



FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION

CITY OF FLAGSTAFF ♦ COCONINO COUNTY ♦ ARIZONA DOT

Office: 100 West Birch Avenue ♦ Flagstaff, Arizona 86001

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www.flagstaffmpo.org ♦ fmpo@flagstaffaz.gov

A G E N D A Executive Board

8:00 a.m., Wednesday, August 25, 2010

Coconino County 2nd Floor Conference Room,
219 E. Cherry Avenue, Flagstaff, AZ 86001

Regular meetings and work sessions are open to the public. Persons with a disability may request a reasonable accommodation by contacting the City of Flagstaff City Clerk's Office at 928-779-7607. Requests should be made as early as possible to allow time to arrange the accommodation. *A quorum of the TAC may be present.*

CALL TO ORDER

EXECUTIVE BOARD MEMBERS

Matt Ryan, Chair

Robert "Bob" Montoya, Vice-Chair

Carl Taylor

Mayor Sara Presler

Scott Overton

Coral Evans

FMPO STAFF

David Wessel, FMPO Manager

Martin Ince, Multimodal Planner

Meg Roederer, Administrative Specialist

I. PRELIMINARY GENERAL BUSINESS

A. PUBLIC COMMENT

(At this time, any member of the public may address the Board on any subject within their jurisdiction that is not scheduled before the Board on that day. Due to Open Meeting Laws, the Board cannot discuss or act on items presented during this portion of the agenda. To address the Board on an item that is on the agenda, please wait for the Chair to call for Public Comment at the time the item is heard.)

B. ANNOUNCEMENTS

(Reconsiderations, Changes to the Agenda, and other Preliminary Announcements)

C. APPROVAL of MINUTES.

1) Meeting of June 23, 2010 (July 28, 2010 Meeting Canceled)

pgs 4-6

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

None

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

1. Rotation of Officers and Change of Venue

FMPO Staff:

pg 7

David Wessel, FMPO Manager

REQUESTED ACTION: Discussion and Possible Action
 Staff will thank Mr. Ryan for his service as Chairman. Officers rotate per the Operating Procedures. The State will assume the chairmanship and the City vice-chair. As Bob Montoya will end his term on the State Board in December, the Board may wish to make an exception now for leadership over the course of the next year.
 RECOMMENDED ACTION: Appoint new officers

2. I-40 Design Concept Report Update **pgs 8-11**

FMPO Staff: David Wessel, FMPO Manager
 REQUESTED ACTION: Discussion
 ADOT will be conducting a public outreach in early August to present and receive feedback on alternatives. Staff will update the Board to raise their awareness and prepare them for possible questions.
 RECOMMENDED ACTION: Discussion

3. What Moves You Arizona – State Long Range Plan Update **pg 12-13**

FMPO Staff: David Wessel, FMPO Manager
 REQUESTED ACTION: Discussion
 Staff will provide a brief update on the process and seek input from the members Overton and Ryan regarding Policy Committee perspectives.
 RECOMMENDED ACTION: Discussion

4. Legislative Update – Rural Transportation Advocacy Council **verbal**

FMPO Staff: David Wessel, FMPO Manager
 REQUESTED ACTION: Discussion and Possible Action
 Staff will introduce Kevin Adam, RTAC Director, who will provide an update on recent legislative actions at the federal and state level.
 RECOMMENDED ACTION: Nominate and appoint an FMPO representative to the RTAC.

5. FY 2011 FMPO Retreat Planning **pg 14**

FMPO Staff: David Wessel, FMPO Manager
 REQUESTED ACTION: Discussion and Direction.
 Staff will review preparations and proposed content for the retreat and seek Board direction and input.
 RECOMMENDED ACTION: Direction

6. FMPO Calendar **pg 15**

FMPO Staff: David Wessel, FMPO Manager
 REQUESTED ACTION: Discussion
 RECOMMENDED ACTION: Discussion

IV. CONCLUDING GENERAL BUSINESS

D. REPORTS

1) Staff Reports: **pgs 16-17**

E. ANNOUNCEMENTS

(Informal Announcements, Future Agenda Items, and Next Meeting Date)
 Executive Board (Retreat) September 22, 2010
 Location: TBD
 TAC September 2, 2010
 County, Human Resources
 Management Committee September 10, 2010
 County, 2nd Floor Conference Room

V. ADJOURNMENT

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Flagstaff City Hall on _____, at ____ a.m./p.m. in accordance with the statement filed by the Recording Secretary with the City Clerk.

Dated this _____ day of _____, 2010.

Meg Roederer, Administrative Specialist



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Draft Minutes Executive Board 8:00 a.m., Wednesday, June 23, 2010

Coconino County 2nd Floor Conference Room,
219 E. Cherry Avenue, Flagstaff, AZ 86001

Chair Ryan called the meeting to order at 8:04 a.m.

Roll Call.

Present: Matt Ryan, Supervisor Coconino County; John Harper (designated alternate), Arizona Department of Transportation; Scott Overton, Councilmember City of Flagstaff; Carl Taylor, Supervisor Coconino County; Coral Evans, Councilmember City of Flagstaff; Bob Montoya (arrived at 9:25 a.m.), Arizona Department of Transportation;

Absent/Excused: Sara Presler, Mayor City of Flagstaff

Others Present: David Wessel, FMPO Manager; Meg Roederer, FMPO Administrative Specialist; Jim Cronk, City of Flagstaff Community Development Director; Jeff Meilbeck, NAIPTA General Manager

I. PRELIMINARY GENERAL BUSINESS

A. PUBLIC COMMENT

Mr. Meilbeck thanked the Executive Board for the allocation of resources on the Mountain Links NAIPTA project.

B. ANNOUNCEMENTS

Ms. Roederer provided a brief update on the 50 Miles of FUTS celebration status. Mr. Wessel acknowledged Mr. Dale Wegner's service to the Technical Advisory Committee because he will be retiring. Chair Ryan will sign a Certificate of Recognition to be presented to Mr. Wegner from the FMPO.

C. APPROVAL of MINUTES.

Mr. Taylor made a motion to approve the meeting of May 26, 2010 and Mr. Overton seconded, which carried unanimously.

II. OLD BUSINESS

None

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

1. FY 2011-2015 Transportation Improvement Program (TIP)

Mr. Wessel updated the Executive Board on the status of the TIP as well as provided an updated TIP table with the transit component to the group. Mr. Wessel stated the TIP is the construction program for programming federal funds and identifies local

improvements to roads of regional significance. It is a federally required document and supports the Regional Transportation Plan (RTP) on a variety of policies from mode choice and safety to the arterial network. The issue this year is fiscal constraint. Mr. Wessel commented that the TIP programming uses reasonably available money and the Feds and State have been diligent through the Stimulus Program and the issue of transparency and not promising things that they are unable to deliver. Mr. Wessel stated an appropriate letter was submitted to ADOT that makes the case for fiscal constraint. Mr. Wessel stated they are still learning and there may need to be adaptation to the TIP and requests flexibility from the Board. Mr. Wessel referenced the diesel buses have been a discussion at the federal and state level in the TIP and it is currently reflected in year 2016 but thinks delivery will be in year 2011 and 2012. Mr. Meilbeck concurred. Mr. Wessel explained even though it is a federally authorized grant it has not yet been an awarded grant and therefore it is not reasonably anticipated and he should not expect it. Mr. Wessel stated due to this re-education it should move forward in year 2011 and 2012; however, he is not confident the findings will hold. Mr. Wessel requested an adoption of the TIP with flexibility to staff to confirm that moving Mountain Links funding into years 2011 and 2012 is appropriate. There were no questions on this aspect of the TIP.

Mr. Wessel continued to explain the TIP with the Lone Tree T-I as an illustrative project with recommendation to ADOT and that it is in the primary federal funding of surface transportation program dollars in year 2015 to support design. He mentioned at the State Transportation Board meeting on 6-18-10 a \$300,000 study was included in the five year program of the Lone Tree T-I and will be in the statewide TIP. He stated a few highlights such as Beulah Blvd. and the safety program's sign inventory as well as count down ped heads on city signals and that the state is on track to do the same. There are ongoing enhancement projects such as the path behind the mall and Woodlands Village. Mr. Wessel stated with the City and County budget cuts projects have been scaled back as well as at the state level. He stated at this point with the exception of the transit table adjustment he would ask for TIP adoption. Chair Ryan clarified the authorization of staff to adjust the TIP if necessary. Mr. Wessel concurred and Mr. Cronk stated that would be the only change if necessary and the rest to stay the same. Mr. Harper inquired if the TAC had considered enhancement projects other than what is shown here. Mr. Wessel stated the MPO helps coordinate the application process and City, County, State and NAU generate the projects. Mr. Wessel reiterated that once the grants are awarded the TIP will be amended. Mr. Harper commented that ADOT is moving to a two year cycle. Councilmember Overton stated with a two year plan if projects should be submitted and "stacked" in order to be encumbered and ready to be spent or if an amendment process is anticipated. Mr. Wessel and Mr. Harper suggested submitting as many as possible. Mr. Wessel mentioned typically there are one or two projects submitted. Mr. Taylor stated the importance of a roundabout on Highway 180 in regard to a cultural park and suggested this as an opportunity to submit the project. Mr. Wessel will work with Mr. Ince to develop a team and further research the project. The Board acknowledged that the NAIPTA buses will move forward and be handled administratively. Mr. Wessel stated there will be a Resolution for the Chair to sign with the adoption of the TIP.

Mr. Overton made a motion to adopt the FY 2011-2015 Transportation Improvement Program as discussed and recommended by the Technical Advisory Committee and Mr. Taylor seconded, which carried unanimously.

2. FY 2010-2014 TIP Amendment

Mr. Wessel explained the FY 2010-2014 TIP Amendment stating there was a bid savings of \$30,000 on the Lake Mary Road project. Ms. Evans moved to amend the TIP with the

specific action of deleting the Milton Road corridor from the 2010 TIP and expanding the NAIPTA shelter and bus stop program for 2010 with the bid savings of the \$30,000 in economic recovery funds. Mr. Taylor seconded with the condition of NAIPTA to provide a future report on the use of funds. The motion carried unanimously.

3. I-40 Design Concept Report Update

Mr. Wessel presented a PowerPoint slideshow on the I-40 DCR to update the Board, raise their awareness and prepare them for possible questions on the project. Mr. Wessel announced the ADOT public outreach meeting on August 5, 2010 at 6 p.m. at the Radisson Woodlands Hotel in Flagstaff.

Mr. Wessel and Mr. Harper provided responses and alternatives. The Board provided comment and there was discussion only.

4. Performance Measures and Title VI Reports Status Update

Mr. Wessel explained the status of the performance measures and Title VI reports with completion of the two reports expected in August. Working drafts will be introduced at the Board meeting. There were no questions.

5. Staff Reports

Mr. Wessel reviewed the staff reports with the Board.

6. FMPO Calendar

Mr. Wessel reviewed the calendar and thanked the City Councilmembers for their attendance at today's meeting because they are on recess. Mr. Wessel mentioned the ASTB meeting on July 16 will be in Chino Valley. The Board reviewed the calendar. Mr. Wessel stated the FMPO Executive Board, TAC and Management Committee July meetings are canceled.

IV. CONCLUDING GENERAL BUSINESS

D. REPORTS

Staff reports were discussed under item five and there were no additional reports.

E. ANNOUNCEMENTS

Mr. Harper announced the Munds Park Traffic Interchange project was approved by the ASTB and expects completion by the end of 2011.

V. ADJOURNMENT

Chair Ryan adjourned the meeting at 9:40 a.m.

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION STAFF SUMMARY REPORT



To: FMPO Executive Board
From: David Wessel, FMPO Manager
Date: August 17, 2010
Meeting Date: August 25, 2010

Title: Rotation of Officers and Change of Venue

Recommended Actions: Rotation of Officers per the operating procedures

ACTION SUMMARY: Compliance with operating procedures to rotate leadership among member agencies.

DISCUSSION:

Background/History:

- Standard operating procedures.

Key Considerations:

- State is scheduled to assume the chairmanship and City to assume vice-chairmanship.
- Consideration to modified rotation may be in order because:
 - Bob Montoya will conclude his term on the Arizona State Transportation Board in December. A new member will be appointed and if tradition holds will come from Apache County. Travel and lack of familiarity with the FMPO may create difficulties.
- Change of venue to the chair agency is traditional, but not required. Staff will report on availability of meeting space at the different agencies.

Community Involvement:

- Meeting space will be ADA accessible.

Alternatives/Consequences:

- Proceed per operating procedures. New appointee will assume leadership in January OR if the seat is not filled will be assumed by designated alternate, District Engineer, John Harper.
- Proceed per operating procedures BUT have vice-chair assume leadership role. City will end up leading the FMPO for two-years.
- Proceed per operating procedures BUT have vice-chair assume leadership in January.

Attachments/Exhibits:

- None

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION STAFF SUMMARY REPORT



To: FMPO Executive Board
From: David Wessel, FMPO Manager
Date: August 17, 2010
Meeting Date: August 25, 2010

Title: I-40 Design Concept Report (DCR) Update

Recommended Actions: Respond to presentation with concerns regarding recommendations and direct staff to forward information to ADOT design team.

ACTION SUMMARY: The I-40 DCR will set the stage for future projects along the corridor. A public outreach event was held August 5, 2010. ADOT is preparing to prepare the first draft of the DCR.

DISCUSSION:

Background/History:

- The DCR is recommending improvements needed by design year 2040 for the I-40 corridor between Bellemont and Winona.
- The DCR began in April 2009 and is scheduled to conclude in November 2010.
- A DCR generally produces a 15% level design and environmental clearances.
 - As part of a pilot program a section of sections of the corridor will be selected for development of 30% plans.
- Public and agency scoping meetings held last year identified the following key issues:
 - Noise impacts; Wildlife-vehicle collisions; Wildlife movement; Growth impacts on air quality; Increased traffic.
- Public and agency meetings held this month reaffirmed those issues. In addition:
 - City staff raised the following concerns or made the following observations:
 - Camp Navajo. Projections for Camp Navajo industrial use are optimistic.
 - The industrial park remains a valuable use and a separate interchange remains a valuable addition.
 - Woody Mountain Traffic Interchange. The interchange remains a valuable part of the future network. The roundabouts for Woody Mountain are preferred. They provide better access and require less right-of-way.
 - Lone Tree Traffic Interchange: Stakeholders from the corridor study need to be engaged and updated due to alternatives considered that differ from the corridor study.

- NOTE: A special meeting was held with NAU where they expressed interest in the best performing, safety, and least noisy alternative which at this time appears to be the braided ramps with Lone Tree over the interstate.
- City and FMPO staff remain involved in ADOT in evaluating these interchange alternatives.
- Butler Avenue Traffic Interchange: Roundabout alternative provides the best performance and should work with concepts developed for the rest of Butler Avenue.
- Widening in General: City staff are generally supportive of the need to widen to three lanes in each direction. The auxiliary lanes between Woody Mountain and Flagstaff Ranch are supported due to the close proximity of the interchanges.
 - **NOTE: Staff raised concerns about community character regarding the widening into the medians. The medians are identified in the regional plan as open space. I-40 acts as a parkway for the area, though is not designated as such. City and FMPO staff toured the corridor and are preparing written comments. Challenges for widening to the outside**
 - **Right-of-way needs: More critical in areas of extreme cut and fill. More critical in areas of private ownership.**
 - **Expense – though many interchange structures need to be rebuilt by 2040, the ramps will not. Widening to the outside requires relocating the ramps.**

Key Considerations:

- Compliance with Regional Plan – recommendations to date appear compliant with all or most aspects of the Region Plan and regional transportation plan.
- Notable exceptions to regional plan:
 - Auxiliary lanes associated with Woody Mountain and the Lone Tree interchanges exceed the recommend maximum of three lanes.
 - The widening to the inside appears to violate open space standing of the medians. **THIS APPEARS TO BE THE GREATEST ISSUE FACING THE REGION.**
 - US 89 Bypass interchange. The bypass is supported in the FMPO Regional Transportation Plan but is not part of official local policy.
- The City is negotiating with ADOT on possible amending the Lone Tree Traffic Interchange into the five-year construction plan. A recommended design from the DCR will influence the cost of the project. Results of a traffic analysis to assess performance of an interchange without concurrent widening of I-40 is underway and could prove the determining factor in the ability to move forward.

Community Involvement:

- A public outreach event was held August 5, 2010 at the Radisson Woodlands Hotel.
 - Agency meeting: approximately 30 people attended including Bob Carovona and Bret Petersen, City of Flagstaff; Tim Dalegowski, Coconino County; David Wessel, FMPO; Matt Ryan, FMPO/Coconino County.
 - Public meeting: approximately 30 people in attendance.

Alternatives/Consequences:

- Option 1 – Forward no comments. This gives tacit approval of the alternatives as they are moving forward. This leaves details of future widening up to final design efforts for individual projects in the future. Changes at that time may be difficult as the median design of one project will have implications for future projects and could create unintended consequences.
- Option 2 – Forward comments of general support for the designs and seeking at least language in or more sections of the report to protect and restore the visual character of the medians to the greatest extent **practical** at the time of final design. This gives ADOT support and direction and puts future designers on notice.
- Option 3 – Forward comments of specific support – perhaps mimicking thoughts prepared by the city – including more specific guidance on how to treat widening. Guidance could be in the way of general principles or could provide desired treatments at specific spots. This level of input will provide better assurance of achieving a preferred end state, but will add time to the DCR process.
 - General principles for preserving the visual resource:
 - Any trees are better than no trees, so wider areas with larger stands of trees are better able to absorb widening and more effort should be made to preserve the narrower stands.
 - The corridor tends to be defined more by stands of trees than by “meadows,” so protecting trees is preferred.
 - Where trees cannot be preserved a meadow-like setting should be re-established. Areas such as those between Butler and Country Club are scarred and need restoration.
 - Undulations in the terrain – and particularly dramatic rock outcroppings or cliffs provide considerable character to corridor. Preserve, where possible these outcroppings or cliffs and provide direction on creating variations in the terrain.
 - Medians separating residential areas receive greater protection. It is the sense of city and FMPO staff that toured the medians, that the vegetative cover on the medians provides as much or more visual relief from the interstate than do the few trees up against the right-of-way fence.
 - Barrier cables may be less visually intrusive than “k-rails (jersey barriers) in narrow medians where cross-over accidents need to be mitigated. “Safe” landscaping, perhaps native shrubs of limited size, might be introduced to soften the visual impact.
 - Other Observations
 - The medians leading up to and beyond Bellemont and Winona do serve as gateways to the region. Greater distances between

interchanges and land ownership patterns may make widening to the outside possible in these areas.

- In the vicinity of Walnut Canyon interchange the staff recognizes the value to the national monument of the area south of I-40. However, I-40 serves as the singular entrance to the monument and much of the median in this area will be radically changed with widening to the middle. Discussions with the monument regarding visitor experience should take place.

Attachments/Exhibits:

- None

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION STAFF SUMMARY REPORT



To: FMPO Executive Board
From: David Wessel, FMPO Manager
Date: August 17, 2010
Meeting Date: August 25, 2010

Title: What Moves You Arizona – State Long Range Transportation Plan Update

Recommended Actions: General update. Statements of concern or support will be forwarded to the ADOT team.

ACTION SUMMARY: FMPO is well-represented on the WMYA committee structure. This item provides representatives an opportunity to provide an update and receive general thoughts from the FMPO Board.

DISCUSSION:

Background/History:

- WMYA is an extension of Building a Quality Arizona (bqAZ). It is the “plan” to the bqAZ “vision”
- WMYA is conducted by ADOT with consultant support from Wilbur-Smith and sub-consultants.
- WMYA is nearing completion of the Goals and Objectives setting phase and will soon vet the revenue projections and assumptions through the committee structure.

Key Considerations:

- Technical – ADOT needs to provide more information on technical methodology for review by this committee and seek its support and leave implications of the findings to the Steering and Policy Committees. The technical means for evaluating alternative “investment packages” as opposed to projects has yet to be presented, but is raising questions among committee members.
- Steering/Procedural – Feedback mechanisms seem to be working. ADOT needs to use this group more for setting priorities for Policy Committee input.
- Policy Committee – ADOT needs to provide this group less process and technical information and seek input – even debate – on those issues with the most uncertainty or greater controversy. FMPO-Relevant policy issues as seen by staff:
 - Route Transfers and Context Sensitivity – FMPO may see many of the state routes in the region transferred to the City in the not-to-distant future. ADOT participants see this as a prototype for avoiding more complex context issues, particularly provision of and for alternate modes and more intensive urban design treatments. In smaller communities route transfers may not be an option. Where transfers cannot be employed, ADOT should abide by context sensitivity principles.

- ADOT Role – ADOT may be unnecessarily or inappropriately limiting its future role in the provision of commuter, intrastate and interstate rail transit. Models from other states more advanced in rail infrastructure and service should be presented and debated.
- Public Involvement – for this type of effort the plan is sound and seems successful. Focus group meetings, such as resource agencies, developers, etc, held in Phoenix will limit perspective. Webinar opportunities might be considered in the future.
- Goals and Objectives – discussion surrounding goals and objectives has been healthy and diverse. ADOT continues to expand its horizons.

Community Involvement:

- ADOT has conducted regional open houses, outreach to interest groups and conducted meetings through the committee structure.
- Web-based input is garnering some success.

Alternatives/Consequences:

- None.

Attachments/Exhibits:

- None

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION STAFF SUMMARY REPORT



To: FMPO Executive Board
From: David Wessel, FMPO Manager
Date: August 17, 2010
Meeting Date: August 25, 2010

Title: FMPO Annual Fall Retreat – Planning Discussion
Recommended Actions: Provide staff input on agenda.

ACTION SUMMARY: Direction will assist staff in retreat preparations

DISCUSSION:

Background/History:

- Annual fall retreat is used set strategic direction and gain perspective on significant issues facing the MPO.

Key Considerations:

- Date: Wednesday, September 22, 2010.
- Time: recommended 9:30 – 2:30 with lunch served (please bring calendars)
- Location: Under investigation – staff recommends the Aquaplex if available
- Agenda:
 - MPO Capacity – exploration of alternatives to permit FMPO staff to engage in more thorough policy analysis and advancement. Intention is to have a brief presentation of alternatives and a strong recommendation delivered to the Board. 1 to 1.5 hours.
 - Macro-trends impacting implementation of the Regional Transportation Plan. An exploration of legislative and market trends such as climate change and global warming; peak oil and energy security; demographic trends influencing housing, retail and industry. Of particular focus may be how these trends might affect pursuit of activity center implementation. 2-3 hours.
 - Action Agenda. Define specific steps to take over the course of the year.

Community Involvement:

- Retreat will be an open meeting.
- Action agenda should be supportive of the regional transportation plan which enjoyed considerable public input.

Alternatives/Consequences: Executive Board may recommend different agenda items. Alternatives might include: extensive work on state long range transportation plan; focus on federal legislative agenda; focus on bilateral relations (FMPO-County; FMPO-ADOT; FMPO-NAU; FMPO State legislature)

Attachments/Exhibits: None

FY11 CALENDAR

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION

JULY 2010

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Important Dates

Annual FMPO Retreat Confirmed 9/22/10
 Annual UPWP Approval Process May 2011
 Annual TIP Approval Process June 2011
 Note: November & December, 2010 Executive Board Meetings will be combined due to the Holidays—Date TBD in mid-December

- TAC
- Management Committee
- ◇ Executive Board
- ★ Holiday





Memorandum – Staff Reports

Date: August 17, 2010
To: FMPO Executive Board
From: Martin Ince, Multi-Modal Planner
David Wessel, FMPO Manager

Re: Ongoing Transportation Projects

Federal Reauthorization

No updates. Reauthorization continues to be placed behind other initiatives and may be stalled along with the economic recovery. November elections results may create gridlock issues if the House and Senate become more balanced.

I-40 Design Concept Report

See 8-25-10 staff report.

I-17 Design Concept Report. No update.

Camp Navajo EUL – Lack of progress by the developer to produce a business plan resulted in staff deciding not to submit a TIGER II grant.

Bond Discussions - The City Maintenance Yard, City Court, General Road Improvements, and Police Radios will be on the ballot in November.

Route Transfer Study – The final document will be ready later this month.

Fourth Street North and South Corridor Studies

The south project is complete and recommends a five lane section with median, signals at Soliere and Sparrow, and continuation of the FUTS trail from Huntington to Butler. The north project is on hold as the consultant is working to reconcile recommendations to narrow the road width north of 7th Avenue from 5 lanes to 3 lanes with the need for larger intersections to handle significant turning movements.

Mountain Links BRT Design. 30% designs and the environmental documentation have been submitted to the Federal Transit Administration for review. NAIPTA is undertaking intergovernmental agreement negotiations with NAU and the City. Pending successful outcome of the IGA, the FMPO will amend the transportation improvement program to move the BRT into years 2011 and 2012.

Regional Plan 2012

Staff continues to participate with the Citizens Advisory Committee and the Core Planning Team. FMPO staff assisted in drafting a grant seeking funds to support this effort. FMPO is funding demographic and other work by NAU Rural Policy Institute and will be working to make the ASU Decision Theater process as effective as possible.

Doney Park Planning Assistance to Rural Areas Study (PARA)

County staff and ADOT have agreed upon a scope of work. Kimley-Horn has been selected. Staff has provided comments on the scope.

Staff Initiatives

Lone Tree Traffic Interchange: Arizona State Transportation Board on June 18, 2010. Expect to see \$300,000 in feasibility study funding dedicated to the project. Work will continue over the summer to assess project cost, route transfer impacts, and final joint project agreement negotiations.

Rio de Flag \$3,000,000 High Priority Project Funds: No update on value engineering status.

50 Miles of FUTS: A great summer. Kudos to staff including intern Nick Boulanger.

Title VI Planning – draft plans and reports are under internal review.