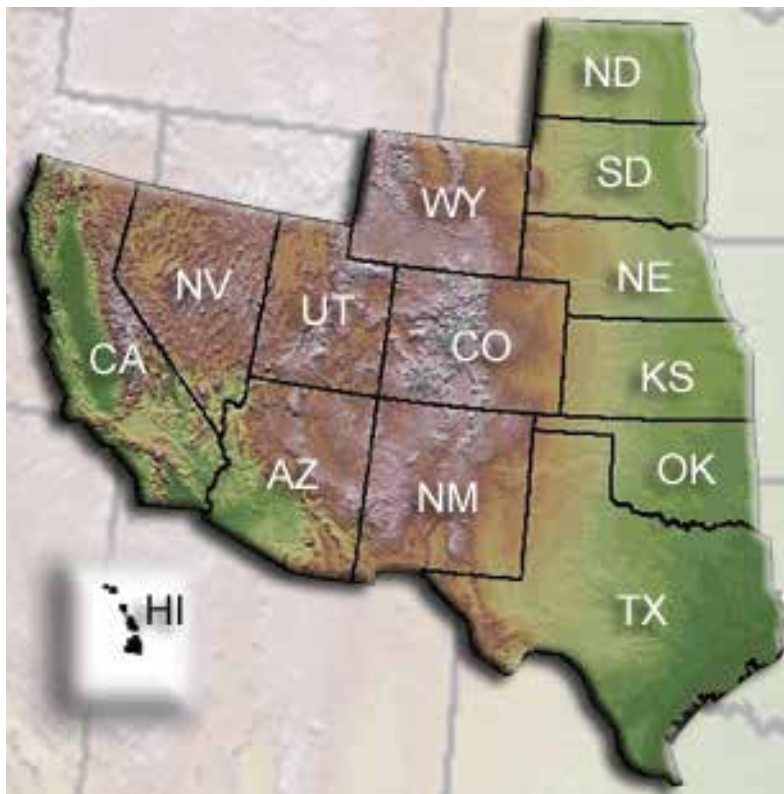
The Division office has a planning staff that actively assists ADOT, MPOs and COGs in the development of long-range local and regional plans.

Additional information is available on their web site: <http://www.fhwa.dot.gov/azdiv/>

5.2 Role of CFLHD in Long-Range Planning

The Central Federal Lands Highway Division (CFLHD) operates as part of the Federal Lands Highway Program, serving the needs of all central states including Arizona as shown in Figure 5.1 below. CFLHD actively administers the surveying, designing and constructing of forest highway system roads, parkways and park roads, Indian reservation roads, defense access roads, and other Federal lands roads. CFLHD also provides training, technology, deployment, engineering services, and products to other customers. CFL roads serve recreational travel and tourism, protect and enhance natural resources, provide sustained economic development in rural areas, and provide needed transportation access for Native Americans. CFLHD meets annually with ADOT to introduce and prioritize forest highway projects. Eligible roads must be within the boundary of the National Forest, including state, county and forest roads.

5.1 CFLHD Map



CLFHD has actively initiated a planning process for federal roads including forest roads as outlined below:

Vision

The vision of the Forest Highway Program in Arizona is to advance the Forest Highway network in an efficient manner that facilitates responsible care for the land, while providing an enhanced user experience to and within the National Forests.

Mission

The mission of the Forest Highway Program in Arizona is to work in partnership with Central Federal Lands – Highway Division, Arizona Department of Transportation, US Forest Service, and local entities to improve the Forest Highways within the state.

GOALS AND OBJECTIVES

1. Access and Mobility

Provide reliable access to and within the national forests for use and enjoyment of the land and utilization of its natural resources.

Objective 1: Provide and maintain recreational, commercial, administrative, and other suitable access to National Forest System lands by funding appropriate improvements for transportation facilities.

Objective 2: Consider mode choice opportunities to improve mobility and access to and through the national forests.

Objective 3: Provide a seamless transportation network connecting the National Forest System lands with local communities and major highway systems.

2. Safety and Condition

Ensure a safe and reliable transportation network to and within the national forests.

Objective 1: Identify risks to traveler safety and take measures to reduce them.

Objective 2: Improve the condition of the transportation facilities in order to reduce long-term maintenance costs.

3. Funding and Economic Development

Use innovative partnerships to fund Forest Highway projects and to support economic development opportunities at the local, regional, and national level.

Objective 1: Create partnerships with other agencies or programs to provide additional funding to extend the benefits of the Forest Highway Program.

Objective 2: Support economic development in terms of recreation and tourism and utilization of natural resources.

4. Natural Resource Protection

Protect and enhance the natural environment.

Objective 1: Use transportation facilities as a tool to improve the health of National Forest System lands.

Objective 2: Repair the negative impacts of transportation facilities to natural and cultural resources.

There is funding available for eligible roads within the National Forests.

Additional information is available on the CFLHD web site:

<https://flh.fhwa.dot.gov/about/contact/>

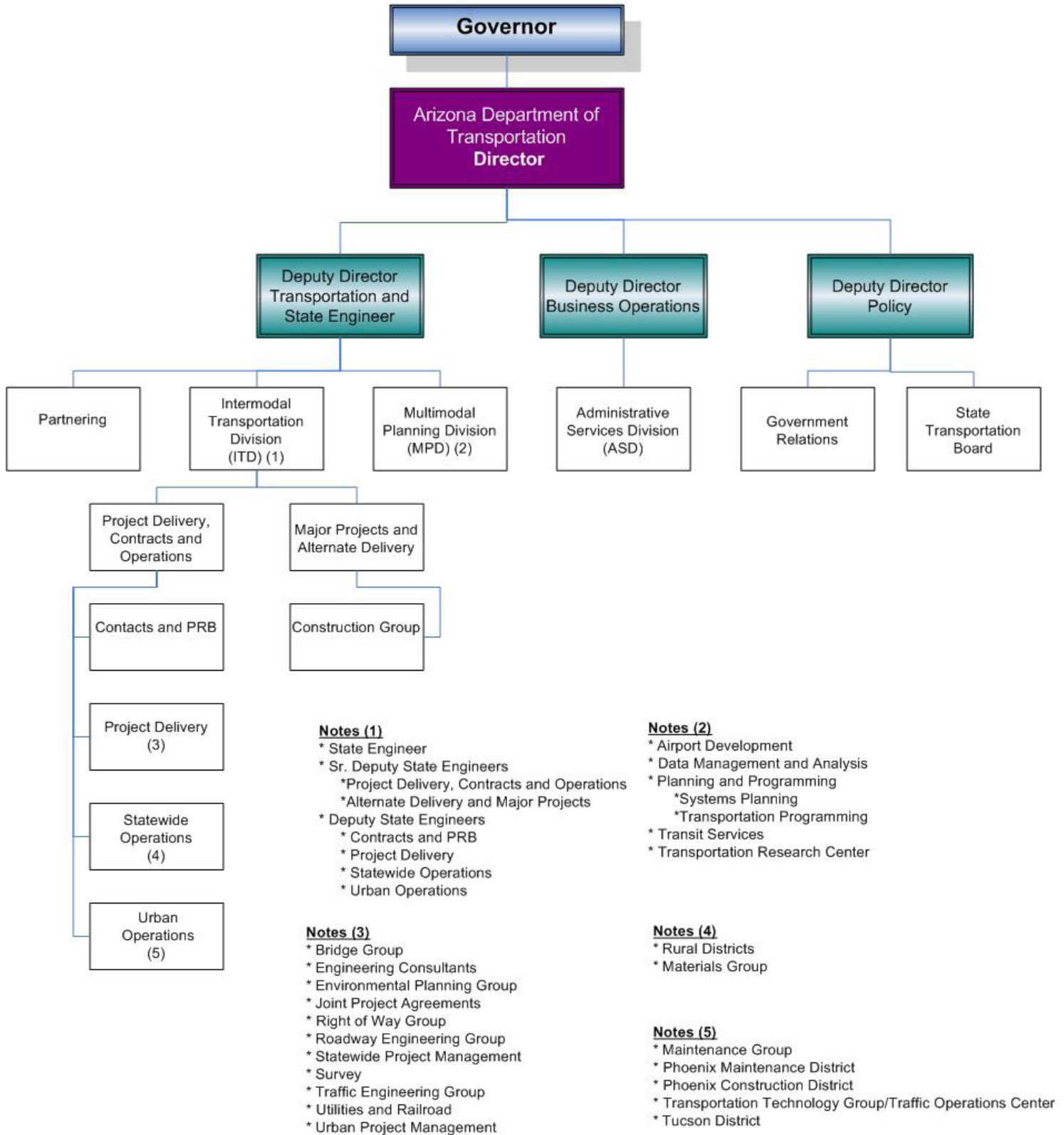
APPENDICES

APPENDIX A

ADOT CONTACT INFORMATION



Arizona Department of Transportation Organization Chart as applicable to Long-Range Planning August 2014



ADOT CONTACT INFORMATION

ADOT web link <http://www.azdot.gov/>

ADOT maps <http://www.azdot.gov/maps>

General Information 602.712.7355

OFFICE	
ADOT DIRECTOR	602.712.7227
Deputy Director of Transportation	602.712.7391
Deputy Director of Policy	602.712.7550
Deputy Director of Business Operations	602.712.7228
Multimodal Planning Division (MPD) Director	602.712.7431
MPD Planning and Programming Director	602.712.8140
MPD Planning and Environmental Linkages Manager	602.712.4574
Infrastructure Delivery and Operations Division (IDO) formerly Intermodal Transportation Division (ITD)	602.712.7391
State Engineer, Sr. Deputy State Engineer and Deputy State Engineer Offices	602.712.7391
DISTRICT ENGINEERS	
Northcentral District https://www.azdot.gov/business/district-contacts/northcentral	928.774.1491
Northeast District https://www.azdot.gov/business/district-contacts/northeast	928.524.5400
Central Construction District https://www.azdot.gov/business/district-contacts/central	602.712.8965
Central Maintenance District https://www.azdot.gov/business/district-contacts/central	602.712.6664
Northwest District https://www.azdot.gov/business/district-contacts/northwest	928.777.5861
Southeast District https://www.azdot.gov/business/district-contacts/southeast	928.432.4902
Southcentral District https://www.azdot.gov/business/district-contacts/southcentral	520.388.4200
Southwest District https://www.azdot.gov/business/district-contacts/southwest	928.317.2100
Environmental Planning Group https://www.azdot.gov/business/environmental-planning	602.712.7767
Communications Division	602.712.8025
Partnering http://www.azdot.gov/partnering	602.712.7399
Government Relations	602.712.8145

APPENDIX B

BLM CONTACT INFORMATION

STATE DIRECTOR

One North Central Avenue, Suite 800
Phoenix, AZ 85004-4427
Phone: 602.417.9200

DEPUTY STATE DIRECTOR, RESOURCES

Phone: 602.417.9231

BLM Web Link

Arizona Bureau of Land Management

ARIZONA STRIP DISTRICT OFFICE

345 East Riverside Drive
St. George, UT 84790-6714
Phone: 435.688.3200
Fax: 435.688.3258

Arizona Strip Field Office
Grand Canyon-Parashant Nat'l Monument
Vermilion Cliffs Nat'l Monument

345 East Riverside Drive
St. George, UT 84790-6714
Phone: 435.688.3200
Fax: 435.688.3258

GILA DISTRICT OFFICE

3201 E. Universal Way
Tucson, AZ 85756
Phone: 520.258.7200
Fax: 520.258.7238

San Pedro Riparian Nat'l Conservation Area

4070 S. Avenida Saracino
Hereford, AZ 85615
Phone: 520.258.7200
Fax: 520.258.7238

Safford Field Office**Gila Box Riparian Nat'l Conservation Area**

711 14th Avenue
Safford, AZ 85546
Phone: 928.348.4400
Fax: 928.348.4450

Tucson Field Office

Las Cienegas Nat'l Conservation Area
Ironwood Forest Nat'l Monument

3201 E. Universal Way
Tucson, AZ 85756
Phone: 520.258.7200
Fax: 520.258.7238

COLORADO RIVER DISTRICT OFFICE

2610 Sweetwater Avenue
Lake Havasu City, AZ 86406-9071
Phone: 928.505.1200
Fax: 928.505.1208

Kingman Field Office

2755 Mission Boulevard
Kingman, AZ 86401
Phone: 928.718.3700
Fax: 928.718.3761

Lake Havasu Field Office

2610 Sweetwater Avenue
Lake Havasu City, AZ 86406
Phone: 928.505.1200
Fax: 928.505.1208

Yuma Field Office

2555 East Gila Ridge Road
Yuma, AZ 85365-2240
Phone: 928.317.3200
Fax: 928.317.3250

PHOENIX DISTRICT OFFICE**Hassayampa Field Office****Lower Sonoran Field Office****Agua Fria Nat'l Monument****Sonoran Desert Nat'l Monument**

21605 North 7th Avenue
Phoenix, AZ 85027-2929
Phone: 623.580.5500
Fax: 623.580.5580

APPENDIX C

USFS CONTACT INFORMATION

**USDA FOREST SERVICE
SOUTHWESTERN REGIONAL OFFICE**

Voice: 505.842.3292

Fax: 505.842.3800

Mailing/Physical Address

USDA Forest Service
Regional Forester, Southwestern Region
333 Broadway SE
Albuquerque, NM 87102

Regional Forester:

505.842.3300

Deputy Regional Forester:

505.842.3306

USFS Southwestern Region Web Link:

<http://www.fs.usda.gov/r3>

NATIONAL FORESTS IN ARIZONA

**APACHE-SITGREAVES
NATIONAL FOREST**

Voice: 928.333.6280

Fax: 928.333.5966

Mailing Address

Apache-Sitgreaves Forest
Forest Supervisor
P. O. Box 640
Springerville, AZ 85938

Web Link:

<http://www.fs.usda.gov/asnf/>

Physical Address

Apache-Sitgreaves Forest
30 S. Chiricahua St.
Springerville, AZ 85938

**APACHE-SITGREAVES
RANGER DISTRICT OFFICES:**

ALPINE RANGER DISTRICT

Voice: 928.339.5000
TTY: 928.339.4566
Fax: 928.339.4323

Mailing Address

Alpine Ranger District
District Ranger
P.O. Box 469
Alpine, AZ 85920

Physical Address

Black Mesa Ranger District
2748 East Highway 260
Overgaard, AZ 85933

BLACK MESA RANGER DISTRICT

Voice: 928.535.7300
Fax: 928.535.5972

Mailing/Physical Address

Black Mesa Ranger District
District Ranger
P.O. Box 968
Overgaard, AZ 85933

Physical Address

Black Mesa Ranger District
2748 East Highway 260
Overgaard, AZ 85933

CLIFTON RANGER DISTRICT

Voice: 928.687.8600
Fax: 928.687.1614

Mailing/Physical Address

Clifton Ranger District
District Ranger
397240 AZ Hwy 75
Duncan, AZ 85534

LAKESIDE RANGER DISTRICT

Voice: 928.368.2100
Fax: 928.368.6476

Mailing/Physical Address

Lakeside Ranger District
District Ranger
2202 W. White Mtn. Blvd.
Lakeside, AZ 85929

SPRINGERVILLE RANGER DISTRICT

Voice: 928.333.6200
Fax: 928.333.4182

Mailing Address

Springerville Ranger District
District Ranger
P.O. Box 760
Springerville, AZ 85938

Physical Address

Springerville Ranger District
165 S. Mountain Ave.
Springerville, AZ 85938

COCONINO NATIONAL FOREST

Voice: 928.527.3600

Fax: 928.527.3620

<http://www.fs.usda.gov/coconino/>

Mailing/Physical Address

Coconino Forest
Forest Supervisor
1824 S. Thompson
Flagstaff, AZ 86001

COCONINO RANGER DISTRICT OFFICES:

FLAGSTAFF RANGER DISTRICT

V/TTY: 928.526.0866

Fax: 928.527.8288

Mailing/Physical Address

Flagstaff Ranger District
District Ranger
5075 N. Hwy. 89
Flagstaff, AZ 86004

RED ROCK RANGER DISTRICT

Voice: 928.203.7500

Fax: 928.203.7539

Mailing Address

Red Rock Ranger District
District Ranger
P.O. Box 20429
Sedona, AZ 86341

Physical Address

Red Rock Ranger District
8375 State Route 179
Sedona, AZ 86341

MOGOLLON RIM RANGER DISTRICT

Voice: 928.477.2255

Fax: 928.477.5057

Mailing Address

Mogollon Rim Ranger District
District Ranger
HC 31, Box 300
Happy Jack, AZ 86024

Physical Address

Mogollon Rim Ranger District
8738 Ranger Rd.
Happy Jack, AZ 86024

CORONADO NATIONAL FOREST

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Mailing/Physical Address

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Forest Supervisor
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Tucson, AZ 85701

CORONADO RANGER DISTRICT OFFICES:

DOUGLAS RANGER DISTRICT

Voice: 520.364.3468

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Mailing/Physical Address

Douglas Ranger District
District Ranger
1192 W. Saddle View Rd.
Douglas, AZ 85607

NOGALES RANGER DISTRICT

Voice: 520.281.2296

Fax: 520.281.2396

Mailing/Physical Address

Nogales Ranger District
District Ranger
303 Old Tucson Road
Nogales, AZ 85621

**COCONINO
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SAFFORD RANGER DISTRICT

Voice: 928.428.4150

Fax: 928.428.2393

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711 14th Avenue, Suite D
Safford, AZ 85546

SANTA CATALINA RANGER DISTRICT

Voice: 520.749.8700

Fax: 520.749.3175

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Santa Catalina Ranger District
District Ranger
5700 N. Sabino Canyon Rd.
Tucson, AZ 85750

SIERRA VISTA RANGER DISTRICT

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Fax: 520.378.0519

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Sierra Vista Ranger District
District Ranger
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KAIBAB NATIONAL FOREST

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Fax: 928.635.8208

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Williams, AZ 86046

**KAIBAB
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NORTH KAIBAB RANGER DISTRICT

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Fax: 928.643.8105

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Fredonia, AZ 86022

Physical Address

North Kaibab Ranger District
430 S. Main St.
Fredonia, AZ 86022

TUSAYAN RANGER DISTRICT

Voice: 928.638.2443

Fax: 928.638.1065

Mailing Address

District Ranger
Tusayan Ranger District
P.O. Box 3088
Grand Canyon, AZ 86023

Physical Address

Tusayan Ranger District
176 Lincoln Log Loop
Grand Canyon, AZ 86023

WILLIAMS RANGER DISTRICT

Voice: 928.635.5600

Fax: 928.635.5680

Mailing/Physical Address

Williams Ranger District
District Ranger
742 South Clover Road
Williams, AZ 8604

PRESCOTT NATIONAL FOREST

Voice: 928.443.8000

TTY: 928.771.4708

Fax: 928.443.8208

<http://www.fs.usda.gov/prescott/>

Mailing/Physical Address

Prescott Forest
Forest Supervisor
2971 Willow Creek Rd Bldg 4
Prescott, AZ 86303

PRESCOTT RANGER DISTRICT OFFICES:

CHINO VALLEY RANGER DISTRICT

Voice: 928.777.2200

Fax: 928.777.2208

Mailing/Physical Address

Chino Valley Ranger District
District Ranger
735 N. Hwy 89
Chino Valley, AZ 86323

BRADSHAW RANGER DISTRICT

Voice: 928.443.8000

Fax: 928.443.8008

Mailing/Physical Address

Bradshaw Ranger District
District Ranger
344 South Cortez Street
Prescott, AZ 86303

VERDE RANGER DISTRICT

Voice: 928.567.4121

Fax: 928.567.1179

Mailing Address

Camp Verde Ranger District
District Ranger
P.O. Box 670
Camp Verde, AZ 86322

Physical Address

Camp Verde Ranger District
300 E. Hwy. 260
Camp Verde, AZ 86322

TONTO NATIONAL FOREST

V/TTY: 602.225.5200

Fax: 602.225.5295

<http://www.fs.usda.gov/tonto>

Mailing/Physical Address

Tonto Forest
Forest Supervisor
2324 E. McDowell Road
Phoenix, AZ 85006

TONTO RANGER DISTRICT OFFICES:

CAVE CREEK RANGER DISTRICT

Voice: 480.595.3300

Fax: 480.595.3346

Mailing/Physical Address

Cave Creek District
District Ranger
40202 N. Cave Creek Road
Scottsdale, AZ 85262

GLOBE RANGER DISTRICT

Voice: 928.402.6200

Fax: 928.402.6292

Mailing/Physical Address

Globe Ranger District
District Ranger
7680 S. Six Shooter Canyon Road
Globe, AZ 85501

MESA RANGER DISTRICT

Voice: 480.610.3300

Fax: 480.610.3346

Mailing/Physical

Mesa Ranger District
District Ranger
5140 E. Ingram Street
Mesa, AZ 85205

TONTO RANGER DISTRICT OFFICES:

PAYSON RANGER DISTRICT

Voice: 928.474.7900

Fax: 928.474.7999

Mailing/Physical District

Payson Ranger District

District Ranger

1009 E. Highway 260

Payson, AZ 85541

PLEASANT VALLEY RANGER DISTRICT

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District Ranger

P.O. Box 450

Young, AZ 85554

Physical Address

Pleasant Valley Ranger District

154 S. Ranger Station Rd.

Young, AZ 85554

TONTO BASIN RANGER DISTRICT

Voice: 928.467.3200 Fax: 928.467.3239

Mailing/Physical Address

Tonto Basin Ranger District

District Ranger

28079 N. Arizona Highway 188

Roosevelt, AZ 85545

APPENDIX D
ARIZONA COG AND MPO
CONTACT INFORMATION

THE REGIONAL TRANSPORTATION PROGRAMMING PROCESS COUNCILS OF GOVERNMENT (COG) AND METROPOLITAN PLANNING ORGANIZATION (MPO)

By Governor's executive order, Arizona is divided into several planning and development districts for the purpose of performing and coordinating comprehensive planning on an area wide or regional basis. Councils of Government (COG) are established by the agreement of local governments within each of these planning areas for the purposes of carrying out the intent of the Executive Order (See COG, MPO, BLM, and Forest District area boundary maps in Appendix F).

The Arizona Department of Transportation recognizes and assists the COGs as area wide transportation planning agencies through the provision of technical and financial support. Advisory assistance is provided to the non-metropolitan COGs through ADOT's local assistance program. Transportation planning funds are made available by ADOT to all rural COGs.

MAG, PAG, FMPO, CYMPO and YMPO are designated by the Governor as the Metropolitan Planning Organizations (MPOs) for the Phoenix, Tucson, Flagstaff, Prescott and Yuma metropolitan areas respectively. As such, these agencies are responsible for developing comprehensive long-range transportation plans including both long-range and system management elements, the five-year Transit Plan, and the Transportation Improvement Programs (TIPs). Specific transportation planning responsibilities of the COGs are outlined in their annual work programs, which are approved at the local, state and federal levels.

Typical planning activities include: the development of goals and objectives; issue review; data collection and analysis; forecasting needs and deficiencies; developing and selecting alternative plans; and performing special transportation studies. Public input and impact analysis are very important aspects of regional plan development. Priority programming for certain federally funded programs is also an important COG planning responsibility.

The Regional Transportation System Plan

SAFETEA-LU requires that all urban areas with a population over 50,000 must have a transportation plan based on a coordinated, comprehensive, continuing planning process. This requirement remains in effect and is now the responsibility of the designated MPO. The plan must be reaffirmed each year by the Regional Council and should be subjected to major review and re-analysis every few years. Additionally, the plan must be fiscally constrained.

The Transportation System Plan is the first step in the programming process. This plan must take into account population and growth projections, land use patterns and densities, income, the economy, and travel habit characteristics. The Transportation Plan must be consistent with the Regional Development Plan, the State Implementation Plan for Air Quality, and the Waste and Water Quality Plan.

In the development of the plan, consideration should be given to all modes of travel, environmental evaluations, energy conservation, financial resources, and the needs and desires of the general public and the local agencies. Extensive public involvement through public forums, discussion, presentations, hearings and other appropriate media are encouraged and actively pursued.

The Regional Transportation System Plan should also identify general areas where new major facilities should be constructed, where additions should be made to the street system, the nature, size, and coverage area of the transit system, and the amount of usage anticipated on each mode of travel. Cost estimates, implementation responsibilities, and phased development schedules may also be part of the plan.

Regional Transportation Priority Recommendations

The COGs, working in concert with the local governments within their respective planning regions, establish priorities for federal-aid transportation projects within their region. The COGs are also encouraged to make priority recommendations for the construction and improvements of facilities on the State Highway System.

The COGs participate in the deliberations of the Priority Planning Advisory Committee and the State Transportation Board in the annual development and adoption of the ADOT five-year Construction Program.

MPO and COG CONTACT INFORMATION

Central Arizona Association of Governments (CAAG)

1075 S. Idaho Road, Suite 300
Apache Junction, AZ 85219
Phone: 480.474.9300
Fax: 480.474.9306
<http://www.caagcentral.org/>

Central Yavapai Metropolitan Planning Organization (CYMPO)

7501 E Civic Circle
Prescott Valley, AZ 86314
Phone: 928.759.5516
Fax: 928.759.3125
<http://www.cympo.org/>

Flagstaff Metropolitan Planning Organization (FMPO)

211 W. Aspen Ave
Flagstaff, AZ 86001
Phone: 928.226.4841
Fax: 928.213.4825
<http://www.flagstaff.az.gov/index.aspx?NID=995>

Maricopa Association of Governments (MAG)

302 North 1st Avenue, Suite 300
Phoenix, AZ 85003
Phone: 602.254.6300
Fax: 602.254.6490
<http://www.azmag.gov/>

Northern Arizona Council of Governments (NACOG)

119 E. Aspen Ave.
Flagstaff, AZ 86001-5296
Phone: 928.774.1895
Fax: 928.773.1135
<http://www.nacog.org/>

Pima Association of Governments (PAG)

177 N. Church Ave., Suite 405
Tucson, AZ 85701
Phone: 520.792.1093 x420
Fax: 520.792.9151
<http://www.pagnet.org/>

Southeastern Arizona Government Organization (SEAGO)

118 Arizona Street
Bisbee, AZ 85603
Phone: 520.432.5301
Fax: 520.432.5858
<http://www.seago.org/>

Western Arizona Council of Governments (WACOG)

208 N. 4th Street
Kingman, AZ 86401
Phone: 928.753.6247
<http://www.wacog.com/>

Yuma Metropolitan Planning Organization (YMPO)

502 S. Orange Ave
Yuma, AZ 85364
Phone: 928.783.8911
Fax: 928.329.1674
<http://ympo.org/>

APPENDIX E

FHWA CONTACT INFORMATION

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

Arizona Division Office

4000 N. Central Avenue, Suite 1500
Phoenix, Arizona 85012-1906
Phone: 602.379.3646
Fax: 602.382.8998

PLANNING CONTACTS	
Project Delivery Team Leader	602.382.8971
Planning, Environmental, Air Quality and Realty Team Leader	602.382.8964
Systems Performance Team Leader	602.382.8961
Assistant Division Administrator	602.382.8989
Division Administrator	602.379.3646

Arizona FHWA web links:

Arizona Division | Federal Highway Administration

Staff Directory | Arizona Division | Federal Highway Administration

Planning Glossary - FHWA

OFFICE OF FEDERAL LANDS HIGHWAY

Central Federal Land Highways Division (CFLHD)

12300 Dakota Avenue
Lakewood, CO 80228
Phone: 720.963.3500
Toll Free: 888.739.1055
Fax: 720.963.3379

CFLHD web link

<https://flh.fhwa.dot.gov/about/contact/>

Long Range Transportation Plans web link

<https://flh.fhwa.dot.gov/programs/flpp/lrtp/>

APPENDIX F

WEB SITES FOR GIS DATA

U. S. DEPARTMENT OF TRANSPORTATION

1. Arizona Public Data

<http://agis.arizona.gov/>

<https://land.arizona.gov/mapping-services/state-cartographers-office>

<http://www.arizona.gov/alris/>

<https://www.blm.gov/maps>

2. Forest Service Public Web Sites for GIS Data

USFS Southwestern Region – general resource data for entire region and forests

http://www.fs.usda.gov/wps/portal/fsinternet!/ut/p/c4/04_SB8K8xLLM9MSSzPy8xBz9CP0os3gjAwhwtDDw9_AI8zPyhQoY6BdkOyoCAGixyPg!/?ss=1103&navtype=BROWSEBYSUBJECT&cid=STELPRDB5202474&navid=1601300000000000&pnavid=1600000000000000&position=Feature*&ttype=detail&pname=Region%203-%20Geospatial%20Data

Fire and Aviation – Wildland Urban Interface and vegetative communities

<https://www.fs.usda.gov/main/r3/fire-aviation>

National FS Geodata Clearinghouse – National Mapping Center

<http://data.fs.usda.gov/geodata/>

Landfire Data – vegetation composition and structure, fire regime

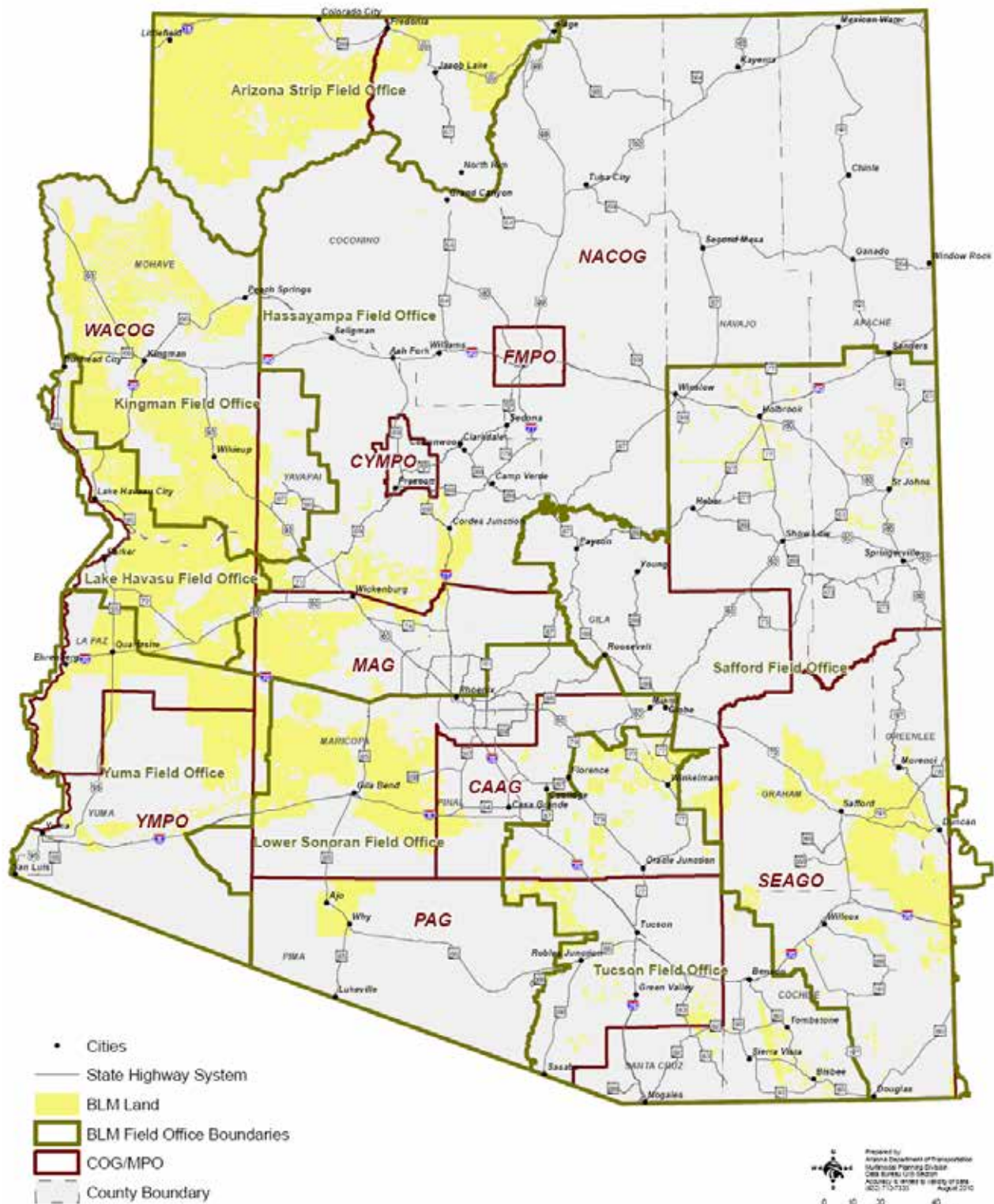
<http://www.landfire.gov>

Source: Candace Bogart, R3 GIS Program Manager, USFS

APPENDIX G

MAPS

Figure 1G - COG/MPO and BLM Field Office Boundaries



• Cities
 — State Highway System
 USFS Land
 Ranger District Boundaries
 COG/MPO
 County Boundary

Prepared by
 Arizona Department of Transportation
 Multimodal Planning Division
 Data Source: GIS Division
 Accuracy & limited to validity of data
 (802) 712-1330 August 2016

0 10 20 40 Miles

Figure 3G – COG/MPO, BLM Field Office and USFS District Ranger Boundaries

