

# *SAFETEA-LU Amendment*

---

## CENTRAL YAVAPAI METROPOLITAN PLANNING ORGANIZATION REGIONAL TRANSPORTATION STUDY

*Prepared for:* Central Yavapai Metropolitan Planning Organization

*Members:* City of Prescott  
Town of Chino Valley  
Town of Prescott Valley  
Yavapai County  
Arizona Department of Transportation

*Prepared by:* Lima & Associates

---

*July 2007*

# TABLE OF CONTENTS

	<u>Page</u>
<b>1. INTRODUCTION.....</b>	<b>1</b>
<b>2. CONSULTATION WITH AGENCIES.....</b>	<b>6</b>
<b>3. ENVIRONMENTAL ISSUES AND POTENTIAL ENVIRONMENTAL MITIGATION.....</b>	<b>8</b>
POPULATION GROWTH.....	8
LAND DEVELOPMENT ISSUES .....	11
WATER RESOURCE ISSUES .....	13
AIR QUALITY ISSUES.....	13
HABITAT ISSUES.....	14
YAVAPAI-PRESCOTT INDIAN TRIBE ISSUES .....	15
TRANSIT.....	16
ONGOING AGENCY CONSULTATION .....	16
<b>APPENDIX A. LETTER OF INVITATION TO CONSULTATION .....</b>	<b>18</b>
<b>APPENDIX B. AGENCY COMMENTS.....</b>	<b>22</b>
<b>REFERENCES.....</b>	<b>31</b>

## LIST OF TABLES

	<u>Page</u>
1. AGENCIES INVOLVED IN PLAN REVIEW .....	6
2. POTENTIAL MITIGATION STRATEGIES AND ASSOCIATED LEGAL AUTHORITY .....	9
3. LOCAL GROUPS INVOLVED IN THE TRANSPORTATION LAND USE LINKAGE.....	17

**LIST OF FIGURES**

	<u>Page</u>
1. PROPOSED REGIONAL SYSTEM.....	3
2. PROPOSED TRANSIT SERVICE SCENARIO .....	4
3. LOCAL GOVERNMENT CONTEXT MAP.....	5
4. POTENTIAL MITIGATION LOCATIONS .....	10
5. LAND OWNERSHIP .....	12

# 1. INTRODUCTION

The Central Yavapai Metropolitan Planning Organization (CYMPO) Regional Transportation Study was adopted by the CYMPO Board as the long-range transportation plan (2006 Plan) for the metropolitan area on December 7, 2006. The CYMPO Board indicated that the plan would be amended in a timely fashion to expand its discussion of environmental conservation and mitigation, based in part upon consultation with various agencies. The plan would thereby comply with specific requirements of the Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), enacted August 10, 2005.

The final rules for implementation of SAFETEA-LU's new environmental requirements became effective March 16, 2007. With respect to environmental mitigation, the rules state (23 CFR 450.322 (f)):

The metropolitan transportation plan shall, at a minimum, include...A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation.

With respect to the nature of the consultation, the rules state (23 CFR 450.322 (g)):

The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve, as appropriate: (1) comparison of transportation plans with State conservation plans or maps, if available; or (2) comparison of transportation plans to inventories of natural or historic resources, if available.

This report constitutes the amendment to the 2006 Plan. The consultation to support preparation of the amendment occurred via meetings and correspondence. Each consultation was informative and some of the consultations led to the review of additional plans and other documents by CYMPO. Each agency that was consulted indicated an interest in ongoing consultation as a routine part of the long-range plan update cycle. Agencies also noted that consultations may be needed in response to new issues as they arise.

SAFETEA-LU provides an opportunity for the Central Yavapai County to closely coordinate regional transportation planning with environmental planning early in the planning process. While the environmental consultation was in response to new legislation, there has been a long tradition of coordinated transportation planning in the region. The 2006 Plan was the latest in a series of regional planning efforts conducted in the region. For example, the 1995 Central

Yavapai County Transportation Study was a cooperative effort accomplished eight years before CYMPO was established in 2003.

The CYMPO member agencies are the City of Prescott, Town of Chino Valley, Town of Prescott Valley (known as the “Tri-Cities”), Yavapai County, and the State Transportation Board (the policy board of the Arizona Department of Transportation). In addition, the technical advisory committee for the 2006 Plan included representatives of the following entities in either a formal or informal capacity:

- Yavapai Prescott Indian Tribe
- United States Forest Service (Prescott National Forest)
- Arizona Department of Transportation Prescott District officials and Planning Division officials

Figure 1 is the proposed roadway transportation plan that appears in the 2006 Plan. The 2006 study area comprised the CYMPO Planning Area and a larger transportation influence area outside the immediate metropolitan area. Figure 2 is the conceptual transit service scenario.

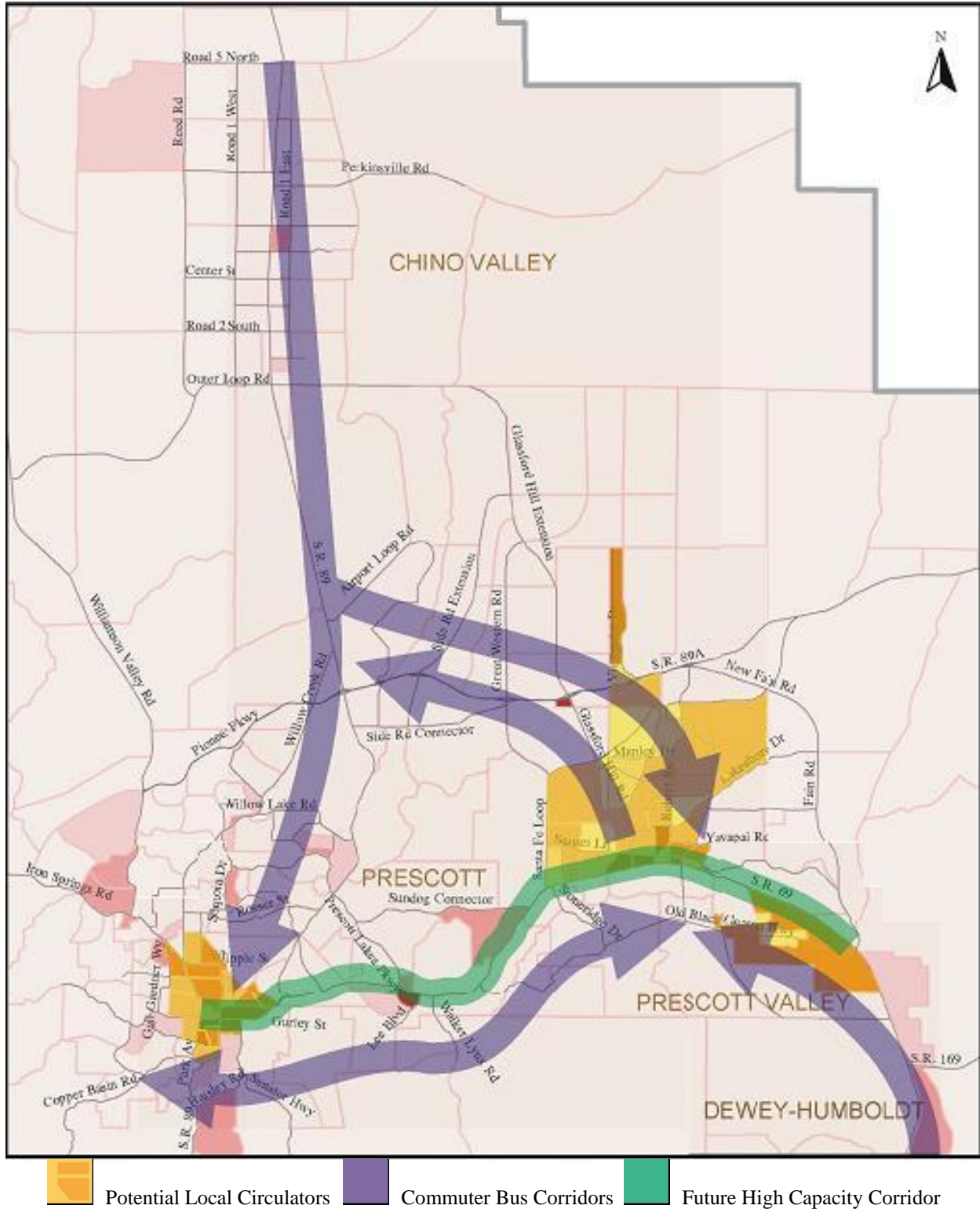
The 2006 Plan’s study area is not amended for purposes of the environmental consultation. However, a Local Government Context map (Figure 3) has been prepared for this report showing a larger region around CYMPO, to illustrate the great contrasts in the area. A large proportion of the CYMPO planning area is incorporated, while most of the remainder is unincorporated, with only seven other cities and towns. Much of the rest of the region has very few residents and is overseen by land management agencies involved in the environmental mitigation consultation. There are many stark boundaries between natural areas and built-up areas. Convenient access to the natural environment attracts people to the area. On the other hand, the stark contrasts also contribute to many of the environmental challenges in the area.

The 2006 Plan considered the findings of the general plans of all of CYMPO’s member communities. All of the plans were developed under the Arizona “Growing Smarter” planning law which fosters the integration of transportation and land use plan elements.

Some of the general plans went beyond the transportation and land use connection to integrate transportation and land use with other aspects of environmental protection. Some of these findings in the general plans are cited in the 2006 CYMPO Plan. For example, Yavapai County’s 2003 General Plan promotes alternative modes of transportation (CYMPO RTS 2006, p. 37). Other general plan goals and objectives assist town representatives as they work with CYMPO. One example is the Town of Chino Valley’s “Growing Smarter” General Plan adopted in 2003, which Environmental Element contained the following goal: “Promote land uses and land use patterns that encourage alternative methods of transportation and reduce emissions.”

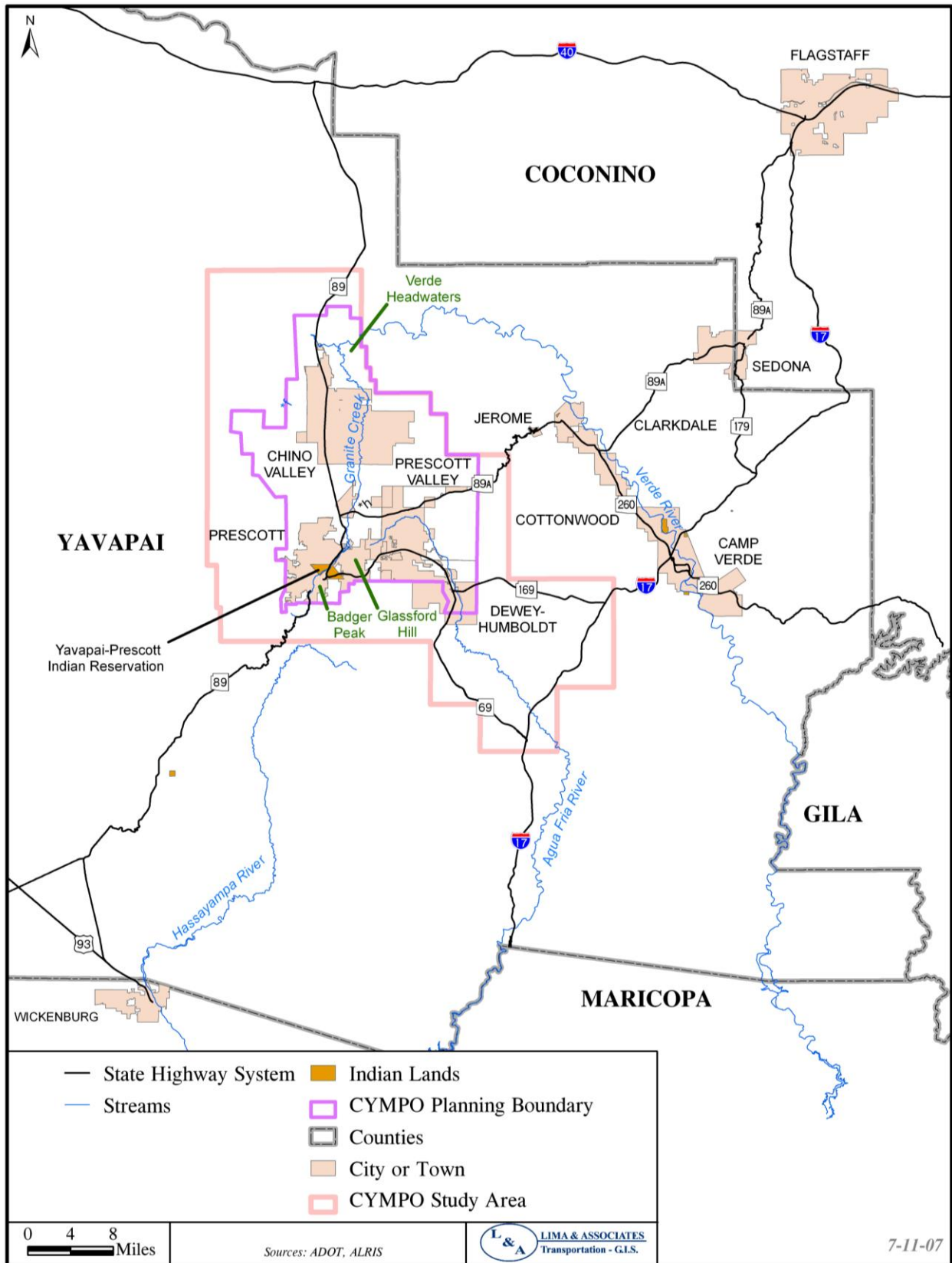


**FIGURE 2. PROPOSED TRANSIT SERVICE SCENARIO**



Source: Central Yavapai Metropolitan Planning Organization (CYMPO) Regional Transportation Study, Executive Summary (Figure 6)

**FIGURE 3. LOCAL GOVERNMENT CONTEXT MAP**



## 2. CONSULTATION WITH AGENCIES

The CYMPO, in coordination with the Federal Highway Administration (FHWA), devised a list of appropriate federal, tribal, state, and regional agencies to be involved in continuing environmental mitigation coordination with CYMPO (Table 1). Some of the agencies listed had not previously reviewed the 2006 Plan; however, in April 2007 each agency received an invitation (Appendix A) to review the plan, executive summary, and full report. In response, five of the agencies requested a face-to-face meeting, while the remainder provided a written response (Appendix B).

**TABLE 1. AGENCIES INVOLVED IN PLAN REVIEW**

---

---

**Invitation To Review CYMPO 2006 Long-Range Transportation Plan, April/May 2007**

**United States Federal Government**

- U.S. Bureau of Land Management, Hassayampa Field Office, Phoenix, AZ
- U.S. Army Corps of Engineers, Los Angeles District, Arizona / Nevada Area Office, Arizona Section Regulatory Branch, Phoenix, AZ
- U.S. Fish and Wildlife Service, Southwest Region 2  
Arizona Ecological Services Field Office, Phoenix, AZ  
Fish And Wildlife Management Assistance Satellite Office, Flagstaff, AZ

**Yavapai Prescott Indian Tribe**

- Yavapai Prescott Indian Tribe, Prescott, AZ (*previously involved in the 2006 Plan*)

**Arizona State Government**

- Arizona State Land Department Real Estate Division, Phoenix, AZ
- Arizona Department of Environmental Quality Air Quality Division, Phoenix, AZ
- Arizona Game and Fish Department  
Habitat Management Branch, Project Evaluation Program, Phoenix, AZ  
Research Program, Phoenix, AZ
- Arizona Department of Water Resources Regional Water Resources Planning, Phoenix, AZ
- Arizona State Parks State Historic Preservation Office, Phoenix, AZ

---

---

**Agencies Previously Involved in Preparation and Review of the 2006 Plan**

**United States Federal Government**

- Federal Highway Administration Arizona Division, Phoenix, AZ
- United States Forest Service Prescott National Forest, Prescott, AZ

**Arizona State Government**

- Arizona Department of Transportation  
Prescott District, Prescott, AZ  
Transportation Planning Division, Phoenix, AZ

---

Meetings were held with the following agencies:

- 1) Arizona State Land Department
- 2) Arizona Department of Environmental Quality
- 3) Arizona Game and Fish Department
- 4) Yavapai Prescott Indian Tribe
- 5) U.S. Fish and Wildlife Service

Some of the meetings were the first to take place between CYMPO and the respective agency, and in each case the representatives indicated their intention to engage in continuing dialogue. Representatives of CYMPO provided a similar introduction at each of the meetings by describing the CYMPO agency and reviewing the 2006 Plan, followed by discussion of the Proposed Regional System map and the Proposed Transit Service Scenarios. CYMPO staff reviewed the long-range planning process as one that is continuing, cooperative, and comprehensive, considering all modes of transportation (SAFETEA-LU Section 6001).

The agency representatives considered how the proposals in the 2006 Plan either:

- would be affected by the environmental regulatory authority of their agency; or
- would affect the lands managed by their agency.

### **3. ENVIRONMENTAL ISSUES AND POTENTIAL ENVIRONMENTAL MITIGATION**

The following narrative documents the 2006 Plan environmental consultation. The discussions and written responses from the agencies were varied and provided many types of information, including:

- Descriptions of anticipated environmental impacts from implementation of the 2006 Plan
- Descriptions of agency regulatory requirements for transportation projects
- Copies of laws, regulations, permits, and application documents
- Plans and studies in the region
- Documents from outside the region that might assist the CYMPO area
- Suggestions for consultation with additional agencies
- Options for partnering with non-profit organizations
- Options for partnering with for-profit businesses

Table 2 summarizes the types of potential mitigation strategies and mitigation areas for various resources. The table cites strategies and regulations somewhat similar to those that would apply during an impact analysis for a specific project. The key difference is that the environmental consultation under SAFETEA-LU occurs at the system planning phase and makes it more likely that impact avoidance or minimization would be the favored strategy.

Figure 4 is an initial map of potential mitigation locations identified during the spring 2007 agency consultation. The proposed roadway locations in Figure 1 may be compared to the environmental features identified to date and shown in Figure 4.

#### **POPULATION GROWTH**

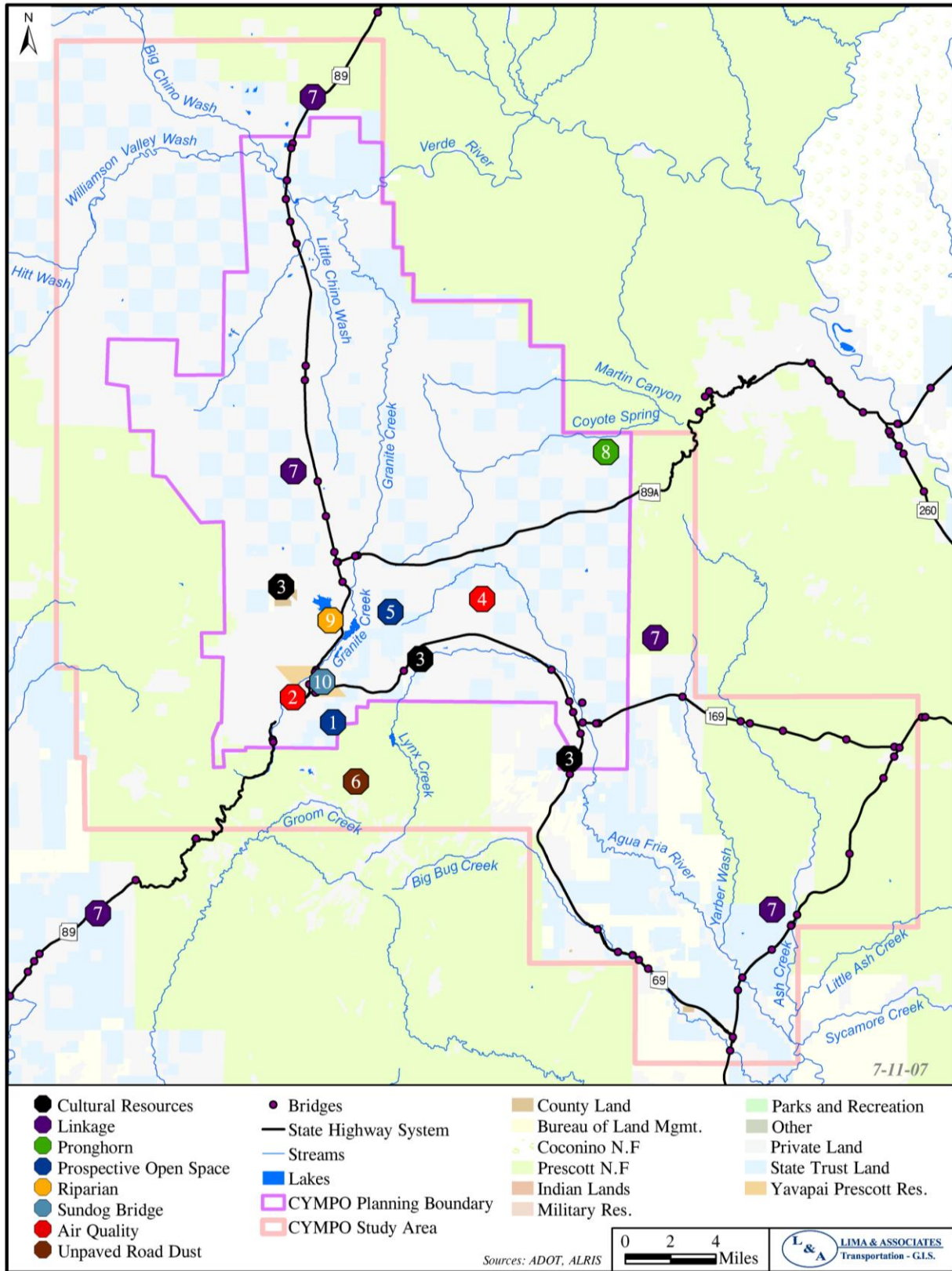
The 2006 Plan's population projections indicate growth from approximately 118,000 persons in the study area in 2004 to 439,000 persons in the study area in 2030. Previous population projections by the Arizona Department of Economic Security (DES) estimated the 2030 population of Yavapai County overall at 355,462, and the 2030 population of the study area at less than 240,000. Arizona Department of Environmental Quality (ADEQ) officials requested an explanation of the difference between the series of projections.

The 2006 Plan based its population and dwelling unit projections upon the adopted local land use plans from each jurisdiction (section 3, page 44). Adjustments were made in cooperation with local officials. The higher population totals in the 2006 Plan reflected an assumption that land development would continue to accelerate in the area. The lower DES projections, for state agency planning purposes, were required to be adjusted to county and state control totals.

**TABLE 2. POTENTIAL MITIGATION STRATEGIES AND ASSOCIATED LEGAL AUTHORITY**

<b>Resource</b>	<b>Key Applicable Requirements</b>	<b>Potential Mitigation Activities for Project Implementation</b>	<b>Potential Mitigation areas for Project Implementation</b>
Neighborhoods and communities, and homes and businesses	Uniform Relocation Assistance and Real Property Acquisition Policy Act at 42 USC 4601 et seq.	Impact avoidance or minimization; context sensitive solutions for communities (appropriate functional and/or esthetic design features).	Mitigations on-site or in the general community. (Mitigations for homes and businesses are in accord with 49 CFR 24.)
Cultural resources (Figure 4, #3)	National Historic Preservation Act at 16 USC 470	Avoidance, minimizations; landscaping for historic properties; preservation in place or excavation for archaeological sites; design exceptions and variances; environmental compliance monitoring.	On-site landscaping of historic properties, on-site mitigations or archaeological sites; preservation in-place.
Parks and recreation areas	Section 4(f) of the U.S. Department of Transportation Act at 49 USC 303	Avoidance, minimization, mitigation; design exceptions and variances; environmental compliance monitoring.	On-site screening or on-site replacement of facilities; in some cases, replacement of affected property adjacent to existing.
Wetlands and water resources	Clean Water Act at 33 USC 1251-1376; Rivers and Harbors Act at 33 USC 403	Mitigation sequencing requirements involving avoidance, minimization, compensation (could include preservation, creation, restoration, in lieu fees, riparian buffers); design exceptions and variances; environmental compliance monitoring.	Bases on on-site/off-site and in-kind/out-of-kind sequencing requirements; private or publicly operated mitigation banks used in accordance with permit conditions.
Forested and other natural areas	National Forest Management Act (NFMA) regulations (36 CFR 219.1 (b))	Avoidance, minimization; corridor preservation and access management; environmental compliance monitoring.	Access control in accordance with Prescott Forest Plan.
Endangered and threatened species	Endangered Species Act at 16 USA 1531-1544  Migratory Bird Act at 16 U.S.C. 715	Avoidance, minimization; time of year restrictions; construction sequencing; design exceptions and variances; species research; species fact sheets; Memoranda of Agreements for species management; environmental compliance monitoring.	Relocation of species to suitable habitat adjacent to project limits.
Ambient air quality	Clean Air Act at 42 USC 7401-7671 and Conformity regulations at 40 CFR 93	Transportation control measures, transportation emission reduction measures.	Within air quality non-attainment and maintenance areas.

**FIGURE 4. POTENTIAL MITIGATION LOCATIONS**



Note: Examples of the mitigation locations are referenced within the document.

## **LAND DEVELOPMENT ISSUES**

### **Land Available for Development**

The 2006 Plan considered the local land use maps in the adopted General Plans and the locations of land available for development. People, dwelling units, and employees were distributed to traffic analysis zones (TAZ) based partly on the land available for development. The land where most of the development will occur is not currently built out and is in one of two land ownership categories (Figure 5), either private land or State Trust Land.

In the case of State Trust Land, the Arizona State Land Department (ASLD) works with prospective developers and local governments before the land is sold for development. The ASLD regulations require that developments secure the proper zoning and that pre-annexation agreements are resolved. Ongoing coordination with CYMPO could have the effect of impact avoidance where development plans and CYMPO's long-range plan together yield a smoothly functioning transportation system. Impact avoidance could also result where compact development patterns could reduce single-occupant vehicle travel demand.

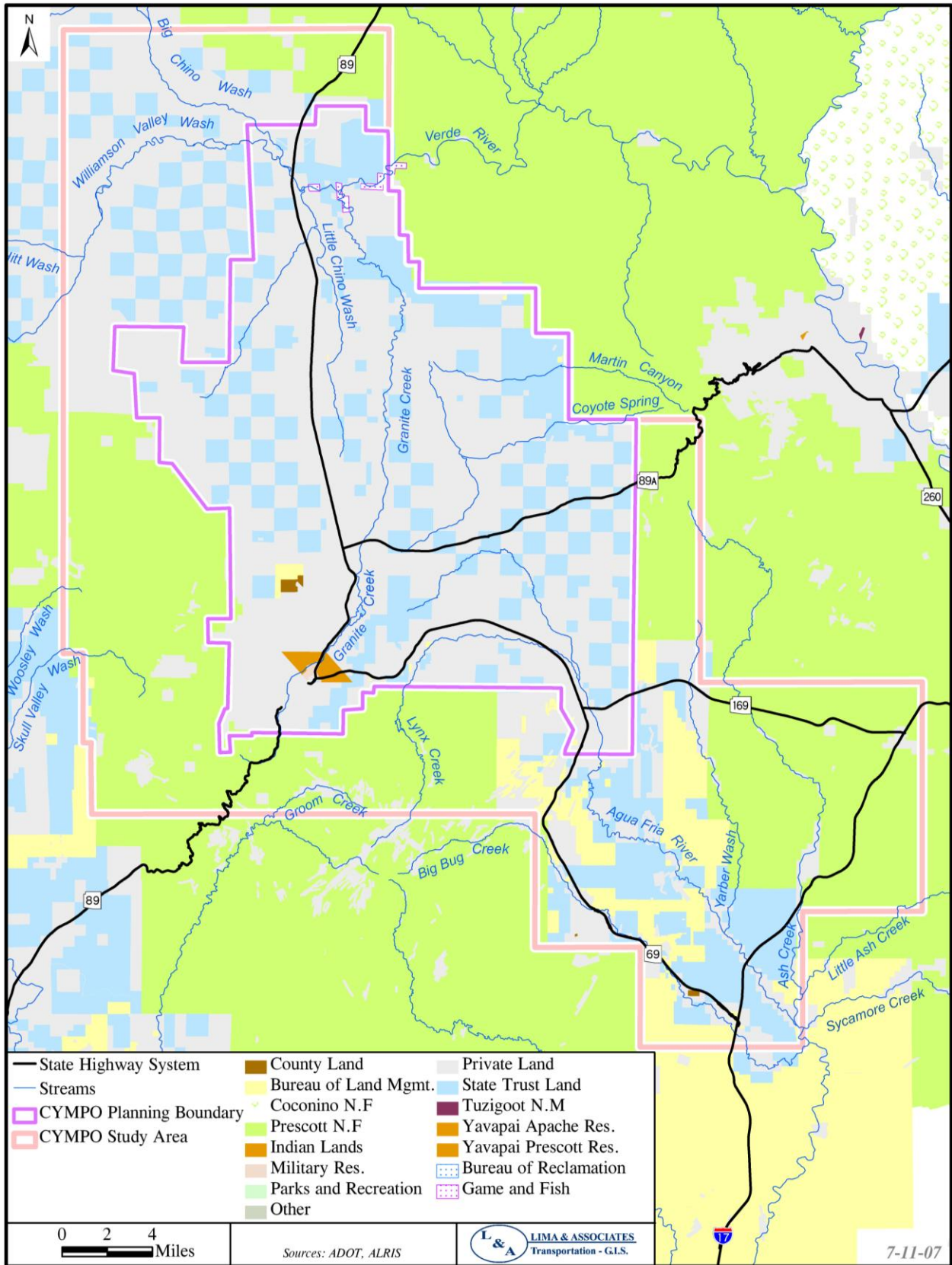
The ASLD staff in the consultation meeting cited the "Tri-City Area Conceptual Plan for Arizona State Land Department Lands" and indicated that it is generally compatible with the land use plans of the CYMPO communities.

### **Prospective Land Sales for Open Space**

The Arizona legislature passed a bill in the 2007 session providing that voters may decide in the 2008 general election ballot whether to amend Article X of the state constitution. The prospective amendment would permit the sale of certain state trust land to local governments or nonprofit conservation groups rather than being sold to the highest bidder at public auction. Implementation would be conditional on Congressional approval of amendments to the Arizona-New Mexico Enabling Act of 1910 permitting disposal of trust land in the manner proposed.

A companion bill was not adopted; it contained the legal descriptions of the eligible parcels. Despite that bill's failure, the parcels that were identified as eligible for conservation should be noted, as future legislation would more likely identify some of those lands rather than completely different lands. In the CYMPO region, the lands identified (Figure 3) were: Glassford Hill—2,320.0 acres (Figure 4, #5), Badger Peak—1,831.8 acres (Figure 4, #1), and the Verde Headwaters—5283.6 acres. Any lands purchased and managed for conservation, can affect travel demand. Removing them from residential land use removes home-based trips from the areas. Conversely, recreational trips might be generated. Such lands offer the potential to be off-site mitigation areas for transportation projects elsewhere.

**FIGURE 5. LAND OWNERSHIP**



## **Right-of-Way Coordination**

The 2006 Plan stresses the importance of a program of corridor preservation and access control. Two key environmental benefits of such a program would be to secure a corridor that avoids historic or culturally sensitive properties, and to reduce the total right-of-way footprint by minimizing the number of entrances onto arterial roadways. The Bureau of Land Management in its consultation letter indicated that some of the 2006 Plan's projects would be near some culturally sensitive BLM public lands. The ASLD described its right-of-way process and indicated the length of time involved.

Corridor preservation would call for increased coordination with BLM, ASLD, USFS, and other land management agencies, with earlier consultation yielding reduced right-of-way costs and more environmentally sound corridor locations.

## **WATER RESOURCE ISSUES**

The 2006 CYMPO plan did not consider any constraints in water supply as a factor in the population projections used for travel demand modeling. As potential developments are considered, a prerequisite for the purchase of Arizona State Trust Lands is documentation of an assured water supply. The Arizona Department of Water Resources reviewed the 2006 CYMPO Plan and had no comments or concerns at this time (Appendix B).

## **AIR QUALITY ISSUES**

The Prescott area is in attainment with respect to all of the EPA air quality standards. In 1999 (prior to the establishment of CYMPO), the Tri-Cities, the Yavapai-Prescott Indian Tribe, and central portions of Yavapai County, with ADOT, entered into a pilot air quality sustainability program known as "Air Aware." This next phase of the program provides an action template to implement education and outreach.

In the SAFETEA-LU consultation with ADEQ, their officials noted some of the current air quality regulatory activity that is pertinent to the 2006 Plan. Air quality monitors are in use in Prescott (Figure 4, #2) and Prescott Valley (Figure 4, #4). The monitoring network is less dense than it would be in a non-attainment area or a more populous area. Officials reconfirmed that ADEQ could perform air quality modeling for projects, if CYMPO provided the traffic data.

Officials noted that the funding situation for CYMPO would alter once the area crossed the 200,000 population threshold. The threshold applies to air quality-related programs such as Congestion Management and Air Quality, or CMAQ. ADEQ would work with CYMPO as it does with any other attainment area of the same size category.

Vehicle travel generates dust known as particulate matter (PM) on the numerous unpaved roads in the CYMPO area (Figure 4, #6). Many of such roads are relatively heavily traveled. In Prescott National Forest, the multiple-use doctrine is compatible with vehicular travel, which can

travel at speeds approaching 40 mph. ADEQ noted that their knowledge of dust control regulations among government entities throughout Arizona would be available for CYMPO's use as needed.

## **HABITAT ISSUES**

Habitat issues were discussed with both Arizona Game and Fish Department (AGFD) and U.S. Fish and Wildlife Service (USFWS). AGFD indicated that the agency works routinely with many ADOT groups. Those groups are involved once the State Highway System projects in the CYMPO long-range improvement program become a part of the five-year construction program. The groups include the Office of Environmental Services, Transportation Planning Department, pre-design, and Arizona Transportation Research Center.

CYMPO representatives, AGFD, and USFWS discussed the Arizona's Wildlife Linkages Assessment report completed in 2006 by a nine-party group that included ADOT, FHWA, AGFD, USFWS, BLM, USFS, and three other groups. The findings pertinent to the CYMPO 2006 Plan are those for the CYMPO study area portion of the Apache Highlands Ecoregion, defined as 30 million acres in Arizona, New Mexico, and Mexico (Arizona Wildlife Linkages Workgroup, 2006). CYMPO was provided a copy of the Assessment.

The Arizona's Wildlife Linkages Assessment report compiled the current biological information on areas important to wildlife and habitat connectivity. Essentially the report identified highways and developed land, known as "fracture zones" that interrupt wildlife movement. Likewise, potential areas known as "linkage zones" were identified that would be likely to facilitate future wildlife movement. Mitigation in fracture zones can allow portions of the fracture zones to serve as linkages (Figure 4, #7). Properly designed bridges and culverts are examples of mitigation in linkage zones. The Assessment specifically cites the SAFETEA-LU legislation as a "Source for Connectivity Resolution." The potential linkage zones identified in the Assessment in or near the study area are:

- Big Black Mesa—Hell Canyon (Linkage 22)
- Tres Alamos Wilderness—Prescott National Forest (Linkage 34)
- East—West Prescott National Forest (Linkage 35)
- Yeager Canyon—Camp Verde (Linkage 36)
- North—South Black Hills (Linkage 37)

Of the above linkage zones, the East—West Prescott National Forest and the Yeager Canyon—Camp Verde zones were named as top priority linkages, rating in the top 28 out of 150 total linkage zones in the state.

Two more specific habitat issues concern pronghorn and riparian areas, discussed in more detail below. In addition, USFWS indicated that there may be Mexican Spotted Owl habitat within the study area, and there is bald eagle nesting within the study area.

## **Pronghorn**

Corridors in the 2006 Plan of most concern to AGFD are the Chino Valley bypass, the Glassford Hill Road extension, and a possible Eastern Corridor (Figure 1). As a result of new roadways, there could be the “trapping” of pronghorn. All of Lonesome Valley is significant for pronghorn and several hundred pronghorn graze there (Figure 4, #8). The forested lands are not primary pronghorn habitat. Sufficient water is a concern for pronghorn, with forage somewhat less of a concern. Still, juniper encroachment into grassland is a problem that AGFD is actively mitigating.

The AGFD has proposed to do a study of pronghorn in the Chino Valley bypass area; there would be a potential for CYMPO to participate in some way. The study would be similar to a study underway on US 89 north of Flagstaff, where AGFD has observed that pronghorn have preferred crossing points. Mitigation at the crossing points might be a bridge with a berm angled to hide vehicular traffic from view, for the easily intimidated pronghorn.

## **Riparian Areas**

There are several important riparian areas in the study area (Figure 4, #9). The following were discussed with USFWS and AGFD:

- Verde River, threatened and endangered species are listed near the headwaters
- Granite Creek and other tributaries
- Watson Lake and all of the areas of interest of the “Prescott Creeks” non-profit.

Two of the endangered fish in the study area are Gila Chub and Spikedace.

## **YAVAPAI-PRESCOTT INDIAN TRIBE ISSUES**

Discussion with the Yavapai-Prescott Indian Tribe (YPIT) planner noted no general issues in the CYMPO region for the Tribe. Safety issues on SR 69 are important to the YPIT, as they are to all of the communities on the SR 69 corridor.

The YPIT had also been notified that funding is available from the Bureau of Indian Affairs (BIA) for the Sundog at Granite Creek Bridge (Figure 4, #10). That bridge is a part of the 2006 CYMPO long-range plan.

Another project on the Metropolitan Transportation Improvement Program (MTIP), the 69/89 Interchange (FY08), will have Tribal decoration on the new structure, including the Yavapai basket and four-footed animal paw prints.

## **TRANSIT**

The regional transit study adopted in April 2007 could yield a system that would contribute to the preservation of the healthy air quality now existing in the CYMPO area. A comprehensive transit plan was adopted by CYMPO in 2007 (Nelson/Nygaard Consulting Associates, 2007).

## **ONGOING AGENCY CONSULTATION**

The agency consultation that occurred in the spring of 2007 added several new agencies to consultation that had previously been ongoing with other organizations. Future agency consultations to comply with SAFETEA-LU requirements will continue to address environmental mitigation. CYMPO will promote smart growth by coordinating with regional and state growth agencies. Primary ongoing activities will be:

**Environmental Mitigation** - Figure 4 is an initial map of potential mitigation locations in the study area. Additional areas will be identified on an ongoing basis. CYMPO will monitor and in some cases initiate contact with the appropriate planning or conservation agency to discuss environmental mitigation for particular projects.

CYMPO will also encourage participating agencies to submit comments on any aspect of the CYMPO 2006 long-range plan, not only comments pertaining to environmental mitigation. All the agencies listed in Table 1 will be recipients of the CYMPO MTIP and any updates of the CYMPO 2006 long-range plan.

**Agency Organization and Involvement.** In 2006, the governor of Arizona convened an informal “Growth Cabinet” of cabinet agencies whose missions involve growth and infrastructure planning and development. The Growth Cabinet became a formal body with the issuance of Executive Order 2007-05, Promoting Smarter Growth, in January 2007. Yavapai County officials had informed the “Growth Cabinet” in 2006 of the existence of the Coordinating Transportation – Land Use (CT-LU) group in the County, and it is being considered as a model elsewhere in the State. CYMPO will communicate with the Arizona Smart Growth Cabinet, as appropriate, for considerations of interest to both SAFETEA-LU compliance and smart growth in the CYMPO region.

The CT-LU group is one of several local groups in the CYMPO area who have missions overlapping the environmental mitigation purposes of SAFETEA-LU. Those who were discussed in the environmental consultations appear in Table 3.

**TABLE 3. LOCAL GROUPS INVOLVED IN THE TRANSPORTATION LAND USE LINKAGE**

<b>Group</b>	<b>Lead Members</b>	<b>Purpose</b>
Air Aware	Yavapai County	Proactively protect air quality in an area that is within national standards.
Coordinating Transportation – Land Use (CT-LU)	Yavapai County, local communities, others	To accomplish CT-LU. Group holds monthly informal meetings.
Prescott Area Wildland/Urban Interface Commission (PAWUIC)	Yavapai County, local communities, Prescott National Forest, ASLD, others	Fire Safety. Wildfire Prevention and Mitigation. Forest Health. Maintains an Urban Wildlands Interface Map.
Project WET	Prescott Active Management Area, ADWR	Mission is to promote responsible stewardship through excellent and effective water education.
Local Drought Impact Group (LDIG)	Yavapai County Cooperative Extension and Emergency Planning.	Coordinate regional drought planning and mitigation. One LDIG in each Arizona county (new in 2007, organization structure to be determined).
Prescott Creeks, Inc.	Individuals	A non-profit organization to protect and celebrate the ecological integrity of the Granite Creek Watershed riparian systems and associated wetlands through conservation, restoration, and education.
Yavapai Trails Association	Individuals	A non-profit organization to protect, preserve, and develop non-motorized trails.