



**AGENDA**  
**Technical Advisory  
Committee**  
1:30 – 3:30 PM  
January 24, 2024

**Teams Virtual Meeting**

Join on your computer, mobile app  
or room device.

[Click here to join the meeting](#)

Meeting ID: 220 020 776 081

Passcode: vdUXeG

**In-Person Location**

City Hall  
211 W. Aspen  
Flagstaff, AZ 86001

Regular meetings and work sessions are open to the public. Persons with a disability may request a reasonable accommodation by contacting MetroPlan via email at [planning@metroplanflg.org](mailto:planning@metroplanflg.org). The MetroPlan complies with [Title VI of the Civil Rights Act](#) of 1964 to involve and assist underrepresented and underserved populations (age, gender, color, income status, race, national origin, and LEP – Limited English Proficiency.) Requests should be made as early as possible to allow time to arrange the accommodation.

PURSUANT TO A.R.S. §38-431.02, as amended, NOTICE IS HEREBY GIVEN to the general public that the following Notice of Possible Quorum is given because there may be a quorum of MetroPlan's Technical Advisory Committee present; however, no formal discussion/action will be taken by members in their role as MetroPlan Technical Advisory Committee.

**Public Questions and Comments must be emailed to [planning@metroplanflg.org](mailto:planning@metroplanflg.org) prior to the meeting or presented during the public call for comment.**

**NOTICE OF OPTION TO RECESS INTO EXECUTIVE SESSION**

*Pursuant to A.R.S. §38-431.02, notice is hereby given to the members of the MetroPlan Executive Board and to the general public that, at this regular meeting, the MetroPlan Executive Board may vote to go into executive session, which will not be open to the public, for legal advice and discussion with the MetroPlan Executive Board's attorneys for legal advice on any item listed on the following agenda, pursuant to A.R.S. §38-431.03(A)(3).*

**TECHNICAL ADVISORY COMMITTEE MEMBERS**

- Michelle McNulty, City of Flagstaff Planning Director, Chair
- Nate Reisner, Coconino County Assistant Engineer, Vice-Chair
- Estella Hollander, Mountain Line Planning Manager
- Brenden Foley, ADOT North Central District Administrator
- Jess McNeely, Coconino County Community Development Assistant Director
- Jason James, ADOT Regional Planning Manager
- Paul Mood, City of Flagstaff Engineer
- Jeff Bauman, City of Flagstaff Transportation Manager
- Stephanie Santana, City of Flagstaff Senior Transportation Engineer (Alternate)
- Anne Dunno, Mountain Line, Capital Development Manager (Alternate)
- Romare Truely, Federal Highway Administration (FHWA)
- VACANT, Northern Arizona University

**METROPLAN STAFF**

- Kate Morley, Executive Director
- David Wessel, Planning Manager
- Mandia Gonzales, Transportation Planner
- Sandra Tavel, Transportation Planner
- Kim Austin, Transportation Planner
- Karen Moeller, Administrative Assistant & Clerk of the Board
- Ty Holliday, Montoya Fellow

## **A. PRELIMINARY GENERAL BUSINESS**

### **1. CALL TO ORDER**

### **2. ROLL CALL**

### **3. 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.*

### **4. APPROVAL OF MINUTES**

(Pages X-X)

Technical Advisory Committee Regular Meeting Minutes of September 24, 2023

## **B. CONSENT AGENDA**

*Items on the consent agenda are routine in nature and/or have already been budgeted or discussed by the Executive Board.*

## **C. GENERAL BUSINESS**

### **1. CONSIDER ELECTION OF A CHAIR AND VICE-CHAIR FOR METROPLAN TECHNICAL ADVISORY COMMITTEE** (Pages X-X)

MetroPlan Staff: Karen Moeller

Recommendation: Staff recommends the Technical Advisory Committee elect a new Chair and Vice-Chair for the term January 24, 2024 to January 22, 2025.

### **2. CONSIDER ROUTE TRANSFER STUDY UPDATE** (Pages X-X)

MetroPlan Staff: David Wessel

Recommendation: Staff recommends the TAC recommend the Board accept the 2024 Route Transfer Study Update.

3. [CONSIDER FY2025-2029 TRANSPORTATION IMPROVEMENT PROGRAM](#) (Pages X-X)

MetroPlan Staff: David Wessel

Recommendation: Staff recommends the TAC recommend the Board release of the FY2025-2029 Transportation Improvement Program for a Public Comment Period.

4. [CONSIDER REGIONAL TRANSPORTATION SAFETY PLAN](#) (Pages X-X)

MetroPlan Staff: David Wessel

Recommendation: Staff recommends the TAC recommend the Board adopt the Regional Transportation Safety Plan.

5. [CONSIDER REGIONAL TRANSPORTATION PLAN AMENDMENT](#) (Pages X-X)

MetroPlan Staff: David Wessel

Recommendation: Staff recommends the TAC recommend the Board amend *Stride Forward* to include by reference cost constrained and build out project recommendations from *Blueprint 2040*.

6. [REVIEW OF RECENT BOARD ACTION](#) (Pages X-X)

MetroPlan Staff: Kate Morley

Recommendation: None. This item is for information and discussion only.

7. [STRATEGIC GRANTS PROCESS-SCORING CRITERIA AND PROJECT SELECTION](#) (Pages X-X)

MetroPlan Staff: Sandra Tavel

Recommendation: None. This item is for information and discussion only.

8. [CREATIVE LOCAL MATCH OPTION-CANNABIS TAX, 501\(C\)3, DEVELOPER IMPACT FEE, LTAF2, SHORT-TERM RENTAL FEE](#) (Pages X-X)

MetroPlan Staff: Sandra Tavel

Recommendation: None. This item is for information and discussion only.

9. [WEST ROUTE 66 OPERATIONAL ASSESSMENT UPDATE](#) (Pages X-X)

MetroPlan Staff: Mandia Gonzales

Recommendation: None. This item is for information and discussion only.

MetroPlan Staff: Kate Morley

Recommendation: None. This item is for information and discussion only.

**D. CLOSING BUSINESS**

**1. ITEMS FROM THE BOARD**

*Board members may make general announcements, raise items of concern, or report on current topics of interest to the Technical Advisory Committee. Items are not on the agenda, so discussion is limited, and action not allowed.*

**2. NEXT SCHEDULED TECHNICAL ADVISORY COMMITTEE**

April 24, 2024

**3. ADJOURN**

*The Transportation Improvement Program (TIP) includes the Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA) final program of projects for Sections 5307 and 5339 funding under the Federal Transit Administration unless amended. Public notice for the TIP also satisfies FTA public notice requirements for the final program of projects. The MetroPlan Public Participation Plan (PPP) provides public participation notices and processes for NAIPTA as required to meet federal and state requirements for public participation and open meetings.*

**CERTIFICATION OF POSTING OF NOTICE**

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at [www.metroplanflg.org](http://www.metroplanflg.org) on January 22, 2024 at 12:00 pm.

---

Karen Moeller, Clerk of the Board/Admin. Assistant

Dated this 22<sup>th</sup> day of January, 2024.



# MINUTES

## Technical Advisory Committee

1:30 – 3:30 PM  
SEPTEMBER 27, 2023

### Teams Virtual Meeting

Join on your computer, mobile app or room device.

[Click here to join the meeting](#)

Meeting ID: 289 780 741 569

Passcode: arQnGU

### In-Person Location

Flagstaff City Hall

CR-Staff Room

211 W Aspen Ave

Flagstaff, AZ 86001

Regular meetings and work sessions are open to the public. Persons with a disability may request a reasonable accommodation by contacting MetroPlan via email at [planning@metroplanflg.org](mailto:planning@metroplanflg.org). The MetroPlan complies with [Title VI of the Civil Rights Act](#) of 1964 to involve and assist underrepresented and underserved populations (age, gender, color, income status, race, national origin, and LEP – Limited English Proficiency.) Requests should be made as early as possible to allow time to arrange the accommodation.

PURSUANT TO A.R.S. §38-431.02, as amended, NOTICE IS HEREBY GIVEN to the general public that the following Notice of Possible Quorum is given because there may be a quorum of MetroPlan's Technical Advisory Committee present; however, no formal discussion/action will be taken by members in their role as MetroPlan Technical Advisory Committee.

**Public Questions and Comments must be emailed to [planning@metroplanflg.org](mailto:planning@metroplanflg.org) prior to the meeting or presented during the public call for comment.**

### NOTICE OF OPTION TO RECESS INTO EXECUTIVE SESSION

Pursuant to A.R.S. §38-431.02, notice is hereby given to the members of the MetroPlan Executive Board and to the general public that, at this regular meeting, the MetroPlan Executive Board may vote to go into executive session, which will not be open to the public, for legal advice and discussion with the MetroPlan Executive Board's attorneys for legal advice on any item listed on the following agenda, pursuant to A.R.S. §38-431.03(A)(3).

### TECHNICAL ADVISORY COMMITTEE MEMBERS

- Michelle McNulty, City of Flagstaff Planning Director, Chair
- Nate Reisner, Coconino County Assistant Engineer, Vice-chair
- Anne Dunno, Mountain Line Capital Development Manager
- Brenden Foley, ADOT North Central District Administrator
- Jess McNeely, Coconino County Community Development Assistant Director [left at 2:57 pm](#)
- Myrna Bondoc, ADOT Regional Planner
- Paul Mood, City of Flagstaff Engineer [joined at 1:40 pm](#)
- Jeff Bauman, City of Flagstaff, Transportation Manager
- Stephanie Santana, City of Flagstaff, Senior Transportation Engineer (*Alternate*)
- Romare Truely, Federal Highways Administration (FHWA)
- VACANT, Northern Arizona University

## METROPLAN STAFF

- ☒ Kate Morley, Executive Director
  - ☒ David Wessel, Planning Manager [joined at 1:33 PM, left at 2 :57 pm](#)
  - ☒ Mandia Gonzales, Transportation Planner
  - ☒ Sandra Tavel, Transportation Planner [left at 2 :57 pm](#)
  - ☒ Karen Moeller, Administrative Assistant & Clerk of the Board
  - ☒ Ty Holliday, Montoya Fellow
- 

### A. PRELIMINARY GENERAL BUSINESS

#### A CALL TO ORDER

**CHAIR MCNULTY CALLED THE MEETING TO ORDER AT 1:30 PM**

#### B ROLL CALL

#### C 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.*

#### D APPROVAL OF MINUTES

TAC Meeting Minutes of August 23, 2023 (Pages 5-13)  
**NO DISCUSSION. MEMBER DUNNO MOVED TO APPROVE THE MINUTES OF THE 8/23/2023 MEETING. MEMBER BAUMAN SECONDED. THE MOTION CARRIED UNANIMOUSLY.**

### B. CONSENT AGENDA

*Items on the consent agenda are routine in nature and/or have already been budgeted or discussed by the Executive Board.*

### C. GENERAL BUSINESS

#### A CONSIDER THE APPROVAL OF W. ROUTE 66 OPERATIONAL ASSESSMENT GUIDANCE DOCUMENTS (Pages 14-39)

MetroPlan Staff: Mandia Gonzales

Recommendation: The TAC approves the W. Route 66 Operational Assessment Project Advisory Group (PAG) and Escalation Process.

Staff member Mandia Gonzales presented the W. Route 66 Operational assessment. The

members of the newly formed Project Advisory Committee (PAG) were introduced. Myrna Bondoc confirmed that she was willing to serve on the PAG. The document did receive one comment related to the ground rules on consensus for the PAG. It is item number 1 and everyone is equal.

Member Foley suggested that the timeline on the 3<sup>rd</sup> level of the escalation process timeline be as soon as possible, and the second level be 4-6 weeks.

A recommendation for approval of the W. Route 66 Operational Assessment Project Advisory Group (PAG) and Escalation Process amended with the above suggested changes to the timeline was made by Member Foley and Member Bauman seconded the motion. The motion carried unanimously.

**B CONSIDER REGIONAL TRANSPORTATION SAFETY PLAN EMPHASIS AREAS AND PRIORITY PROJECT LOCATIONS**

(Pages 40-54)

MetroPlan Staff: David Wessel

Recommendation: The TAC endorses 1. The Safety Emphasis Areas as presented for strategy development; and 2. The Priority Project Locations as presented for solution development.

Staff Member Wessel presented the progress made on the Transportation Safety Plan and the next steps which are in line for the plan and priority projects.

David Wessel suggested that nighttime and Weather be two areas that warrant more discussion. The three top areas will be the ones sent to Greenlight Engineering for emphasis areas.

David Wessel questioned if weather and nighttime are areas that should be left for business as usual or further addressed. Member Dunno stated that weather was an area where individual entities could address the ability to work from home or otherwise change their ability to avoid commuting. Possibly a coordinated policy around the weather work policies would be an element to consider.

Staff Member Wessel stated that as further discussion took place, this could be a strategy, however, maybe not part of the focused efforts.

Member Bauman asked if the areas of Emphasis are limited to the presented areas. David Wessel stated it was somewhat subjective. The main reason for choosing the specific areas was to not spread the effort thin trying to focus on all areas. Member Bauman noted that weather and nighttime were 1 and 2 on the rankings yet are other areas which might be further discussed to determine the best focus.

David Wessel summarized that what he heard was weather struck two members as important and wanted to add weather to the list and find the support of the entire group.

The motion was made to endorse the Emphasis area with the addition of weather as one of the Emphasis areas by Member Bauman and seconded by Member Mood. The motion



carried unanimously.

Project locations for the Emphasis areas were presented. Some discussion and input were asked for as well as David Wessel stated a follow-up of TAC members' thoughts would be solicited. Staff Member Gonzales stated that Greenlight asked for input on the project locations as well as any other areas that might need to be added to the list.

Member Dunno asked for a definition of the crash types and the prioritization of selection. The rating was accomplished by rating Agency Comment, Public Comment, and Top Crash Hotspot. It was confirmed these ratings did not specifically deal with specific bike/ped crashes. Member Bauman will give feedback when David Wessel reaches out for individual comments. Comments are needed by David Wessel by October 6 per Greenlight's request for MetroPlan to present any comments.

Project is scheduled to end by December 2023. A proposal is being made to form a PAG to see this project through and bring recommendations back to the TAC on January 24, 2024. At this point, volunteers and appointees are asked for to serve on the PAG. This PAG will be appointed for a Safety Plan PAG and roll into the Vulnerable Road Users PAG. Member Bauman recommended David Lehman and Chris Phair from his office to serve on the PAG. Member Bauman suggested reaching out to Ryan Turley for possible membership on the PAG.

The subconsultant has put out a report which is available at [metroplanflg.org/safety](http://metroplanflg.org/safety). David Wessel suggested no action be taken on Priority Project Locations at this time.

## **C CONSIDER LEGISLATIVE AGENDA**

(Pages 55-57)

MetroPlan Staff: Kate Morley

Recommendation: Staff recommends the TAC recommend the Board adopt proposed legislative priorities.

Executive Director Morley presented a potential legislative agenda to the TAC to recommend to the Executive Board for approval. Such an agenda would increase focus and allow to bring in other agencies. The state and federal priorities for the agenda were presented.

Member Bondoc commented on the reopening of Parks and Christensen Rest areas. These rest areas are in a design-build project which will convert them to truck parking only. She stated that in the future it would be difficult to change from truck parking only to mixed use parking. Executive Director Morley stated this was a County request and she will follow up with the County regarding this request. Director Morley stated these requests would be prioritized by the respects departments.

The motion was made that the TAC recommend the Board adopt legislative priorities as presented by Member Dunno and seconded by Member McNeely. The motion carried unanimously.

## **D STRATEGIC GRANTS PROCESS**

(Pages 58-60)

MetroPlan Staff: Sandra Tavel

Recommendation: None. This item is for information and discussion only.

Staff Member Tavel stated this item originated from the Annual Strategic Advance in May and presented the process that would be used to seek areas of desired projects from all stakeholders.

The objectives were developed to best allow the MetroPlan area to plan for fund seeking of the Federal funds available through pre-planning rather than reactive planning.

Member Dunno stated that getting high-level people and groups on board and getting approval is the greatest challenge of any project. She suggested that the critical moments in the grant approval process be worked on in a timely manner.

Member Bondoc stated that selecting projects that a feasibility study has been completed on is a key consideration, so the information is already available or do a feasibility study prior to producing a grant.

Chair McNulty noted that project readiness is having the studies completed ahead of time and asked Staff member Tavel what the process is for project readiness. Sandra Tavel stated she would meet the requirements of the NOFO and what they are asking for in each individual grant seeking opportunity. The process is developed individually by each grant seeking opportunity.

## **E CREATIVE LOCAL MATCH OPTION-TRANSPORTATION REINVESTMENT ZONE (TRZ)**

(Pages 61-62)

MetroPlan Staff: Sandra Tavel

Recommendation: None. This item is for information and discussion only.

Staff Member Tavel presented all aspects of a Transportation Reinvestment Zone (TRZ) including what it is, does and the differences between a TRZ and Tax Increment Financing (TIF) project. She stated that the TIF is the foundation upon which a TRZ would sit.

Member Bondoc stated the only difference she saw between the TRZ and TIF and what Maricopa County is doing with the \$.05 sales tax is the additional money. She asked if a TRZ would be presented to the voting public or who would be approached to carve out the taxes for the funding source? Staff Member Tavel stated that her understanding is that there are no new taxes—there are already sales and property taxes are already imbedded. The taxes need to be decided upon to delegate the taxes to the project. Sandra stated she is trying to gauge the involvement and it would be brought to a vote.

Staff Member Wessel clarified that this would be an investment in a transportation area and how

the area would be funded. It would basically be a tax-increment financing.

Member Dunno said she saw from a TIA perspective; how would you determine how the priorities of where the money would go for specific projects? How do other communities get by with these? Also, how would it work with City approve of such projects? Director Morley said that the investment might result in a TOD and the transportation project would be what spurred a particular project generated.

Staff Member Wessel said a development would not occur without the investment. There is a proportional share from a developer and the TIF approach (with risk) would be the contribution to the project.

Director Morley said John Wesley Powell does not have a lot of development now, yet the development of John Wesley Powell (JWP) would spur development and therefore tax revenue.

Chair McNulty shared that part of the issue with the TIF is the gift clause. If a legislature would need to analyze this gift clause before proceeding with such finance. Flagstaff is conservative in their evaluation of such programs. TIF and other tax incentives are used for property many times and there are other groups outside of transportation that might get behind advocating for TIF's. One such project is a MAPs program in Oklahoma City, OK which identified quality of life projects as well as other social programs and taxes 1% to allow for projects when funding was in place. Some similar model might be used for road projects.

## **F CONSIDER MISSION, VISION, AND VALUES**

(Pages 63-65)

MetroPlan Staff: Kate Morley

Recommendation: None. This item is for information and discussion only.

Executive Director Morley stated that over the past few years, the Strategic Plan looked at defining what the finest or premier transportation system is in her listening tour there was a need for clarification of MetroPlan's role as well as a clear definition of values.

Chair McNulty asked does environment mean natural or built? Director Morley stated we could clarify that in our aspirations. Member Dunno stated these values got to the heart of the issue—why?

Chair McNulty wondered if it would be good to clarify a multi-model transportation system added to Vision-Future Aspirations #1.

Chair McNulty suggested adding "options" to #1 on the Mission making it better transportation options for clarity.

Member Foley stated that principled planning might be different for each person and organization. Chair McNulty said it could be professional planning.

## **G METROPLAN HAPPENINGS**

(Pages 66-68)

MetroPlan Staff: Kate Morley

Recommendation: None. This item is for information and discussion only.

Executive Director Morley highlighted National Week without Driving, the Rural Transportation Summit, and the concurrence of the move to four TAC meetings per year and the use of PAG groups. An FYI that the W Route 66 is changed to accommodate holidays between now and the end of the year.

**D. CLOSING BUSINESS**

**A ITEMS FROM THE BOARD**

*Board members may make general announcements, raise items of concern, or report on current topics of interest to the Board. Items are not on the agenda, so discussion is limited, and action not allowed.*

**B NEXT SCHEDULED EXECUTIVE BOARD MEETING**

*Meeting date January 24, 2024*

**C ADJOURN**

**CHAIR MCNULTY ADJOURNED THE MEETING AT 3:20.**

*The Transportation Improvement Program (TIP) includes the Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA) final program of projects for Sections 5307 and 5339 funding under the Federal Transit Administration unless amended. Public notice for the TIP also satisfies FTA public notice requirements for the final program of projects. The MetroPlan Public Participation Plan (PPP) provides public participation notices and processes for NAIPTA as required to meet federal and state requirements for public participation and open meetings.*

**CERTIFICATION OF POSTING OF NOTICE**

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at [www.metroplanflg.org](http://www.metroplanflg.org) on September 25, at 12:00 pm.

Dated this 25<sup>th</sup> day of September, 2023.

\_\_\_\_\_  
Karen Moeller  
Administrative Assistant & Clerk of the Board



# METROPLAN

GREATER † FLAGSTAFF

## STAFF REPORT

**REPORT DATE:** January 8, 2024

**MEETING DATE:** January 24, 2024

**TO:** Honorable Chair and Members of the Technical Advisory Committee

**FROM:** Karen Moeller, Clerk of the Board/Administrative Assistant

**SUBJECT:** Consider Election of a Chair and a Vice-Chair for MetroPlan Technical Advisory Committee

### 1. RECOMMENDATION:

Staff recommends the Technical Advisory Committee elect a new Chair and Vice-Chair for the term January 24, 2024 to January 22, 2025.

### 2. RELATED STRATEGIC WORKPLAN ITEM:

**Goal 2:** Deliver Plans that Meet Partner and Community Needs.

**Objective 2.4:** Position partners for successful implementation of plans.

### 3. BACKGROUND:

MetroPlan's By-Laws have established requirements for the Chair and Vice-Chair of the Executive Board. Section 7.2.4. of the By-Laws states:

#### 7.2.4 TAC OFFICERS

7.2.4.1 The TAC members shall elect a Chairperson and a Vice Chairperson of the TAC. Each shall serve without compensation and for a period of one year. Each position is renewable upon a vote of the TAC members, without restriction as to the number of terms served. In the absence of the Chairperson, or upon her/his inability to act or serve, the Vice Chairperson shall assume the duties of the Chairperson.

7.2.4.3 It is generally preferred, but not required, for the Chairperson and Vice Chairperson to be from two different jurisdictions.

Chair McNulty and Vice-Chair Reisner have both served two terms and are eligible, according to the By-Laws, to serve unlimited terms.



# METROPLAN

GREATER † FLAGSTAFF

#### 4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending.

#### 5. FISCAL IMPACT:

There is no fiscal impact.

#### 6. ALTERNATIVES

**Recommended:** Elect a new Chair and Vice-Chair for the term January 24, 2024 to January 22, 2025.

**Not Recommended:** Do not elect a new Chair and Vice Chair. If the election does not take place, there will be a leadership gap in the TAC and the continuity of meetings will be interrupted.

#### 7. ATTACHMENTS:

None



# METROPLAN

GREATER † FLAGSTAFF

## STAFF REPORT

**REPORT DATE:** January 8, 2024

**MEETING DATE:** January 24, 2024

**TO:** Honorable Chair and Members of the Technical Advisory Committee

**FROM:** David Wessel, Planning Manager

**SUBJECT:** Consider Route Transfer Study Update

### 1. RECOMMENDATION:

Staff recommends the TAC recommend the Board accept the *2024 Route Transfer Study Update*

### 2. RELATED STRATEGIC WORKPLAN ITEM:

**Goal 2:** Deliver Plans that Meet Partner and Community Needs.

**Objective 2.1:** Maintain trust through reliable and transparent project management.

### 3. BACKGROUND:

MetroPlan collaborated with member agencies to update values and conditions for route transfers first created in 2008. Impetus for this update is the Milton Corridor Master Plan that highlighted differences in policies and standards between ADOT and the City of Flagstaff. Compliance with one set of standards prevented or frustrated policy objectives of the other. Transferring the route from ADOT to the City was discussed as one means of resolving the conflict. Transfer is also an implementation option likely to be offered under the W. Route 66 Operational Assessment. The updated transfer study seeks to establish the implications for both parties for administration, maintenance and future capital costs should a transfer(s) occur but does not make a recommendation on transfers occurring. Coconino County is generally not considered for transfers as state highways under consideration either require operations capabilities like signals the County does not have or the highways serve larger state policies usually about connecting regions.

The Update is an “order of magnitude” reference showing relative costs of maintenance for different ADOT highway segments, changes in future capital needs based on projects delivered since the original study, and changes in projected traffic volumes.

#### Prospects

Transfers have financial conditions for both agencies. State law requires ADOT to address 5-years of maintenance needs for any transferred facility. Past transfers across the state often include negotiated



# METROPLAN

GREATER † FLAGSTAFF

capital improvements. Funds available to ADOT to do so are limited and planning for such funds takes time. City Public Works is currently understaffed and challenged to maintain its own roads to standards. The addition of lane miles will worsen this situation.

These fiscal realities are balanced against achieving policy objectives. In broad terms, ADOT's operational objectives are not aligned with City policies related to carbon neutrality or non-auto mobility.

## Administration

In 2012, perhaps resulting from the original study, ADOT adopted a Route Transfer Guidebook that is still in effect. Any transfer requires a detailed study and intergovernmental agreement, this Update does not conduct a detailed study and further review would be needed to pursue any transfers.

Under a transfer, administration of the highways themselves becomes unified under one jurisdiction. This is true for the policy objectives mentioned earlier and simplifies the review process for staff and developers alike.

## Maintenance Costs

The receiving agency will assume maintenance responsibilities. Costs for maintaining arterials and collectors are comparable between the two agencies at about \$16,000 per lane mile annually. Notably, ADOT's highways are all arterials and major collectors where the City has many miles of local roads the costs of which have been factored out. The cost to the City will depend on the number of lane miles transferred.

ADOT added street sweeping and expanded its drainage maintenance since the original study. Also, the original assumptions about ADOT administrative costs were not clear, so costs were added for this, sweeping and drainage. The numerous wildfires and resulting flooding since 2008 dramatically changed the drainage assumptions made then. Many drainage structures on ADOT highways are now undersized requiring additional maintenance.

## Capital Costs

The receiving agency will assume responsibility for future capital improvements. Transfer negotiations may include improvements or funding for improvements but may not include all projected needs. Numerous capital projects have been completed since 2008 including improvements at E. Route 66/Fourth Street, W. Route 66/Woodlands Village, W. Route 66/Rio de Flag, Milton/Plaza, and others. In a correction to an earlier staff report, volumes projected from 2008 and interpolated to 2019 are actually *higher* than actual counts. Therefore, to be conservative, capital costs were inflated using ADOT construction cost indices as an approximation of the future capital needs that would be transferred.

## Administration Alternatives

The Updates include alternatives to achieving policy goals under ADOT ownership short of a full route transfer. Maintenance and operations agreements are a partial solution. Additional items could be





# METROPLAN

GREATER † FLAGSTAFF

added to existing sidewalk maintenance agreements that could include traffic signal operations and bike lane maintenance, for instance. Also noteworthy, only targeted routes or segments might be transferred. The City accepted US89 from Fanning to Trails End and Old Route 66 behind the mall in exchange for ADOT's acceleration of the E. Flagstaff Traffic Interchange, the intersection of US89 and Country Club. ADOT has concerns over the transfer of Milton Road due to operational implication for Interstate 17, that would have to be resolved prior to the consideration of a transfer.

#### 4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending.

#### 5. FISCAL IMPACT:

MetroPlan fiscal impacts are for staff time only.

Fiscal impacts are profound for the City, or any agency accepting a transfer. These might be mitigated by maintenance and operations agreements mentioned earlier or negotiations for ADOT to provide maintenance dollars phased out over time, or capital dollars that avoid a future City expense. ADOT will face the expenses of any mandated maintenance and any negotiated capital improvements.

#### 6. ALTERNATIVES:

1. **Recommended.** TAC recommend the Board accept of the *2024 Route Transfer Study Update*. This concludes the study and provides a reference guide for member agencies to use when considering transfers.
2. **Not recommended.** Recommend the Board not accept the *Update*. The TAC does not find the reference useful. The study concludes and the document is relegated to a staff reference.
3. **Not recommended.** The TAC recommends additional work on the study. Because any transfer requires a detailed study staff does not consider additional work productive.

#### 7. ATTACHMENTS:

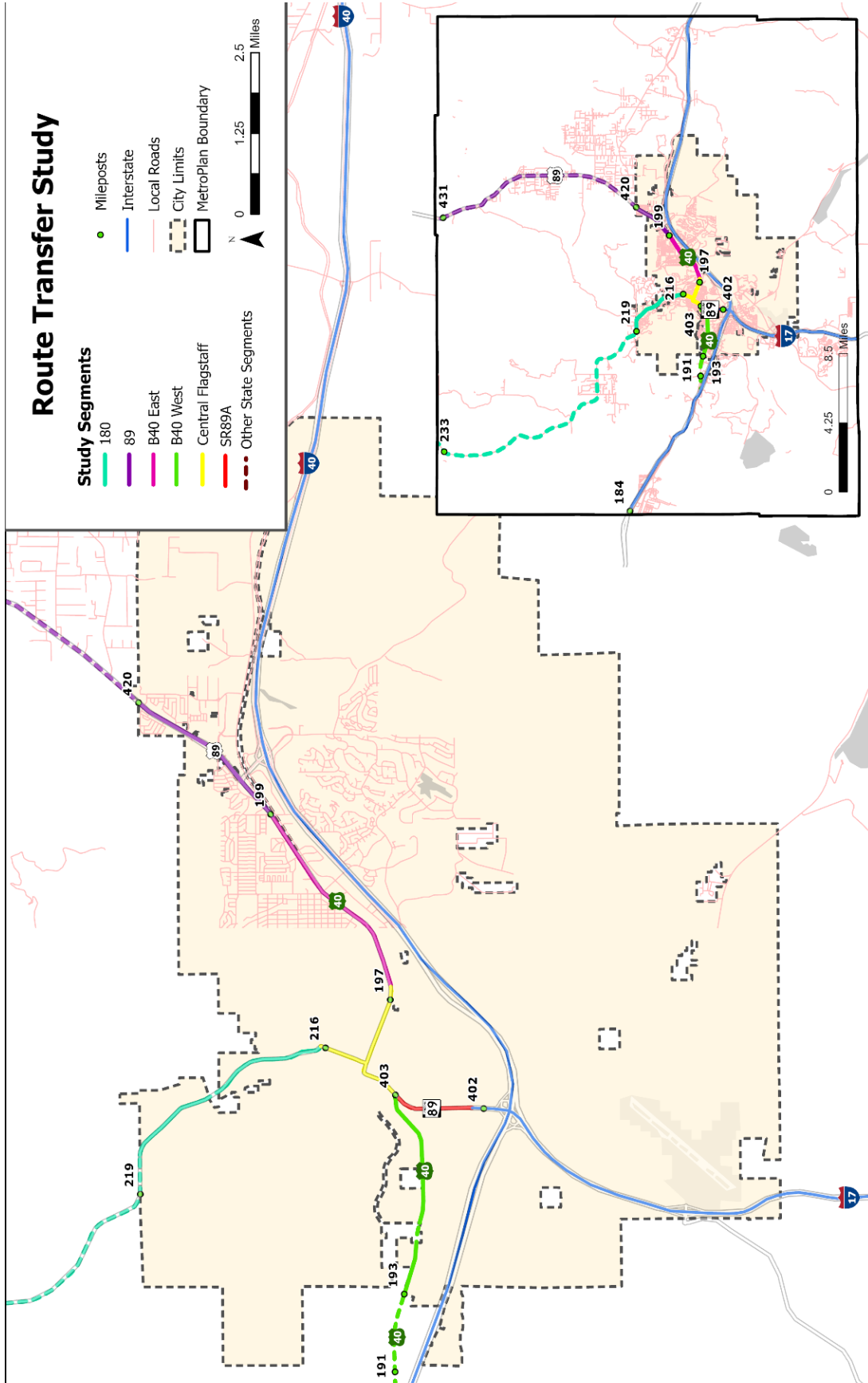
See Map below from the original study

(Link) [Route Transfer Study 2023](#)



# METROPLAN

GREATER  FLAGSTAFF





# METROPLAN

GREATER † FLAGSTAFF

## STAFF REPORT

**REPORT DATE:** January 8, 2024

**MEETING DATE:** January 24, 2024

**TO:** Honorable Chair and Members of the Technical Advisory Committee

**FROM:** David Wessel, Planning Manager

**SUBJECT:** FY2025-2029 Transportation Improvement Program

### 1. RECOMMENDATION:

Staff recommends the TAC recommend the Board release of the FY2025-2029 Transportation Improvement Program for a Public Comment Period.

### 2. RELATED STRATEGIC WORKPLAN ITEM:

**Goal 2:** Deliver Plans that Meet Partner and Community Needs.

**Objective 2.1:** Maintain trust through reliable and transparent project management.

### 3. BACKGROUND:

The Transportation Improvement Program (TIP) is a federally mandated program of projects for which reasonably anticipated revenue is expected to be obligated to transportation projects within a four-to-five-year period. Projects must be compliant with the adopted regional transportation plan, *Stride Forward*. MetroPlan elected to conduct major updates of the TIP every two years with amendments intervening. This is a major update. Regional significant projects, regardless of funding, must be included in the TIP.

Other TIP requirements include:

- **Financial Plan:** A description of funds available and how fiscal constraint will be maintained.
- **Project naming and description:** This should permit the state and FHWA to determine the project limits, functional classification, and type of work to be done.
- **Funding source:** This identifies all fund sources applied to the project including the amount of local matching funds. This year all planning funds will be included, not just portions of Surface Transportation Block Grant funds used for planning.
- **Year of obligation:** This is the state fiscal year in which the funds have been cleared for use, meaning that an appropriate level of scoping and design and clearances for utilities, right-of-way, and environmental have been reached. Important exceptions are noted: Some grants will



# METROPLAN

GREATER † FLAGSTAFF

fund all phases of delivery; projects with 100% local funding may not have phases broken out; illustrative projects will be in the final year of the TIP and may have all phases combined.

- Compliance with the Regional Transportation Plan: A description of how the projects comply and contribute to the plan.
- Performance Based Planning and Programming: A description of how the projects contribute to meeting adopted targets and measures. Note that MetroPlan adopts ADOT federally-required measures with the exception of transit measures produced by Mountain Line.

Changes to the MetroPlan process and format:

- The Board issued a call for projects at its January 4<sup>th</sup> meeting. At this TAC meeting, the request is for the TAC to concur with releasing a draft TIP table for public comment. Staff have populated the draft TIP with projects drawn from existing capital improvement programs, known and anticipated changes to those programs, awarded grants, and anticipated grant applications. The TAC may still submit additional projects while the call for projects is open.
- Unfunded projects: These are projects for which grant awards are pending or grant applications are intended to be submitted. They will be placed in the illustrative or the final year of the TIP. These projects may be referenced as being in the TIP for the purposes of grant applications. However, they will only be included in the Statewide Transportation Improvement Program through the eSTIP when a grant is awarded.
- Unified Table: ADOT requests that the TIP be delivered to them in a single table and not in separate tabs as historically submitted. The Unified Table will be formatted to allow presentation by chapter in the TIP document.
- Project identification numbers: MetroPlan will continue the recently implemented practice of applying local TIP project identification numbers (PIN) with a slight addition – the phase will be indicated by a letter appended to the end of the PIN. Projects with multiple phases will now have several lines in the TIP. However, these will be combined in the eSTIP under a single ADOT PIN.

#### **4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:**

Pending.

#### **5. FISCAL IMPACT:**

There are no direct fiscal impacts. However, the TIP is a critical document in the seeking of grant funds.



# METROPLAN

GREATER † FLAGSTAFF

## 6. ALTERNATIVES:

**Recommended.** Recommend release of the draft TIP for public comment and permit staff to make project additions, deletions, and changes submitted by agencies prior to the March Board action. This keeps TIP adoption on schedule for delivery to ADOT ahead of the Board's summer break and allows the release of the most accurate document possible.

Not Recommended. Recommend release of the draft TIP for public comment as presented. This keeps TIP adoption on schedule for delivery to ADOT ahead of the Board's summer break but excludes the possibility of local and state agency capital programs under development to be included.

Not recommended. Do not recommend the release of the draft or defer the recommendation. This puts adoption behind schedule and may require a special meeting of the TAC.

## 7. ATTACHMENTS:

(Link) [Draft 2025-2029 Transportation Improvement Program](#)

(Link) [TIP Unified Table](#)



# METROPLAN

GREATER † FLAGSTAFF

## STAFF REPORT

**REPORT DATE:** January 8, 2024

**MEETING DATE:** January 24, 2024

**TO:** Honorable Chair and Members of the Technical Advisory Committee

**FROM:** David Wessel, Planning Manager

**SUBJECT:** Consider Regional Transportation Safety Plan

### 1. RECOMMENDATION:

Staff recommends the TAC recommend the Board adopt the Regional Transportation Safety Plan.

### 2. RELATED STRATEGIC WORKPLAN ITEM:

**Goal 2:** Deliver Plans that Meet Partner and Community Needs.

**Objective 2.1:** Maintain trust through reliable and transparent project management.

### 3. BACKGROUND:



The purpose of the Regional Transportation Safety Plan (RTSP) is to address safety from a holistic, regional perspective to reduce the risk of death and serious injury to all transportation users.

The RTSP is an update to the 2018 Regional Strategic Transportation Safety Plan. This update provides a MetroPlan- focused, data-driven framework for increasing traffic safety on roadways in the greater Flagstaff region. The Plan focuses on strategies and actions drawn from best practices proven to reduce traffic-related deaths and serious injuries, identifies funding sources, and identifies and prioritizes projects that will qualify for Highway Safety Improvement Program (HSIP) and Safe Streets and Roads for All (SS4A) funding.

This is a summary of the plan contents:

- EXECUTIVE SUMMARY
  - An overview of the document.



# METROPLAN

GREATER † FLAGSTAFF

- INTRODUCTION
  - Background on the genesis of the plan and its purpose and need.
- PROMOTING A CULTURE OF SAFETY
  - A description of community engagement and federal approaches to safety planning that will engender and enable safe behavior.
- REGIONAL SAFETY PERFORMANCE
  - An overview of crash trends in the MetroPlan region by crash type.
- VISION AND EMPHASIS AREAS
  - Based on crash trends, areas such as distracted driving and speeding, that warrant more attention.
- NETWORK SCREENING AND AREAS OF OPPORTUNITY
  - A geographically refined analysis prioritizing intersections and road segments based on frequency of fatal and serious injury crashes, public input, and agency stakeholder interviews.
- SAFETY STRATEGIES
  - A set of strategies categorized by emphasis area that may be used to improve safety. These are based on federal and state best practices augmented by review team input.
- IMPLEMENTATION PLAN
  - A detailed description with examples how safety can be incorporated into planning, programming, and design processes. Examples of Vision Zero and Complete Streets policies that might be adopted in the future to support safety implementation efforts. An overview of funding opportunities that could be pursued.

The Plan received considerable public input through two online surveys and numerous events in the field. A public comment period advertised on the MetroPlan website and promoted on social media garnered no additional comments. The Plan was also reviewed and supported by a project review team consisting of representatives from the City Transportation Engineering staff, cCounty Public Works, City Police Department, City Sustainability Division, and County Public Health Services District. The following emphasis areas were identified for the MetroPlan region:

## BEHAVIORAL

- Speeding/Aggressive Driving
- Impaired Driving
- Distracted Driving
- Bicycle
- Pedestrian
- Nighttime

## OPERATIONAL

- Bicycle
- Pedestrian
- Intersection
- Lane Departure
- Nighttime
- Speeding/Aggressive Driving

Areas listed in both columns present opportunities for both behavioral and operational solutions.



# METROPLAN

GREATER † FLAGSTAFF

The two tables below identify the top intersections and roadway segments by crash severity score – a calculation based on the number of fatal and serious injury crashes with fatal crashes receiving the most weight.

*Table 6. Priority Intersections by Crash Severity Score*

ID	Intersection Name	Annualized Crash Severity Score
1	MARKETPLACE DR & US 89	486.34
2	US 89 & SNOWFLAKE DR/TRAILS END DR	376.67
3	COUNTRY CLUB DR & US 89	280.83
4	ROUTE 66 & MILTON RD	263.51
5	CUMMINGS ST & US 89	263.50
6	COUNTRY CLUB DR & EB I-40 EXIT 201	213.81
7	CORTLAND BLVD/SOLIERE AVE & COUNTRY CLUB DR	211.60
8	DORTHA AVE & FOURTH ST	199.69
9	BEAVER ST & BUTLER AVE	192.51
10	BURRIS LN & US 89	186.25





# METROPLAN

GREATER † FLAGSTAFF

Table 7. Priority Roadway Segments by Crash Severity Score

ID	Roadway Segment	Segment Length (mi)	Annualized Crash Severity Score	Normalized Crash Severity Score
1	I-40 WB/I-17 NB Connector Between I-40 WB and I-17 NB	0.5	200.41	430.79
2	I-40 EB Between 0.6 mi east of Country Club Dr and East of 4th St	2.0	546.97	273.48
3	I-40 WB Between 1.5 mi East of Beulah Blvd and 2.2 mi East of Beulah Blvd	0.7	182.38	268.93
4	Milton Rd Between Route 66 and Forest Meadows St	1.0	210.74	210.74
5	I-17 NB Between North of Old Munds Hwy and 0.8 mi South of Mountaineer Rd	3.1	612.58	199.71
6	US-180 Between Rain Valley Rd and El Paso Flagstaff Rd	0.9	178.59	198.39
7	SR-89A Between Pine del Dr and 1 mi south of Pine del Dr	1.0	180.99	184.15
8	Cedar Ave Between 4th St and Gemini Rd	1.2	206.73	167.95
9	Soleire Ave Between Country Club Dr and Elk Run St	1.2	196.62	167.84
10	US-89 3.5 mi north of Kaitlin Way and Kaitlin Way	3.5	573.29	161.49

The Plan is supported by numerous tables, charts, and graphics and on-line maps permitting users to find and examine crash location data more closely.

The Plan will be amended to include the conclusions of the Vulnerable Road Users Safety Action Plan when it is completed later this year.

The Northern Arizona Council of Governments (NACOG) received HSIP funding for this Northern Arizona Safety Plan in partnership with the Central Yavapai Metropolitan Planning Organization (CYMPO) and MetroPlan. Through a competitive process, Greenlight Engineering was awarded the contract to conduct an update to each COG and MPO's Transportation Safety Plan.



# METROPLAN

GREATER † FLAGSTAFF

## 4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending.

## 5. FISCAL IMPACT:

There are no fiscal impacts.

## 6. ALTERNATIVES:

**Recommended.** Recommend the Board adopt the MetroPlan Regional Transportation Safety Plan. The Plan will serve as MetroPlan's federally recognized safety action plan and support eligibility of future Highway Safety Improvement Program (HSIP) grant applications and Safe Streets and Roads for All (SS4A) implementation grant applications by MetroPlan and its member agencies.

**Not recommended.** Do not recommend RTSP adoption. Without the plan, MetroPlan, Coconino County, and NAU will remain ineligible for SS4A grant applications. The City's Active Transportation Master Plan, amended after the RTSP update commenced, meets federal requirements.

## 7. ATTACHMENTS:

(Link) [MetroPlan Regional Transportation Safety Plan.](#)



# METROPLAN

GREATER † FLAGSTAFF

## STAFF REPORT

**REPORT DATE:** January 8, 2024

**MEETING DATE:** January 24, 2024

**TO:** Honorable Chair and Members of the Technical Advisory Committee

**FROM:** David Wessel, Planning Manager

**SUBJECT:** Consider Regional Transportation Plan Amendment

### 1. RECOMMENDATION:

Staff recommends the TAC recommend the Board amend *Stride Forward* to include by reference cost constrained and build out project recommendations from *Blueprint 2040*.

### 2. RELATED STRATEGIC WORKPLAN ITEM:

**Goal 2:** Deliver Plans that Meet Partner and Community Needs.

**Objective 2.1:** Maintain trust through reliable and transparent project management.

### 3. BACKGROUND:

In June 2023, MetroPlan adopted a regional transportation plan, *Stride Forward*, meeting its federal mandate. The Plan integrates land use, transportation, and other community values. It projects anticipated revenues for 20-25 years and identifies cost-feasible transportation projects to make them eligible for federal funding. MetroPlan evaluated two 2045 scenarios: the Onward Plan and the Upward Concept. Due in part to a federal requirement for a plan to be fiscally constrained, MetroPlan staff developed the Onward Plan, a minor modification of the current policy and voter-approved investment path. The Upward Concept illustrates the policies and investments required to meet 2030 carbon neutrality goals per *Stride Forward* analysis.

*Stride Forward*, through the Onward Plan, recognizes and adopts current land use policies, voter-approved transportation projects and services (Propositions 419 and 420), and federally awarded grants. Policies are a summary of those in the Flagstaff Regional Plan – including amendments addressing carbon neutrality and active transportation and the MetroPlan *Blueprint 2040*, a regional transportation plan.

The regional transportation plan is presented in an executive summary with numerous supporting appendices. This abridged presentation is not sufficiently clear describing fiscally constrained projects



# METROPLAN

GREATER † FLAGSTAFF

and almost silent on unconstrained projects that might be developer-funded or guide future development.

Consequently, staff recommends the following language changes to *Stride Forward*:

- Amendment to *Stride Forward*, page 10, at the end of the “Onward” description and before “Upward”
  - Beyond 2045 and Fiscal Constraint

“Fiscal constraint, prescribed projects, and a 20-year horizon ignore the probability that public and private projects will occur that differ from those forecasted. Because Onward is largely a continuation of *Blueprint 2040* the system plans in *Blueprint 2040* chapters 7 through 10 describing roads and streets, transit, bicycle and pedestrian systems are included by reference in *Stride Forward*. *Blueprint 2040* chapter 13 about the 20-year Plan and Program provides project descriptions useful to understanding Proposition 419 projects is also included.”

- Technical Corrections
  - Correct the Executive Board adoption date to read June 1, 2023 and Technical Advisory Committee to past tense.

#### 4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending.

#### 5. FISCAL IMPACT:

There are no fiscal impacts.

#### 6. ALTERNATIVES:

1. **Recommended.** Recommend the Board amend the RTP. This provides more complete guidance and with it greater flexibility to address a broad range of development possibilities.
2. **Not recommended.** Do not recommend RTP amendment. This retains current language that can be limiting if development is different than that forecasted.

#### 7. ATTACHMENTS:

<https://www.metroplanflg.org/strideforward>

<https://www.metroplanflg.org/rtp-blueprint2040>



# METROPLAN

GREATER † FLAGSTAFF

## STAFF REPORT

**REPORT DATE:** January 8, 2024

**MEETING DATE:** January 24, 2024

**TO:** Honorable Chair and Members of the Technical Advisory Committee

**FROM:** Kate Morley, Executive Director

**SUBJECT:** Review of Board Actions

### 1. RECOMMENDATION:

None. This item is for information and discussion only.

### 2. RELATED STRATEGIC WORKPLAN ITEM:

**Goal 3:** Build MetroPlan's Visibility in the Community.

**Objective 3.3:** Promote the value MetroPlan brings to the Community.

### 3. BACKGROUND:

The last time the Technical Advisory Committee (TAC) met was September 27, 2023. This report is an update on the actions the Executive Board has taken since that time.

#### Mission Vision, Values:

- After several meetings, the Board adopted new Mission, Vision, and Values for the organization.

#### Financial:

- The Board approved the year-end financial report.
- The Board approved a budget amendment to use Carbon Reduction Program funds to fulfill MetroPlan's obligations to the Downtown Mile. This opened up STBG funds to support the TDM Planner position approved in the fall of 2022.

#### Partners:

- The Board approved inviting Northern Arizona University to the Board of Directors. A response from NAU is pending.

#### Subrecipients:



# METROPLAN

GREATER † FLAGSTAFF

- The Board adopted a subrecipient policy and risk tool to evaluate entering into subrecipient relationships in the future. This was a recommendation of our FY2023 audit.
- The Board delegated authority to the Executive Director to enter into a subrecipient agreement with NAU. The first task will be support on the West Route 66 Plan. The agreement is still being finalized.
- The Board approved a subrecipient agreement with the City of Flagstaff to pay for up to two years of membership with the National Association of City Transportation Officials (NACTO).
- The Board approved a subrecipient agreement with the City of Flagstaff to support the Transit into Code Study.
- The Board approved a modification to the subrecipient agreement with the City of Flagstaff to pay for the MetroPlan Downtown Mile commitment with CRP funds rather than STBG.

## Plans

- The Board adopted the Public Participation Plan.

## TIP

- The Board approved opening a call for projects for the Transportation Improvement Program.

## Legislative Agenda

- The Board approved a legislative agenda for the year based on the TAC's recommendations from their September meeting.

## **4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:**

Pending.

## **5. FISCAL IMPACT:**

None. These items are updates only.

## **6. ALTERNATIVES:**

None. This item is for information and discussion only.

## **7. ATTACHMENTS:**

None.



# METROPLAN

GREATER † FLAGSTAFF

## STAFF REPORT

**REPORT DATE:** January 8, 2024

**MEETING DATE:** January 24, 2024

**TO:** Chair and Members of the Technical Advisory Committee

**FROM:** Sandra Tavel, Transportation Planner

**SUBJECT:** Strategic Grants Process – Scoring Criteria and Project Selection

### 1. RECOMMENDATION:

None. This item is for information and discussion only.

### 2. RELATED STRATEGIC WORKPLAN ITEM:

**Goal 1:** Maximize Funding for Transportation Projects and Programs.

**Objective 1.1:** Align capital and programmatic needs with priorities and fund sources.

### 3. BACKGROUND:

#### Strategic Grants Process

The Bipartisan Infrastructure Law and other federal action opportunities for grant funding have greatly increased. Consequently, grant application submittals by MetroPlan and partners have increased. So far in FY 2024, MetroPlan and its partners have pursued \$98 million via eight grant applications and legislative advocacy efforts and have obtained \$30 million in successful awards.

It is in our collective interest to coordinate efforts to meet our highest needs, submit competitive applications, and, as possible, avoid competing against ourselves. MetroPlan seeks to shift from reactive to proactive grant seeking by creating a strategic grant seeking process.

Toward this objective, MetroPlan has launched a Strategic Grants Process. Eleven stakeholder interviews representing all regional partners (City of Flagstaff, Coconino County, NAU, ADOT, and Mountain Line) have been completed. The common thread among most stakeholders has been a request for a tool that illustrates which regional projects make good candidates for federal surface transportation grants or legislative appropriations.



# METROPLAN

GREATER † FLAGSTAFF

## Project Selection

Approximately 130 projects have been collected from members' Capital Improvement Programs, stakeholder interviews and regional plans. Nineteen key state and federal sources of funding have been identified and projects have been analyzed and cross referenced against funding sources that MetroPlan staff see as the best fit based on the merit criteria of the grant program. Details on each criterion can be found in attachments: RAISE grant Merit Criteria.

## Scoring Criteria

MetroPlan staff determined which projects **best fit** certain grants as scored in the following way:

- **1 = not a good fit**
- **2 = could be a good fit**
- **3 = best fit**

To evaluate the projects against the grants, nine (9) Merit Criteria from the Department of Transportation was considered:

### Baseline for all Merit Criteria:

- ✓ Primary project purpose
- ✓ Has clear, data-driven benefits
- ✓ Targets a problem directly related to criterion

### Merit Criteria:

1. Safety
2. Environmental Sustainability
3. Quality of Life
4. Mobility and Community Connectivity
5. Economic Competitiveness and Opportunity
6. State of Good Repair
7. Partnership and Collaboration
8. Innovation
9. Project Readiness
  - a. Environmental Risk
  - b. Technical Capacity
  - c. Financial Completeness
    - i. Cost Benefit Analysis

Additionally, proximity to a [federally defined CEJST area](#) and the appropriate scale of project for the grant program was considered.





# METROPLAN

GREATER † FLAGSTAFF

Stakeholders overwhelmingly told MetroPlan not to re-prioritize their own agency priorities. Each jurisdiction is being sent a copy of their project matrix with a request to tell us which of their highest scoring projects in each grant program are their first, second, and third choice.

They should consider:

- Match** | between 5.7% and 20% nonfederal match | yes/no – immediate qualifier
- Design** | 30/60/90% | against NOFO requirement
- NEPA** | federalization and timeline considerations | against NOFO requirement
- ROW** (right-of-way) | against NOFO requirement
- Readiness** | can you execute the project within the funding timeline

Once returned, *if there is competition between agencies* in best fit applications, then staff will further analyze the competing projects for each grant.

**Consideration for the group:** apply final tier of scoring criteria for selected projects that are in competition:

- Confirm match
- High injury crash network/ focus on safety
- Completed public outreach/ documented support within a plan
- Strong multimodal components
- Address extensive NEPA concerns

#### **4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:**

Pending.

#### **5. FISCAL IMPACT:**

Staff time already in budget.

#### **6. ALTERNATIVES:**

None. Item for discussion only.

#### **7. ATTACHMENTS:**

Department of Transportation: RAISE grant Merit Criteria

<b>Merit Criteria:</b>	<b>Non-Responsive</b>	<b>Low</b>	<b>Medium</b>	<b>High</b>
<b>Safety</b>	<p>Application did not address the Safety criterion</p> <p>OR</p> <p>Project negatively affects safety</p>	<p>Application contains insufficient information to assess safety benefit</p>	<p>The project has one or more of the following safety benefits, but safety may not be a primary project purpose or does not meet the description(s) of a ‘high’ rating:</p> <ul style="list-style-type: none"> <li>• Protect non-motorized or motorized travelers from safety risks; or</li> <li>• Reduce any number of fatalities and/or serious injuries</li> </ul>	<p>Safety is a primary project purpose AND the project has clear, direct, <b>data-driven</b> (for capital projects only), and significant benefits that targets a known, documented safety problem, by doing one or more of the following:</p> <ul style="list-style-type: none"> <li>• Protect non-motorized travelers from safety risks; or</li> <li>• Reduce fatalities and/or serious injuries in underserved communities to bring them below the state-wide average; or</li> <li>• Incorporate and cite specific actions and activities identified in the Department’s <u>National Roadway Safety Strategy plan</u> or <u>Improving Safety for Pedestrians and Bicyclists Accessing Transit report</u>, or <u>FTA’s Safety Advisory 23-1: Bus-to-Person Collisions</u>; or</li> <li>• Incorporate specific safety improvements that are part of a documented risk reduction mitigation strategy and that have, for example, port-wide or transit system impact.</li> </ul>
<b>Environmental Sustainability</b>	<p>Application did not address the Environmental Sustainability criterion</p> <p>OR</p> <p>Project negatively affects environmental sustainability</p>	<p>Application contains insufficient information to assess environmental sustainability benefits</p>	<p>Project has one or more of the following environmental sustainability benefits, but environmental sustainability may not be a primary project purpose or does not meet the description(s) of a ‘high’ rating:</p> <ul style="list-style-type: none"> <li>• Reduce transportation-related air pollution and greenhouse gas emissions; or</li> <li>• Reduce vehicle miles traveled; or</li> <li>• Incorporate lower-carbon pavement/construction materials; or</li> <li>• Redevelop brownfield sites; or</li> <li>• Improve resilience of infrastructure to current and future weather and climate risks; or</li> <li>• Make basic stormwater improvements</li> </ul>	<p>Environmental sustainability is a primary project purpose AND the project has clear, direct, <b>data-driven</b> (for capital projects only), and significant benefits that explicitly considers climate change and environmental justice, by doing one or more of the following:</p> <ul style="list-style-type: none"> <li>• Reduce transportation-related air pollution and greenhouse gas emissions in disadvantages communities; or</li> <li>• Address the disproportionately negative environmental impacts of transportation on local communities such as by reducing exposure to elevated levels of air, water, and noise pollution; or</li> <li>• Align with the applicant’s State Carbon Reduction Strategy, State Electric Vehicle Infrastructure Deployment Plan, or other State, local, or tribal greenhouse gas reduction plan; or</li> <li>• Align with the <u>U.S. National Blueprint for Transportation Decarbonization</u>; or</li> <li>• Implement transportation-efficient land use and design, such as drawing on the features of historic towns and</li> </ul>

Merit Criteria:	Non-Responsive	Low	Medium	High
				<p>villages that had a mix of land uses, compact and walkable development patterns, accessible green space, and neighborhood centers that make it convenient to take fewer or shorter trips; or</p> <ul style="list-style-type: none"> <li>• Reduce vehicle miles traveled specifically through modal shift to transit, rail, or active transportation; or</li> <li>• Reduce emissions specifically by shifting freight to lower-carbon travel modes; or</li> <li>• Incorporate energy efficient investments, such as electrification or zero emission vehicle infrastructure; or</li> <li>• Improve the resilience of at-risk infrastructure to be resilient to extreme weather events and natural disasters caused by climate change, such as by using best-available climate data sets, information resources, and decision-support tools; or</li> <li>• Incorporate <u>nature-based solutions</u> or <u>natural infrastructure with the use of native plants</u>; or Incorporate <u>nature-based solutions</u> or <u>natural infrastructure</u>; or</li> <li>• Referenced in a <u>Resilience Improvement Plan</u> or similar plan; or</li> <li>• Remove, replace, or restore culverts for the purpose of improving habitat for aquatic species; or</li> <li>• Avoid adverse environmental impacts to air or water quality, wetlands, and endangered species</li> </ul>
<b>Quality of Life</b>	<p>Application did not address the Quality of Life criterion</p> <p>OR</p> <p>Project negatively affects quality of life</p>	<p>Application contains insufficient information to assess quality of life benefits</p>	<p>Project has one or more of the following quality of life benefits but quality of life may not be a primary project purpose or does not meet the description(s) of a ‘high’ rating:</p> <ul style="list-style-type: none"> <li>• Increase affordability for travelers; or</li> <li>• Reduces vehicle dependence</li> </ul>	<p>Quality of life is a primary project purpose AND the project has clear, direct, <b>data-driven</b> (for capital projects only) and significant benefits, by doing one or more of the following:</p> <ul style="list-style-type: none"> <li>• Increase affordable transportation choices by improving and expanding active transportation usage or significantly reducing vehicle dependence, particularly in underserved communities; or</li> <li>• Reduce transportation and housing cost burdens by integrating mixed-use development and a diversity of housing types, including by reducing barriers to such development and increasing the supply of affordable housing, with multimodal transportation infrastructure; or</li> </ul>

Merit Criteria:	Non-Responsive	Low	Medium	High
				<ul style="list-style-type: none"> <li>• Coordinate and integrate land use, affordable housing, and transportation planning in order to create more livable communities and expand travel choices; or</li> <li>• Improve access to daily destinations like jobs, healthcare, grocery stores, schools, places of worship, recreation, or parks through transit and active transportation; or</li> <li>• Implement transit-oriented development that benefits existing residents and businesses, low-income and disadvantaged communities, and minimizes displacement; or</li> <li>• Improve public health by adding new facilities that promote walking, biking, and other forms of active transportation; or</li> <li>• Mitigate urban heat islands to protect the health of at-risk residents, outdoor workers, and others; or</li> <li>• Proactively addresses equity.</li> </ul>
<b>Mobility and Community Connectivity</b>	<p>Application did not address the Mobility and Community Connectivity criterion</p> <p>OR</p> <p>Project negatively affects mobility and community connectivity</p>	<p>Application contains insufficient information to assess mobility and community connectivity benefits</p>	<p>Project has one or more of the following mobility and community connectivity benefits, but mobility and community connectivity may not be a primary project purpose or does not meet the description(s) of a 'high' rating:</p> <ul style="list-style-type: none"> <li>• Increase accessible transportation choices; or</li> <li>• Include ADA improvements</li> </ul>	<p>Mobility and community connectivity is a primary project purpose AND the project has clear, direct, <b>data-driven</b> (for capital projects only) and significant benefits, by doing one or more of the following:</p> <ul style="list-style-type: none"> <li>• Improve system-wide connectivity with access to transit, micro-mobility, and mobility on-demand; or</li> <li>• Implement plans, based on community participation and data, that addresses gaps identified in the existing network; or</li> <li>• Remove physical barriers for individuals by reconnecting communities to direct, affordable transportation options; or</li> <li>• Include transportation features that increase the accessibility for non-motorized travelers in underserved communities; or</li> <li>• Incorporate <u>Universal Design</u> including details of how the improvements go beyond ADA requirements by designing environments to be usable by all people, to the greatest extent possible, without the need for adaption or specialized design such as a Complete Streets approach; or</li> </ul>

Merit Criteria:	Non-Responsive	Low	Medium	High
				<ul style="list-style-type: none"> <li>• Directly increasing intermodal and multimodal freight movement; or</li> <li>• Consider last-mile freight plans in a Complete Streets and multimodal approach</li> </ul>
<b>Economic Competitiveness and Opportunity</b>	<p>Application did not address the Economic Competitiveness and Opportunity criterion</p> <p>OR</p> <p>Project negatively affects economic competitiveness and opportunity</p>	<p>Application contains insufficient information to assess economic competitiveness and opportunity benefits</p>	<p>Project has one or more of the following economic competitiveness and opportunity benefits, but economic competitiveness and opportunity may not be a primary project purpose or does not meet the description(s) of a 'high' rating:</p> <ul style="list-style-type: none"> <li>• Improve travel time reliability; or</li> <li>• Improve movement of goods; or</li> <li>• Create jobs related to the project's delivery and on-going operations</li> </ul>	<p>Economic competitiveness is a primary project purpose AND the project has clear, direct, <b>data-driven</b> (for capital projects only), and significant benefits, by doing one or more of the following:</p> <ul style="list-style-type: none"> <li>• Improve intermodal and/or multimodal freight mobility, especially for supply chain bottlenecks; or</li> <li>• Facilitate tourism opportunities; or</li> <li>• Promote local inclusive economic development and entrepreneurship such as the utilization of Disadvantaged Business Enterprises or 8(a) firms; or</li> <li>• Promote wealth building; or</li> <li>• Promote long-term economic growth and other broader economic and fiscal benefits; or</li> <li>• Create good-paying jobs with free and fair choice to join a union including through the use of a project labor agreement; or</li> <li>• Adopt local and economic hiring preferences for the project workforce or include other changes to hiring policies and workplace cultures to promote the entry and retention of underrepresented populations; or</li> <li>• Promote greater public and private investments in land-use productivity, including rural main street revitalization or locally driven density decisions that support equitable commercial and mixed-income residential development</li> </ul>

Merit Criteria:	Non-Responsive	Low	Medium	High
<b>State of Good Repair</b>	<p>Application did not address the State of Good Repair criterion</p> <p>OR</p> <p>Project negatively affects state of good repair</p>	<p>Application contains insufficient information to assess state of good repair benefits</p>	<p>Project has one or more of the following state of good repair benefits but state of good repair may not be a primary project purpose or does not meet the description(s) of a 'high' rating:</p> <ul style="list-style-type: none"> <li>• Routine or deferred maintenance; or</li> <li>• Create new infrastructure (not in a remote community) that will be maintained in a state of good repair; or</li> <li>• Identify the party responsible for maintenance and describe how the new or improved asset(s) will be maintained in a state of good repair; or</li> <li>• Resolve the current or projected transportation system vulnerabilities</li> </ul>	<p>State of good repair is a primary project purpose AND the project has clear, direct, <b>data-driven</b> (for capital projects only) and significant benefits, by doing one or more of the following:</p> <ul style="list-style-type: none"> <li>• Restore and modernize (such as through road diets and complete streets approaches) the existing core infrastructure assets that have met their useful life; or</li> <li>• Reduce construction and maintenance burdens through efficient and well-integrated design; or</li> <li>• Create new infrastructure in remote communities that will be maintained in a state of good repair; or</li> <li>• Address current or projected transportation system vulnerabilities for underserved communities; or</li> <li>• Prioritize improvement of the condition and safety of existing transportation infrastructure within the <u>existing</u> footprint</li> </ul>
<b>Partnership and Collaboration</b>	<p>Application did not address the Partnership and Collaboration criterion</p> <p>OR</p> <p>Project negatively affects partners or community members (e.g. negative impacts from ROW acquisition, lack of support for the project, etc.)</p>	<p>Application contains insufficient information to assess the partnership and collaboration benefits</p>	<p>Project has one or more of the following partnership and collaboration benefits but partnership and collaboration may not be a primary project purpose or does not meet the description(s) of a 'high' rating:</p> <ul style="list-style-type: none"> <li>• Collaborate with public and/or private entities; or</li> <li>• Document support from local, regional, or national levels</li> </ul>	<p>Project has, or demonstrates plans to, support and engage diverse people and communities by doing one or more of the following:</p> <ul style="list-style-type: none"> <li>• Engage residents and community-based organizations to ensure equity considerations for underserved communities are meaningfully integrated throughout the lifecycle of the project, for example, by citing and describing how the project aligns with the Department's <u>Promising Practices for Meaningful Public Involvement in Transportation Decision-Making Guide</u>; or</li> <li>• Coordinate with other types of projects such as economic development, commercial or residential development near public transportation, power/electric infrastructure projects, or broadband deployment; or</li> <li>• Partner with Disadvantaged Business Enterprises or 8(a) firms; or</li> <li>• Partner with high-quality workforce development programs with supportive services to help train, place, and retain people in good-paying jobs or registered apprenticeships. These programs should have a focus on expanding access for women, people of color, and others</li> </ul>

Merit Criteria:	Non-Responsive	Low	Medium	High
				<p>that are underrepresented in infrastructure jobs (people with disabilities, people with convictions, etc.); or</p> <ul style="list-style-type: none"> <li>• Partner and engage with unions and/or worker organizations in the development of the project and the lifecycle of the project, including the maintenance or operation of the completed project; or</li> <li>• Partner with communities or community groups representative of historically underrepresented groups to develop workforce strategies; or</li> <li>• Establish formal public-private partnerships or joint ventures to expand or create new infrastructure or economic development capacity; or</li> <li>• Participate in the <u>Thriving Communities Network</u></li> </ul>
<b>Innovation</b>	<p>Application did not address the Innovation criterion.</p> <p>OR</p> <p>Includes non-innovative practices or components</p>	<p>Application contains insufficient information to assess innovation benefits</p>	<p>Project has one or more of the following innovation benefits but does not meet the description(s) of a ‘high’ rating:</p> <ul style="list-style-type: none"> <li>• Deploy technologies, project delivery, or financing methods that are <u>new or innovative to the applicant or community</u></li> </ul>	<p>Project has, or demonstrates plans for, one or more of the following innovative benefits.</p> <ul style="list-style-type: none"> <li>• Innovative Technologies <ul style="list-style-type: none"> <li>○ Enhance the environment for electric, connected, or automated vehicles to improve the detection and mitigation of safety risks; or</li> <li>○ Improve safety using Advanced Driver Assistance Systems on public transit vehicles, including functions such as precision docking; lane keeping or lane centering; or</li> <li>○ Use sensors or small unmanned aerial vehicles to enhance infrastructure inspection and asset management processes; or</li> <li>○ Use sensors to monitor real-time conditions of pavement quality, signage, crosswalks, transit headways, or other public infrastructure; or</li> <li>○ Use low-carbon or other innovative materials; or</li> <li>○ Use caps, land bridges, or underdecks; or</li> <li>○ Use active grade crossing detection systems to enable responsive traffic management; or</li> <li>○ Use detection systems on railroads to target and deter trespassing; or</li> <li>○ Digitalize curb management to optimize use across purposes and modes, including freight, pick-up drop-off, and transit usage</li> </ul> </li> <li>• Innovative Project Delivery</li> </ul>

Merit Criteria:	Non-Responsive	Low	Medium	High
				<ul style="list-style-type: none"> <li>○ Use practices that facilitate accelerated project delivery such as single contractor design-build arrangements, <u>Advanced Digital Construction Management</u>, <u>Accelerated Bridge Construction</u>, <u>Digital as-builts</u>, or an up-to-date programmatic agreement between an environmental resource agency and a state DOT, or other NEPA lead agency, that establishes a streamlined process for environmental consultations and permits for commonly encountered project types.</li> <li>● Innovative Financing <ul style="list-style-type: none"> <li>○ Secure TIFIA, RRIF, or private activity bond financing; or</li> <li>○ Use congestion pricing or other demand management strategies</li> </ul> </li> </ul>





# METROPLAN

GREATER † FLAGSTAFF

## STAFF REPORT

REPORT DATE: January 8, 2024

MEETING DATE: January 24, 2024

TO: Chair and Members of the Technical Advisory Committee

FROM: Sandra Tavel, Transportation Planner

SUBJECT: Creative Local Match Option – Cannabis Tax, 501(C)3, Developer Impact Fee, LTAF2, Short-Term Rental Fee

### 1. RECOMMENDATION:

None. This item is for information and discussion only.

### 2. RELATED STRATEGIC WORKPLAN ITEM:

**Goal 1:** Maximize Funding for Transportation Projects and Programs

**Objective 1.2:** Expand match and revenue generating options.

### 3. BACKGROUND:

The advent of the [Bipartisan Infrastructure Law](#) created a need for the increased local match to draw down additional federal dollars under the new law. Many grants for transportation require a match between 5.7% and 20% depending on the funding source. The ability to draw down federal dollars is almost always contingent on providing matching funds. MetroPlan partnered with Mountain Line to write a 5305e grant in 2021 and was awarded Creative Local Match planning funds in April of 2022.

Deliverables of the Creative Local Match Plan include a toolkit and presentation of findings to MetroPlan Member Agencies and shared with agencies across the state. The project is a white paper of options and MetroPlan is not suggesting all options are good ones for the region. The project will be completed in April 2024.

Initial Creative Local Match listing of ten options was presented at Executive Board, TAC, and Management Committee meetings in June of 2023. One to two options have been continually discussed in more detail at each respective Board meeting. The following options have been shared with the Board and will be discussed in this TAC meeting:



# METROPLAN

GREATER † FLAGSTAFF

- Cannabis Tax Revenue
- Developer Impact Fee
- Local Transportation Assistance Fund (LTAF2)
- Short Term Rental Tax

## Cannabis Tax

Currently, recreational cannabis tax revenues in Arizona fund community colleges, police, fire and emergency response departments, **highway user fund (HURF)**, criminal justice programs and law enforcement through the state's **general fund**. This revenue distribution is decided upon by statute, which is protected by the Voter Protection Act. Changing legislation to increase HURF revenue percentage or create a new revenue stream would require a vote.

## Developer Impact Fee

A one-time payment (fee) collected from developers that is used to fund infrastructure around a new development project. Fees must be included in local municipalities' Infrastructure and Capital Improvement Plans; the former requires public comment and formal adoption. Arizona statute limits what those funds can be used for. Locally, Flagstaff has developer impact fees integrated into building permits to fund police and fire services. Impact fees in Arizona are sometimes litigated using the Gift Clause language in the state constitution, so transparency and clear methodology in devising fee structures is paramount for success, as well as clear inclusion in the City's Capital and Infrastructure Improvement Plans. An example of litigation using the Gift Clause: cities decide to attract business development by offering tax breaks or other financial incentives for developers. Once those agreements are made and the City follows the steps to build in a Developer Impact Fee into their project, the fee paid by the developer cannot appear that the fee is a *gift exchange* or that the City uses their impact fees arbitrarily to favor one developer over another.

## Local Transportation Assistance Fund (LTAF2)

From 1998 to 2010, cities and towns in Arizona were able to use lottery revenues to fund transit-related capital projects and use the funds as local match to draw down federal dollars. In March of 2010, then-governor Jan Brewer eliminated the LTAF2 funding stream. Maricopa County sued the state and won using a CMAQ (Congestion Mitigation and Air Quality) defense to keep their LTAF2 funding. Flagstaff is not a non-attainment area for CMAQ (has clean air on a consistent basis) and therefore could not use this argument to keep LTAF2 funding intact for the region. Some recommendations to consider in resurrecting this funding for the Flagstaff region are to engage with the Arizona Lottery Commission, who is the governing body on lottery revenue distribution that follows state statute. Then regional support could be garnered that promotes reduction of congestion, economic factors of improving the transit system, and connect advocacy to a specific transit project that clearly demonstrates local investment and has maintenance funding already budgeted. Though this is somewhat of a heavy lift, it is possible with robust coordination among members. A final caveat to consider when advocating for the redistribution of lottery funds is the impact on current beneficiaries' distribution funds and to advocate for using the Arizona General Fund.



# METROPLAN

GREATER † FLAGSTAFF

## Short Term Rental Tax

In places where the short-term rental economy is robust, sales tax revenues can be dedicated to transportation and transit as supported and/or enabled by state statute and local ordinance. Per [Air DNA blog](#), Phoenix/Scottsdale AZ; Dallas TX; Houston TX; St. Louis MO; San Antonio TX; St. Petersburg FL; Charlotte NC; Tampa FL; Columbus OH; and Raleigh/Durham NC are the top cities for short-term rentals. In Arizona, the Department of Revenue uses [Title 42, Taxation](#) and State [Statute 42-5070 Transient Lodging](#) to enable short-term rental tax revenue to be collected based on local ordinances. In Flagstaff, the short-term rental tax percentage is 4.281% that goes under the Bed, Board and Booze tax (BBB) that was originally approved by voters in 1988 and subsequently renewed in 1996 and 2010. It is currently set to expire in 2028 unless renewed by another vote. The BBB tax revenue in Flagstaff funds tourism, economic development, arts and science, beautification, parks and recreation, and administration. Beautification funds capital streetscape projects and their maintenance; and Parks and Recreation funds the maintenance and improvement of park development and the FUTS (Flagstaff Urban Trail System). More specific dedication of BBB funds for transit and transportation would require changes to local ordinance by a local vote. If the current BBB revenue ordinance is amended to dedicate revenue to transit and transportation, the funds could be used for local match. Coconino County recently passed a permit ordinance for short-term rentals but does not have a dedicated sales tax for them.

## 4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending.

## 5. FISCAL IMPACT:

The Creative Local Match plan is funded by a \$200,000 (80/20 split) Federal Transit Administration 5305e grant. The \$40,000 local match is provided by Mountain Line.

## 6. ALTERNATIVES:

None. This item is for information and discussion only.

## 7. ATTACHMENTS:

One-page summaries:

- Cannabis Tax Revenue
- Developer Impact Fee
- Local Transportation Assistance Fund (LTAF2)
- Short Term Rental Tax

→Potential Funding Mechanism: Cannabis Tax Revenue

**What is it?**

- Recreational Cannabis legalization is called Prop 207 = “Smart & Safe AZ Act” passed in November 2020
- Arizona recreational cannabis tax revenues are partially dedicated to the [Highway User Fund \(HURF\)](#) through the State General Fund

**What other sources fund HURF in Arizona?**

- Motor vehicle fuel tax
- Motor carrier tax
- Motor vehicle license fees
- Other miscellaneous fees

**Where does HURF revenue go?**

- Cities, towns, counties
- State Highway Fund

**How are HURF monies used?**

- Highway construction and improvements

**What is HURF Exchange?**

- A program administered by ADOT for populations under 200k and 50k that allows those municipalities to swap their Surface Transportation Block Grant (STBG) funds, which are federal formula funds, for HURF funds, which are state funds, to pay for a project for \$0.90 for every \$1.00
  - This mechanism can be useful to avoid federal requirements like procurement regulations and NEPA that can increase the cost of and lengthen a project; or are difficult for smaller municipalities to execute
  - Projects must be located on a federal system (rural minor collectors and above)
  - Must have MPO/COG approval and be in the TIP (Transportation Improvement Program)
  - Can only use funds for costs directly related to design, right of way (ROW) or construction of a project
  - Funds cannot be used for scoping, maintenance, prior costs, anything outside ROW, relocation or betterment of utilities, or local match--per current ADOT policy

→Legal Framework

- Currently, cannabis tax revenue in AZ funds community colleges, public safety – police, fire departments, fire districts and first responders, **highway user fund (HURF)**, criminal justice programs and law enforcement through the state’s **general fund**
- Prop 207 and its revenue distribution are restricted by the Voter Protection Act which requires a vote to change legislation

→Barriers

- Legislation – Voter Protection Act. Changes to the allocation of funds requires statewide voter approval
- ADOT relies heavily on HURF funds
- While HURF Exchange funds allow the swapping of federal dollars for local ones, ADOT policy does not currently allow HURF exchange for match.

→FY24 Revenue

- \$41.6M in Arizona | \$1.1M in Coconino County | \$867K in Flagstaff

→Public Acceptance

- Requires voter support to change existing legislation including how tax revenue is distributed

→Pros/Cons

- **Pros**
  - Reliable source of income for HURF
- **Cons – see barriers**

→Implementation Steps:

- Changes to Prop 207 = “Smart & Safe AZ Act” are not recommended due to voter approval. However, high level steps can include:
  - Gauge State legislator sentiments about cannabis tax revenue being re-allocated through another vote
  - Obtain local, industry, stakeholder and Board support
  - Take steps to put re-distribution of cannabis tax revenue on the ballot
- HURF Exchange: work with partners to educate ADOT leadership on the need to revise their HURF exchange policy to allow for use as match

## Creative Local Match Plan – Summary | Developer Impact Fee

### →Potential Funding Mechanism: Developer Impact Fee (DIF)

#### What is it?

- **One-time payment (fee) paid by a developer** with local government approval for a new development project
  - Fee offsets some or all costs of public facilities outside the project boundary such as:
    - Parks, schools, **roads**, water/sewage, utilities and police/fire/emergency services
- Through local ordinance, DIFs can (and should) be directly incorporated into local planning process as part of formal [Infrastructure](#) and Capital Improvement Plans (Federal Highway Administration - FHWA)

#### What does it do?

- Shifts costs of financing public facilities from general taxpayer to **beneficiaries** of new facilities

### →Legal Framework

- Current legislation:
  - AZ: local ordinance follows [state statute](#)
    - Flagstaff: DIFs are integrated into [Infrastructure](#) and Capital Improvement Plans
    - Fees are integrated into building permit language
    - Fees collected are currently used to fund police and fire

### →Barriers

- AZ State legislation restricts what fees can be used for
  - Restricts use for operation, maintenance, expansion, repair, upgrades and administration of new infrastructure
- Time/Process length: this is a long game
  - Example: Tampa, FL, Impact Fee legislation began in 1998 and they completed a project using Impact Fee Funds in 2020: 22 years
- May turn away some Developers due to **cost** of Impact Fee
- Illustrating transparency
  - If implementation steps are not followed carefully and clear methodology of how the Impact Fee was devised aren't clearly illustrated, this can invite litigation if the fees appear arbitrary or akin to quid pro quo = gifting
- Caveat: while the **State** explicitly gives municipalities and counties the authority to assess DIFs, they may be legally challenged, and often are
- AZ Gift Clause prohibits the donation or grant of public funds to private individuals or entities unless (1) it is for a public purpose, and (2) the value to be received by the public is not "grossly disproportionate" to the consideration being paid by the public ←often used in litigation against Impact Fees
  - Example: cities decide to attract new business development by offering tax breaks or other financial incentives for developers and businesses. Once those agreements are made and the city follows the steps to integrate a DIF into their project, the fee paid by the developer cannot appear like a *gift exchange* in any way. The fee cannot appear like the city is favoring one developer over another.

### →Revenue

- Proportional to the cost of the new infrastructure through Nexus study and capital planning
  - Varies based on cost of infrastructure
  - Currently, Impact Fees in Flagstaff are not used to fund Transportation projects

### →Public Acceptance

- Generally met with little resistance since it is not a new tax

### →Pros

- Funds can be used/leveraged as local match with a caveat to be careful about the Nexus study, Infrastructure Plan integration and illustration of clear methodology; illustrate proportionality of fees related to the project and its beneficiaries

### →Implementation Steps:

- Establish DIF Goals and Objectives
- Nexus study: revenue has to be in proportion to project & be reasonable/illustrated/feasible

## Creative Local Match Plan – Summary | Developer Impact Fee

- Devise a defensible and logical *Fee Structure*
- Integrate DIF into Infrastructure and Capital Improvement Plans
- Public hearing for IIP (Infrastructure Improvement Plan) adoption; IIP is city wide
- Notice is then given of intent to adopt a DIF ordinance based on the IIP
- Another public hearing is held
- Fees are adopted and go into effect 90 days after adoption

### →Potential Funding Mechanism: Local Transportation Assistance Fund (LTAF2)

#### *What is it?*

- LTAF2 is lottery revenue that specifically funds transit in Maricopa County
  - Does NOT currently fund transit projects outside of Maricopa, though pre-2010 did
  - In 2010, then-governor, Jan Brewer signed a budget package that eliminated LTAF2 funds
    - LTAF2 only restored to Maricopa County through a lawsuit filed under the Clean Air Act/CMAQ (Congestion Mitigation and Air Quality)
- The Arizona Lottery Commission follows [Arizona state statutes](#) and decides on beneficiaries of lottery sales revenue:
  - AZ general fund, University Bond Fund, AZ Department of Health Services, AZ Game and Fish, AZ Commerce Authority, Court Appointed Special Advocates, Department of Economic Security, AZ Internet Crimes Against Children, Department of Gaming, AZ Department of Education: Tribal College fund; LTAF2 for Maricopa County Mass Transit

#### *What does it do?*

- It was and can be reinstated to produce local revenue for transit services
- Can be and was used as local match

### →Legal Framework

- HB2594 re-established LTAF2 from its repeal in 2010 for Maricopa County transit only
- Reinstatement of LTAF2 outside of Maricopa County requires enabling legislation
  - Examples of potential cases to be made:
    - Leverages federal dollars
    - Job creation aspect of supporting transit
    - Reduction in congestion, highway expansion and maintenance costs
    - Data driven case for economic impact for supporting transit through a specific project

### →Barriers

- Advocating for redistribution of lottery revenue funds affects existing beneficiaries who will likely resist a reduction in funds in their area
- Needs enabling legislation to restore LTAF2 to include funding for transit for regions outside Maricopa County
- Indirectly related to overall health of State budget can be “swept” into State General Fund if needed

### →Revenue

- 2006 -2010, average LTAF2 revenue for Flagstaff was \$128,500
- 2019 Maricopa transit revenue from LTAF2: \$11.4M

### →Public Acceptance

- Generally, lottery revenue is well supported
  - If there is a bill to redistribute funds, the current beneficiaries will likely fight it, since redistribution means they get less.

### →Pros

- Allocates lottery revenue that can be used for local match for transit

### →Implementation Steps:

- Engage Board and local municipality to support resurrection of LTAF for Flagstaff or other regions besides Maricopa County
- Legislators are more likely to support enabling legislation if it is attached to a specific project that demonstrates regional investment.
- Garner local and regional consensus to advocate for LTAF2 re-establishment
- Include engagement with the Lottery Commission
- If enabling legislation advocacy is agreed upon, engage lobbyist and state legislators

**→Potential Funding Mechanism: Short Term Rental Tax**

***What is it?***

- Sales tax revenue specifically from short-term rental sales – Air BNB, VRBO, etc.

***What does it do?***

- Has potential to fund transit, transportation and serve as local match with enabling legislation (local vote)

**→Legal Framework**

- Enacted by state-specific statute and revenue distribution is further defined by local ordinance
- AZ [Title 42 Taxation](#)
  - [5070 Transient lodging](#)
- Flagstaff local ordinance
  - [Bed Board and Booze \(BBB\) tax](#)
    - Funds: Parks & Recreation; Economic Development; Tourism; Beautification; Arts and Sciences
    - Redistribution of revenue for transit and transportation will require a local vote
- Coconino County does not currently collect a short term rental tax

**→Barriers**

- Other states: compliance with reporting revenues from business owners
- Flagstaff: competition with other beneficiaries
  - Flagstaff already collects sales tax revenue for transit, road repair and street safety and specific projects (Route 66/Butler Overpass)
  - Making a case for additional transit or transportation tax revenue distribution could be a heavy lift

**→Revenue**

- BBB tax revenue for Flagstaff in 2021: \$9.9M
  - \$3.2M dedicated to Economic and physical development

**→Public Acceptance**

- Generally accepted if framed as a redistribution of revenue

**→Pros**

- Can be a reliable source of funding contingent on the health of the tourism economy

**→Implementation Steps:**

- Research State statute on short-term rental taxation
- Research local ordinance on revenue distribution
- Gauge legislative interest in advocating for transit and transportation based tax revenue dedication





# METROPLAN

GREATER † FLAGSTAFF

## STAFF REPORT

**REPORT DATE:** January 9, 2024

**MEETING DATE:** January 24, 2024

**TO:** Chair and Members of the Technical Advisory Committee

**FROM:** Mandia Gonzales, Transportation Planner

**SUBJECT:** W. Route 66 Operational Assessment Update

### 1. RECOMMENDATION:

None. This item is for information and discussion only.

### 2. RELATED STRATEGIC WORKPLAN ITEM:

**Goal 2:** Deliver Plans that Meet Partner and Community Needs.

**Objective 2.1:** Maintain trust through reliable and transparent project management.

### 3. BACKGROUND:

#### **PROJECT ADVISORY GROUP (PAG):**

MetroPlan has conducted three PAG meetings so far with the first taking place in November 2023. These meetings have been invaluable to the process. Feedback and discussion have been at the forefront of the criteria development process, which is ongoing at this time.

There have been some updates to the PAG roster. Jess McNeely, Coconino County Community Development Assistant Director and Planning Manager, has joined to bring his expertise in community development to the project. Jason James, ADOT Regional Planning Manager, has recently taken the place of Myrna Bondoc as she transitions to a new role at ADOT.

#### **DELIVERABLES:**

Staff have completed draft versions and supplemental documentation for the following deliverables. PAG members have provided feedback and recommendations, and staff continue to work through those edits to ensure a quality product that meets each agency's needs.



# METROPLAN

GREATER † FLAGSTAFF

- Current Conditions Report
- Environmental Scan
- Current Plans & Policy Analysis
- Public Involvement Plan
- Corridor Goals and Objectives

Staff is drafting the following and will be seeking PAG feedback in weeks to come:

- Future Conditions Report
- Baseline Operational Assessment
- Basis of Design document

### SCHEDULE UPDATES:

Due to delays in the procurement of software to support the technical subrecipient work of AZTrans at NAU, the project schedule for completion has been extended by three months. We plan on submitting sections of the Operational Assessment for feedback as they are completed to keep the process moving forward in a timely manner and to avoid any major edits or future extensions of the schedule.

Below is the original schedule. An updated schedule will be provided to both the TAC and PAG once clarification on timelines is completed. Extending four months will place the project's adoption in June 2025.

Tasks		CY 2023												CY 2024												CY 2025		
		FY 2023						FY 2024						FY 2025														
		A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M			
1	Project Initiation																											
2	Stakeholder and Public Outreach																											
3	Existing & Future Conditions																											
4	Conduct Baseline Performance Assessment																											
5	Identify Potential Projects and Strategies																											
6	Select and Prioritize Solutions																											
7	Develop Draft Reports																											
8	Develop Final Reports																											
9	Board Review and Approval																											



# METROPLAN

GREATER † FLAGSTAFF

#### **4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:**

Pending.

#### **5. FISCAL IMPACT:**

MetroPlan will conduct the majority of the Operational Assessment in-house with staff time estimated at \$118,512. The FY 2024 MetroPlan includes a budget for technical services (e.g., modeling, analytics, design, software, etc.) at \$102,400 in the fiscal year 2024. Total project cost \$220,512.

#### **6. ALTERNATIVES:**

None.

#### **7. ATTACHMENTS:**

None.



# METROPLAN

GREATER † FLAGSTAFF

## STAFF REPORT

**REPORT DATE:** January 8, 2024

**MEETING DATE:** January 24, 2024

**TO:** Honorable Chair and Members of the Technical Advisory Committee

**FROM:** Kate Morley, Executive Director

**SUBJECT:** MetroPlan Happenings

### 1. RECOMMENDATION:

None. This item is for information and discussion only.

### 2. RELATED STRATEGIC WORKPLAN ITEM:

**Goal 3:** Build MetroPlan's Visibility in the Community.

**Objective 3.3:** Promote the value MetroPlan brings to the Community.

### 3. BACKGROUND:

#### Grant Updates

The City of Flagstaff received \$9.6M in Safe Streets for All (SS4A) Funds for the Butler Complete Streets Conversion. MetroPlan staff led the development of this application on behalf of the City.

The City of Flagstaff is submitting a RAISE application for the Bulter Corridor project near 4<sup>th</sup> Street. Staff are leading the support letter process.

Highway Safety Improvement Program (HSIP) applications are open.

#### Staffing

*Transportation Demand Management Planner (TDM) Planner:* We are excited to welcome Kim Austin to MetroPlan. Her first day will be January 22. Kim has over a decade of experience working on bike and pedestrian safety and education in the greater Flagstaff region.



# METROPLAN

GREATER † FLAGSTAFF

*ClimateCorp Transportation Demand Management (TDM) Fellow:* We have partnered with NAU on a new, one-time TDM Fellow position fully funded through the AmeriCorp program. Aubree Flores, a Junior studying urban planning and design, will also start January 22.

## **Audits**

Annual Single Audit: Heinfeld Meech was onsite in December for MetroPlan's second single audit. Staff are working with the auditors to finalize the report.

ADOT Audit: ADOT is conducting its first audit of MetroPlan. ADOT staff are still in the information gathering stage.

## **4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:**

Pending.

## **5. FISCAL IMPACT:**

None. These items are updates only.

## **6. ALTERNATIVES:**

None. This item is for information and discussion only.

## **7. ATTACHMENTS:**

None.

## MetroPlan Funding Matrix

Confidence or Probability Level: High Medium Low

This document will be updated regularly as new information becomes available.

Annual Funding									
Source	Program	Abbreviation	Amount	Staff	Overhead	Planning / Data	Construction	Match	Eligible Activity
FHWA - ADOT	Metropolitan Planning	PL	\$110,000						Multimodal planning and programming
FHWA-ADOT	State Planning & Research	SPR	\$125,000						
FHWA-ADOT	Carbon Reduction Program	CRP	\$164,000						
FHWA - ADOT	Surface Transportation Block Grant	STBG	\$430,500						
FTA	Metropolitan & Statewide Planning	5305	\$36,000						
Local	General Funds	Local	\$27,500						

In-State Competitive Grants										
Source	Program	Abbreviation	Range Amount	Staff	Overhead	Planning / Data	Construction	Match	Eligible Activity	NOFO* Est. date
FHWA-ADOT	<a href="#">Highway Safety Improvement Program</a>	HSIP	Non-Infrastructure (MIN.) \$100,000					90/10 Up to 100% if project qualifies	Highway safety improvement projects, which are defined very broadly, from rumble strips and widened shoulders to data collection and safety planning.  Safety Education Campaigns. Automated Enforcement Programs. Non-Fed. Share for TAP	Feb.
FHWA - ADOT	<a href="#">Transportation Alternative Program</a>	TAP	TBD					80/20	Recreational trails, bike/ped projects, micromobility, stormwater mitigation, vegetation mgmt., wildlife mgmt., SRTS, and other types of transportation alternatives	
FHWA-ADOT	<a href="#">Bridge Formula Program (includes off-system bridges)</a>	BFP	TBD						Replace, rehabilitate, preserve, protect and construct bridges on public roads	June
FTA-ADOT	Metropolitan & Statewide Planning	5305	\$300,000							
ADOT	<a href="#">Federal Lands Access Program</a>	FLAP	\$250,000 - \$30,000,000						Roads, bridges, trails, transit systems and other facilities that improve multimodal transportation.	2025
AZ State Parks	<a href="#">Competitive OHV Grant</a>		\$10,000 - \$750,000					State funded - no match Fed. Funded - 5.7% match	Various grant types - wayfinding, law enforcement, emergency and mitigation, development and/or maintenance of trails.	June

### MetroPlan Funding Matrix

AZ State Parks	<a href="#">Heritage Fund – Non-Motorized Trails Grant</a>		\$5,000 - \$100,000				★		75/25	Trail projects, outdoor environmental education programs, local, regional, and state parks, as well as historic preservation projects.	July
AZ State Parks	<a href="#">Recreational Trails Program - Non-Motorized</a>	RTP	Up to \$150,000				★		94.3/5.7	Trail development, maintenance, pedestrian uses (hiking, running, ADA-accessibility improvements-trails, signs, education), bicycling, equestrian, off-road motorcycling, all-terrain vehicle riding,	
FRA/ADOT	<a href="#">Railway Highway Crossings Program</a>	RHCP	TBD				★		100%	Eliminate hazards at crossings, decrease fatalities, protective devices, signage	

In-State Partnership Opportunity										
				Eligible Uses					NOFO*	
Source	Program	Abbreviation	Range Amount	Staff	Overhead	Planning	Construction	Match	Eligible Activity	Est. date
ADOT	Surface Transportation Block Grant	STBG	Varies (Formula based)				★		Bridges, public roads, and transit capital projects.	Dec. 2022
ADOT	Carbon Reduction Program	CRP	Varies (Formula based)						Transportation projects or programs that reduce congestion and improve air quality. CMAQ funding can be used for both capital and operating expenses.	
ADOT	<a href="#">Safe Routes to School Program</a>	SRTS	Varies (Formula based)							
ADOT	<a href="#">National Electric Vehicle Infrastructure Formula Program</a>	NEVI	Varies (Formula based)						<i>NEVI Formula funds will not be made available to a State for obligation until the State has submitted to the Joint Office of Energy and Transportation, and FHWA has approved, the State's Electric Vehicle Infrastructure Deployment Plan.</i>	

National Competitive Grants										
				Eligible Uses					NOFO*	
Source	Program	Abbreviation	Range Amount	Staff	Overhead	Planning	Construction	Match	Eligible Activity	Est. date
USDOT	<a href="#">Rebuilding American Infrastructure Sustainably and Equitably</a>	RAISE	\$1,000,000 - \$25,000,000			★	★	Up to 100% federal share for "rural" projects	Local or regional projects that improve safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, and community connectivity.	Jan. 2022
USDOT	<a href="#">Multimodal Projects Discretionary Fund: MEGA, INFRA, Rural Surface</a>	MPDG: INFRA, MEGA, Rural Surface				★	★		<i>A single application is eligible for INFRA, MEGA, and Rural Surface Transportation Grants.</i>	
USDOT	<a href="#">Infrastructure for Rebuilding America</a>	INFRA	\$5,000,000-\$25,000,000			★	★	60% grant cost share/80% Fed. Share (Max.)	Improve freight movements - safety, generate economic benefits, reduce congestion, enhance resiliency.	

## MetroPlan Funding Matrix

National Competitive Grants										
				Eligible Uses						NOFO*
USDOT	<a href="#">Mega Grant</a>	MEGA	No Min./Max.				★	60% grant cost share/80% Fed. Share (Max.)	Support large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.	
USDOT	<a href="#">Rural Surface Transportation Grant Program</a>		\$25,000,000 max (no min.)				★	60% grant cost share/80% Fed. Share (Max.)	Highway, bridge, or tunnel projects that meet HPP or STBG projects criteria.	
FHWA	<a href="#">Advanced Transportation and Congestion Management Technologies Deployment</a>	ATCMTD	\$5,000,000 - \$25,000,000			★	★		ATIS, ATMT, infrastructure maintenance and monitoring, APTS, TSP, advanced safety systems, ITS, elec. Pricing and payment systems, etc.	June
FRA	<a href="#">Consolidated Rail Infrastructure &amp; Safety Improvement Program</a>		TBD				★		Measures that prevent trespassing and injuries and fatalities associated with trespassing. Capital projects – such as track, station and equipment improvements, congestion mitigation, grade crossings, and track relocation, and deployment of railroad safety technology	Aug.
FTA	<a href="#">All Stations Accessibility Program</a>	ASAP	TBD						Planning related to pursuing public transportation accessibility projects, assessments of accessibility, or assessments of planned modifications to legacy stations or facilities for passenger use.	July
FHWA	<a href="#">Bridge Investment Program</a>		TBD						Replace, rehabilitate, preserve, protect bridges on the National Bridge Inventory. Modify for bike and peds.	
FHWA	Advanced Transportation Technologies & Innovative Mobility Deployment		TBD						Improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment	
FHWA	Highway Research & Development Program		TBD							
FRA	<a href="#">Railroad Crossing Elimination Program</a>		TBD						Funds highway-rail or pathway-rail grade crossing improvements that focus on safety and mobility of people and goods.	
USDOT	<a href="#">Strengthen Mobility and Revolutionizing Transportation</a>	SMART	TBD						ITS elements - smart grid, TSP, systems integration, connected vehicles, coordinated automation, etc.	Sep.



## MetroPlan Funding Matrix

National Competitive Grants										
				Eligible Uses					NOFO*	
FTA	<a href="#">Pilot Program for Transit Oriented Development (Planning)</a>		\$250,000 (min.)					80/20	Comprehensive planning, multimodal connectivity and accessibility, improve transit access for pedestrians and bicycle traffic, enable mixed-use development near transit	May
USDOT	Active Transportation Infrastructure Investment Program		TBD						Active transportation projects. This can include micromobility stations and vehicles as part of the active transportation network.	
USDOT	<a href="#">Safe Streets and Roads for All</a>	SS4A	Planning: \$200,000 - \$1,000,000 (\$5m - MPO)  Capital projects: \$5,000,000 - \$30,000,000 (\$50m- MPO)					80/20	1. Develop or update a Comprehensive Safety Action Plan. 2. Conduct planning, design, and development activities in support of an Action Plan. 3. Carry out projects and strategies identified in an Action Plan.	June
USDOT	<a href="#">Reconnecting Communities Pilot Program</a>		Planning: Up to \$2,000,000  Capital projects: Up to \$5,000,000					80/20 (P) 50/50 (C)	Remove, retrofit, or mitigate highways or other facilities that create barriers to community connectivity.  Planning: Traffic patterns, mobility needs, public engagement activities, other planning required in advance of capital project(s)	Summer 2022
FTA	<a href="#">Innovative Coordinated Access Grant</a>		No Min./Max.					80/20	Innovative capital projects for the transportation disadvantaged that improve the coordination of non-emergency medical transportation services.	Oct.
FTA	<a href="#">Mobility for All</a>		TBD					80/20	employing mobility management strategies, vehicle purchase, IT purchase, leasing equipment or a facility for use in public transportation etc.	Oct.
	Healthy Streets Program		TBD					80/20	supports expanding tree coverage, reductions in urban heat islands, and porous pavement installation in flood-prone areas	

Finance, Loans, Other										
				Eligible Uses					NOFO*	
Source	Program	Abbreviation	Range Amount	Staff	Overhead	Planning	Construction	Match	Eligible Activity	Est. date
USDOT	Transportation Infrastructure Finance and Innovation Act	TIFIA	Financing						Surface transportation projects - transit, electrification of buses, intermodal freight transfer facilities.	N/A

## MetroPlan Funding Matrix

Finance, Loans, Other											
				Eligible Uses						NOFO*	
ADOT	<a href="#">Emergency Relief Program</a>	ER								Natural or manmade disaster funds. Must be declared a disaster from the President of Governor. Funding can only be used to make repairs.	N/A

Non-Federal Grants										
				Eligible Uses						NOFO*
Source	Program	Abbreviation	Range Amount	Staff	Overhead	Planning	Construction	Match	Eligible Activity	Est. date
Private	<a href="#">AARP Livable Communities Grant</a>		Average grant amount \$11,500 - no ceiling.						Transportation and Mobility: Connectivity, walkability, bikeability, wayfinding, access to transportation options and roadway improvements.	Jan.
Private/ CDC	<a href="#">America Walks Community Change Grants</a>		Varies						Programs and projects that advance walkability	
Private	<a href="#">American Trails - Trail Fund</a>		\$2,000 - \$15,000					20/80		Feb.
Private	<a href="#">Bloomberg Philanthropies</a>		Up to \$25,000						Asphalt Art Initiative Grant	April
Private	<a href="#">People for Bikes – Big Jump Grant</a>		Up to \$10,000					50%	Bike paths, lanes, trails and bridges. Bike racks, parking, repair stations, and storage	

\*NOFO release dates are estimates based on 2022 and older release dates. Release dates are subject to change.

Items "greyed" will be updated as new information becomes available. Any funding amounts shown may represent previous awards.

**RESOURCES:**

[https://www.whitehouse.gov/wp-content/uploads/2022/01/BUILDING-A-BETTER-AMERICA\\_FINAL.pdf](https://www.whitehouse.gov/wp-content/uploads/2022/01/BUILDING-A-BETTER-AMERICA_FINAL.pdf)

<https://www.whitehouse.gov/build/>

<https://t4america.org/ijja/?eType=EmailBlastContent&eld=e95adace-4f0e-4813-8cb9-a24b3c0ae2f7>

<https://www.transportation.gov/bipartisan-infrastructure-law/upcoming-notice-funding-opportunity-announcements-2022>



## Eligibility Table

Annual Funding									
Source	Program	Abbreviation	Amount	Eligible Applicants					
				MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
FHWA - ADOT	Metropolitan Planning	PL	\$110,000	✓					
FHWA - ADOT	State Planning & Research	SPR	\$125,000	✓					
FHWA - ADOT	Surface Transportation Block Grant	STBG	\$430,500	✓	✓	✓	✓	✓	✓
FTA	Metropolitan & Statewide Planning	5305	\$36,000	✓					
Local	General Funds	Local	\$27,500	✓					

In-State Competitive Grants									
Source	Program	Abbreviation	Range Amount	Eligible Applicants					
				MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
FHWA-ADOT	<a href="#">Highway Safety Improvement Program</a>	HSIP	\$5,000,000	✓	✓	✓		✓	✓
FHWA - ADOT	<a href="#">Transportation Alternative Program</a>	TAP	\$1,000,000		✓	✓	✓	✓	✓
FHWA-ADOT	<a href="#">Bridge Formula Program (includes off-system bridges)</a>	BFP	TBD		✓	✓			
FTA-ADOT	Metropolitan & Statewide Planning	5305	\$300,000	✓			✓		✓
FHWA - ADOT	<a href="#">Federal Lands Access Program</a>	FLAP	\$250,000 - \$30,000,000						
FHWA - AZ State Parks	<a href="#">Competitive OHV Grant</a>		\$10,000 - \$750,000	✓	✓	✓	✓	✓	✓
FHWA - AZ State Parks	<a href="#">Heritage Fund – Non-Motorized Trails Grant</a>		\$5,000 - \$100,000	✓	✓	✓		✓	
FHWA - AZ State Parks	<a href="#">Recreational Trails Program</a>	RTP	Up to \$150,000	✓	✓	✓		✓	
FRA/ADOT	<a href="#">Railway Highway Crossings Program</a>	RHCP	TBD	✓	✓	✓		✓	✓

In-State Partnership Opportunity									
Source	Program	Abbreviation	Range Amount	Eligible Applicants					
				MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
FHWA - ADOT	Surface Transportation Block Grant	STBG	Varies (Formula based)	✓	✓	✓	✓	✓	✓
FHWA - ADOT	Carbon Reduction Program		Varies (Formula based)	✓					
FHWA - ADOT	<a href="#">Safe Routes to School Program</a>	SRTS	Varies (Formula based)						
FHWA - ADOT	National Electric Vehicle Infrastructure Formula Program	NEVI	Varies (Formula based)						

National Competitive Grants									
Source	Program	Abbreviation	Range Amount	Eligible Applicants					
				MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
USDOT	<a href="#">Rebuilding American Infrastructure Sustainably and Equitably</a>	RAISE	\$1,000,000 - \$25,000,000	✓	✓	✓		✓	
USDOT	<a href="#">Multimodal Projects Discretionary Fund: MEGA, INFRA, Rural Surface</a>	MPDG: INFRA, MEGA, Rural Surface		<i>See information below</i>					
USDOT	<a href="#">Infrastructure for Rebuilding America</a>	INFRA	\$5,000,000-\$25,000,000		✓	✓	✓	✓	
USDOT	<a href="#">Mega Grant</a>	MEGA	No Min./Max.	✓	✓	✓	✓	✓	
USDOT	<a href="#">Rural Surface Transportation Grant Program</a>		\$25,000,000 max (no min.)	✓	✓	✓		✓	
FHWA	<a href="#">Advanced Transportation and Congestion Management Technologies Deployment</a>	ATCMTD	\$5,000,000 - \$25,000,000	✓	✓	✓	✓	✓	✓
FRA	<a href="#">Consolidated Rail Infrastructure &amp; Safety Improvement Program</a>		TBD	✓	✓	✓	✓	✓	

FTA	<a href="#">All Stations Accessibility Program</a>	ASAP	TBD	✓	✓	✓	✓	✓	
FHWA	<a href="#">Bridge Investment Program</a>		TBD		✓	✓	✓	✓	
FHWA	Advanced Transportation Technologies & Innovative Mobility Deployment		TBD						
FHWA	Highway Research & Development Program		TBD						
FRA	<a href="#">Railroad Crossing Elimination Program</a>		TBD	✓	✓	✓		✓	
USDOT	<a href="#">Strengthen Mobility and Revolutionizing Transportation</a>	SMART	TBD	✓	✓	✓	✓	✓	
FTA	<a href="#">Pilot Program for Transit Oriented Development</a>		TBD	✓	✓	✓	✓	✓	
USDOT	Active Transportation Infrastructure Investment Program		TBD	✓	✓	✓		✓	
USDOT	<a href="#">Safe Streets and Roads for All</a>	SS4A	Planning: \$200,000 - \$1,000,000 (\$5m - MPO)  Capital projects: \$5,000,000 - \$30,000,000 (\$50m-MPO)	✓	✓	✓	✓		
USDOT	<a href="#">Reconnecting Communities Pilot Program</a>		Planning: Up to \$2,000,000  Capital projects: Up to \$5,000,000	✓	✓	✓		✓	
FTA	<a href="#">Innovative Coordinated Access Grant</a>		No Min./Max.		✓	✓	✓		
FTA	<a href="#">Mobility for All</a>		TBD		✓	✓	✓		
USDOT	Healthy Streets Program		TBD						

Finance, Loans, Other									
				Eligible Applicants					
Source	Program	Abbreviation	Range Amount	MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
USDOT	Transportation Infrastructure Finance and Innovation Act	TIFIA	Finance		✓	✓			
ADOT	<a href="#">Emergency Relief Program</a>	ER			✓	✓			
Non-Federal Grants									
				Eligible Applicants					
Source	Program	Abbreviation	Range Amount	MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
Private	<a href="#">AARP Livable Communities Grant</a>		Average grant amount \$11,500 - no ceiling.	✓	✓	✓	✓		
Private/ CDC	<a href="#">America Walks Community Change Grants</a>		Varies						
Private	<a href="#">American Trails - Trail Fund</a>		\$2,000 - \$15,000	✓	✓	✓	✓		
Private	<a href="#">Bloomberg Philanthropies</a>		Up to \$25,000						
Private	<a href="#">People for Bikes – Big Jump Grant</a>		Up to \$10,000	✓	✓	✓	✓	✓	✓

# 1-3 Year Strategic Workplan

Adopted: June 1, 2023



## VISION:

To create the finest transportation system in the country.

## MISSION:

Leverage cooperation to maximize financial and political resources for a premier transportation system.

## GUIDING PRINCIPLES

### Focused

- Adopts clearly delineated objectives
- Provides ambitious and credible solutions
- Strategically plans for political and financial realities and possibilities

### Leverages Resources

- Strategically leverages project champions and other plans
- Writes and secures competitive grants

### Leads Regional Partners

- Provides targeted, effective and prolific communication to "speak with one voice"
- Advocates for implementation, coordination and commitment
- Provides collaborative leadership among and through its partners
- Accountable for leveraging plans that lead to successful construction and services

### Builds Trust and Credibility

- Exhibits integrity in its work products
- Exercises openness and transparency
- Delivers on its promises

### Plans for Resiliency

- Invests time and resources to expand mode choice

### Fair and Equal Representative

# 1

## Maximize Funding for Transportation Projects and Programs

### OBJECTIVES

- Objective 1.1:* Align capital and programmatic needs with priorities and fund sources.
- Objective 1.2:* Expand match and revenue generating options.
- Objective 1.3:* Coordinate partners' legislative priorities related to transportation.
- Objective 1.4:* Ensure good standing with funders.



### KEY PERFORMANCE INDICATORS

1. Number funding opportunities sought
2. Amount of funding obtained
3. Develop annual legislative agenda and workplan
4. Clean audits and reviews

# 2

## Deliver Plans that Meet Partner and Community Needs

### OBJECTIVES

- Objective 2.1:* Maintain trust through reliable and transparent project management.
- Objective 2.2:* Expand inclusion of transportation disadvantaged community members and organizations in planning processes from setting planning priorities to implementing outcomes.
- Objective 2.3:* Fill gaps in transportation data and make data accessible.
- Objective 2.4:* Position partners for successful implementation of plans.



### KEY PERFORMANCE INDICATORS

1. Involvement of stakeholders in scoping through final recommendations
2. Participant demographics reflect community demographics
3. Number of new data sets collected and available on the website
4. Number of policy, project or other recommendations implemented



# 3

## Build MetroPlan's Visibility in the Community

### OBJECTIVES

**Objective 3.1:** Educate, inspire, and empower individuals in the planning process through creative education opportunities, public events, and demonstrations.

**Objective 3.2:** Expand MetroPlan's visibility through branding and marketing - social media, print, and digital materials.

**Objective 3.3:** Promote the value MetroPlan brings to the community.



### KEY PERFORMANCE INDICATORS

1. Number of public outreach events attended or organized
2. Number of people/organizations interacted with annually
3. Number of follower/ subscribers to social media and e-news sign-ups
4. Number of people reached through other media such as direct mailers, poster

# 4

## Implement Programs that Encourage Mode Shift

### OBJECTIVES

**Objective 4.1:** Conduct community-oriented multimodal demonstration and pilot projects.

**Objective 4.2:** Implement programs at K-12 schools to reduce parent pick up and drop off.

**Objective 4.3:** Educate the public about economic, health, congestion, climate, equity and other benefits of multimodal transportation.

























### KEY PERFORMANCE INDICATORS








1. Increase % of trips made by walking, cycling, micro-mobility and public transit
2. Reduction in K-12 school traffic
3. Number of programs, pilots and demonstrations conducted

## MetroPlan Funding Matrix

Confidence or Probability Level: High  Medium  Low 

This document will be updated regularly as new information becomes available.

Annual Funding									
Source	Program	Abbreviation	Amount	Eligible Uses					Eligible Activity
				Staff	Overhead	Planning / Data	Construction	Match	
FHWA - ADOT	Metropolitan Planning	PL	\$110,000						Multimodal planning and programming
FHWA-ADOT	State Planning & Research	SPR	\$125,000						
FHWA-ADOT	Carbon Reduction Program	CRP	\$164,000						
FHWA - ADOT	Surface Transportation Block Grant	STBG	\$430,500						
FTA	Metropolitan & Statewide Planning	5305	\$36,000						
Local	General Funds	Local	\$27,500						

In-State Competitive Grants										
Source	Program	Abbreviation	Range Amount	Eligible Uses					Eligible Activity	NOFO*
				Staff	Overhead	Planning / Data	Construction	Match		Est. date
FHWA-ADOT	<a href="#">Highway Safety Improvement Program</a>	HSIP	Non-Infrastructure (MIN.) \$100,000					90/10 Up to 100% if project qualifies	Highway safety improvement projects, which are defined very broadly, from rumble strips and widened shoulders to data collection and safety planning.  Safety Education Campaigns. Automated Enforcement Programs. Non-Fed. Share for TAP	Feb.
FHWA - ADOT	<a href="#">Transportation Alternative Program</a>	TAP	TBD					80/20	Recreational trails, bike/ped projects, micromobility, stormwater mitigation, vegetation mgmt., wildlife mgmt., SRTS, and other types of transportation alternatives	
FHWA-ADOT	<a href="#">Bridge Formula Program (includes off-system bridges)</a>	BFP	TBD						Replace, rehabilitate, preserve, protect and construct prides on public roads	June
FTA-ADOT	Metropolitan & Statewide Planning	5305	\$300,000							
ADOT	<a href="#">Federal Lands Access Program</a>	FLAP	\$250,000 - \$30,000,000						Roads, bridges, trails, transit systems and other facilities that improve multimodal transportation.	2025
AZ State Parks	<a href="#">Competitive OHV Grant</a>		\$10,000 - \$750,000					State funded - no match Fed. Funded - 5.7% match	Various grant types - wayfinding, law enforcement, emergency and mitigation, development and/or maintenance of trails.	June

### MetroPlan Funding Matrix

AZ State Parks	<a href="#">Heritage Fund – Non-Motorized Trails Grant</a>		\$5,000 - \$100,000				★	75/25	Trail projects, outdoor environmental education programs, local, regional, and state parks, as well as historic preservation projects.	July
AZ State Parks	<a href="#">Recreational Trails Program - Non-Motorized</a>	RTP	Up to \$150,000				★	94.3/5.7	Trail development, maintenance, pedestrian uses (hiking, running, ADA-accessibility improvements-trails, signs, education), bicycling, equestrian, off-road motorcycling, all-terrain vehicle riding,	
FRA/ADOT	<a href="#">Railway Highway Crossings Program</a>	RHCP	TBD				★	100%	Eliminate hazards at crossings, decrease fatalities, protective devices, signage	

In-State Partnership Opportunity										
				Eligible Uses					NOFO*	
Source	Program	Abbreviation	Range Amount	Staff	Overhead	Planning	Construction	Match	Eligible Activity	Est. date
ADOT	Surface Transportation Block Grant	STBG	Varies (Formula based)				★		Bridges, public roads, and transit capital projects.	Dec. 2022
ADOT	Carbon Reduction Program	CRP	Varies (Formula based)						Transportation projects or programs that reduce congestion and improve air quality. CMAQ funding can be used for both capital and operating expenses.	
ADOT	<a href="#">Safe Routes to School Program</a>	SRTS	Varies (Formula based)							
ADOT	<a href="#">National Electric Vehicle Infrastructure Formula Program</a>	NEVI	Varies (Formula based)					80/20	<i>NEVI Formula funds will not be made available to a State for obligation until the State has submitted to the Joint Office of Energy and Transportation, and FHWA has approved, the State's Electric Vehicle Infrastructure Deployment Plan.</i>	

National Competitive Grants										
				Eligible Uses					NOFO*	
Source	Program	Abbreviation	Range Amount	Staff	Overhead	Planning	Construction	Match	Eligible Activity	Est. date
USDOT	<a href="#">Rebuilding American Infrastructure Sustainably and Equitably</a>	RAISE	\$1,000,000 - \$25,000,000			★	★	Up to 100% federal share for "rural" projects	Local or regional projects that improve safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, and community connectivity.	Jan. 2022
USDOT	<a href="#">Multimodal Projects Discretionary Fund: MEGA, INFRA, Rural Surface</a>	MPDG: INFRA, MEGA, Rural Surface				★	★		<i>A single application is eligible for INFRA, MEGA, and Rural Surface Transportation Grants.</i>	
USDOT	<a href="#">Infrastructure for Rebuilding America</a>	INFRA	\$5,000,000-\$25,000,000			★	★	60% grant cost share/80% Fed. Share (Max.)	Improve freight movements - safety, generate economic benefits, reduce congestion, enhance resiliency.	

## MetroPlan Funding Matrix

National Competitive Grants										
				Eligible Uses						NOFO*
USDOT	<a href="#">Mega Grant</a>	MEGA	No Min./Max.				★	60% grant cost share/80% Fed. Share (Max.)	Support large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.	
USDOT	<a href="#">Rural Surface Transportation Grant Program</a>		\$25,000,000 max (no min.)				★	60% grant cost share/80% Fed. Share (Max.)	Highway, bridge, or tunnel projects that meet HPP or STBG projects criteria.	
FHWA	<a href="#">Advanced Transportation and Congestion Management Technologies Deployment</a>	ATCMTD	\$5,000,000 - \$25,000,000			★	★		ATIS, ATMT, infrastructure maintenance and monitoring, APTS, TSP, advanced safety systems, ITS, elec. Pricing and payment systems, etc.	June
FRA	<a href="#">Consolidated Rail Infrastructure &amp; Safety Improvement Program</a>		TBD				★		Measures that prevent trespassing and injuries and fatalities associated with trespassing. Capital projects – such as track, station and equipment improvements, congestion mitigation, grade crossings, and track relocation, and deployment of railroad safety technology	Aug.
FTA	<a href="#">All Stations Accessibility Program</a>	ASAP	TBD						Planning related to pursuing public transportation accessibility projects, assessments of accessibility, or assessments of planned modifications to legacy stations or facilities for passenger use.	July
FHWA	<a href="#">Bridge Investment Program</a>		TBD						Replace, rehabilitate, preserve, protect bridges on the National Bridge Inventory. Modify for bike and peds.	
FHWA	Advanced Transportation Technologies & Innovative Mobility Deployment		TBD						Improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment	
FHWA	Highway Research & Development Program		TBD							
FRA	<a href="#">Railroad Crossing Elimination Program</a>		TBD						Funds highway-rail or pathway-rail grade crossing improvements that focus on safety and mobility of people and goods.	
USDOT	<a href="#">Strengthen Mobility and Revolutionizing Transportation</a>	SMART	TBD						ITS elements - smart grid, TSP, systems integration, connected vehicles, coordinated automation, etc.	Sep.

## MetroPlan Funding Matrix

National Competitive Grants										
				Eligible Uses					NOFO*	
FTA	<a href="#">Pilot Program for Transit Oriented Development (Planning)</a>		\$250,000 (min.)					80/20	Comprehensive planning, multimodal connectivity and accessibility, improve transit access for pedestrians and bicycle traffic, enable mixed-use development near transit	May
USDOT	Active Transportation Infrastructure Investment Program		TBD						Active transportation projects. This can include micromobility stations and vehicles as part of the active transportation network.	
USDOT	<a href="#">Safe Streets and Roads for All</a>	SS4A	Planning: \$200,000 - \$1,000,000 (\$5m - MPO)  Capital projects: \$5,000,000 - \$30,000,000 (\$50m- MPO)					80/20	1. Develop or update a Comprehensive Safety Action Plan. 2. Conduct planning, design, and development activities in support of an Action Plan. 3. Carry out projects and strategies identified in an Action Plan.	June
USDOT	<a href="#">Reconnecting Communities Pilot Program</a>		Planning: Up to \$2,000,000  Capital projects: Up to \$5,000,000					80/20 (P) 50/50 (C)	Remove, retrofit, or mitigate highways or other facilities that create barriers to community connectivity.  Planning: Traffic patterns, mobility needs, public engagement activities, other planning required in advance of capital project(s)	Summer 2022
FTA	<a href="#">Innovative Coordinated Access Grant</a>		No Min./Max.					80/20	Innovative capital projects for the transportation disadvantaged that improve the coordination of non-emergency medical transportation services.	Oct.
FTA	<a href="#">Mobility for All</a>		TBD					80/20	employing mobility management strategies, vehicle purchase, IT purchase, leasing equipment or a facility for use in public transportation etc.	Oct.
	Healthy Streets Program		TBD					80/20	supports expanding tree coverage, reductions in urban heat islands, and porous pavement installation in flood-prone areas	

Finance, Loans, Other										
				Eligible Uses					NOFO*	
Source	Program	Abbreviation	Range Amount	Staff	Overhead	Planning	Construction	Match	Eligible Activity	Est. date
USDOT	Transportation Infrastructure Finance and Innovation Act	TIFIA	Financing						Surface transportation projects - transit, electrification of buses, intermodal freight transfer facilities.	N/A

## MetroPlan Funding Matrix

Finance, Loans, Other											
				Eligible Uses						NOFO*	
ADOT	<a href="#">Emergency Relief Program</a>	ER								Natural or manmade disaster funds. Must be declared a disaster from the President of Governor. Funding can only be used to make repairs.	N/A

Non-Federal Grants										
				Eligible Uses						NOFO*
Source	Program	Abbreviation	Range Amount	Staff	Overhead	Planning	Construction	Match	Eligible Activity	Est. date
Private	<a href="#">AARP Livable Communities Grant</a>		Average grant amount \$11,500 - no ceiling.						Transportation and Mobility: Connectivity, walkability, bikeability, wayfinding, access to transportation options and roadway improvements.	Jan.
Private/ CDC	<a href="#">America Walks Community Change Grants</a>		Varies						Programs and projects that advance walkability	
Private	<a href="#">American Trails - Trail Fund</a>		\$2,000 - \$15,000					20/80		Feb.
Private	<a href="#">Bloomberg Philanthropies</a>		Up to \$25,000						Asphalt Art Initiative Grant	April
Private	<a href="#">People for Bikes – Big Jump Grant</a>		Up to \$10,000					50%	Bike paths, lanes, trails and bridges. Bike racks, parking, repair stations, and storage	

\*NOFO release dates are estimates based on 2022 and older release dates. Release dates are subject to change.

Items "greyed" will be updated as new information becomes available. Any funding amounts shown may represent previous awards.

**RESOURCES:**

[https://www.whitehouse.gov/wp-content/uploads/2022/01/BUILDING-A-BETTER-AMERICA\\_FINAL.pdf](https://www.whitehouse.gov/wp-content/uploads/2022/01/BUILDING-A-BETTER-AMERICA_FINAL.pdf)

<https://www.whitehouse.gov/build/>

<https://t4america.org/ijja/?eType=EmailBlastContent&eld=e95adace-4f0e-4813-8cb9-a24b3c0ae2f7>

<https://www.transportation.gov/bipartisan-infrastructure-law/upcoming-notice-funding-opportunity-announcements-2022>



## Eligibility Table

Annual Funding									
Source	Program	Abbreviation	Amount	Eligible Applicants					
Source	Program	Abbreviation	Amount	MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
FHWA - ADOT	Metropolitan Planning	PL	\$110,000	✓					
FHWA - ADOT	State Planning & Research	SPR	\$125,000	✓					
FHWA - ADOT	Surface Transportation Block Grant	STBG	\$430,500	✓	✓	✓	✓	✓	✓
FTA	Metropolitan & Statewide Planning	5305	\$36,000	✓					
Local	General Funds	Local	\$27,500	✓					

In-State Competitive Grants									
Source	Program	Abbreviation	Range Amount	Eligible Applicants					
Source	Program	Abbreviation	Range Amount	MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
FHWA-ADOT	<a href="#">Highway Safety Improvement Program</a>	HSIP	\$5,000,000	✓	✓	✓		✓	✓
FHWA - ADOT	<a href="#">Transportation Alternative Program</a>	TAP	\$1,000,000		✓	✓	✓	✓	✓
FHWA-ADOT	<a href="#">Bridge Formula Program (includes off-system bridges)</a>	BFP	TBD		✓	✓			
FTA-ADOT	Metropolitan & Statewide Planning	5305	\$300,000	✓			✓		✓
FHWA - ADOT	<a href="#">Federal Lands Access Program</a>	FLAP	\$250,000 - \$30,000,000						
FHWA - AZ State Parks	<a href="#">Competitive OHV Grant</a>		\$10,000 - \$750,000	✓	✓	✓	✓	✓	✓
FHWA - AZ State Parks	<a href="#">Heritage Fund – Non-Motorized Trails Grant</a>		\$5,000 - \$100,000	✓	✓	✓		✓	
FHWA - AZ State Parks	<a href="#">Recreational Trails Program</a>	RTP	Up to \$150,000	✓	✓	✓		✓	
FRA/ADOT	<a href="#">Railway Highway Crossings Program</a>	RHCP	TBD	✓	✓	✓		✓	✓

In-State Partnership Opportunity									
Source	Program	Abbreviation	Range Amount	Eligible Applicants					
				MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
FHWA - ADOT	Surface Transportation Block Grant	STBG	Varies (Formula based)	✓	✓	✓	✓	✓	✓
FHWA - ADOT	Carbon Reduction Program		Varies (Formula based)	✓					
FHWA - ADOT	<a href="#">Safe Routes to School Program</a>	SRTS	Varies (Formula based)						
FHWA - ADOT	National Electric Vehicle Infrastructure Formula Program	NEVI	Varies (Formula based)						

National Competitive Grants									
Source	Program	Abbreviation	Range Amount	Eligible Applicants					
				MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
USDOT	<a href="#">Rebuilding American Infrastructure Sustainably and Equitably</a>	RAISE	\$1,000,000 - \$25,000,000	✓	✓	✓		✓	
USDOT	<a href="#">Multimodal Projects Discretionary Fund: MEGA, INFRA, Rural Surface</a>	MPDG: INFRA, MEGA, Rural Surface		<i>See information below</i>					
USDOT	<a href="#">Infrastructure for Rebuilding America</a>	INFRA	\$5,000,000-\$25,000,000		✓	✓	✓	✓	
USDOT	<a href="#">Mega Grant</a>	MEGA	No Min./Max.	✓	✓	✓	✓	✓	
USDOT	<a href="#">Rural Surface Transportation Grant Program</a>		\$25,000,000 max (no min.)	✓	✓	✓		✓	
FHWA	<a href="#">Advanced Transportation and Congestion Management Technologies Deployment</a>	ATCMTD	\$5,000,000 - \$25,000,000	✓	✓	✓	✓	✓	✓
FRA	<a href="#">Consolidated Rail Infrastructure &amp; Safety Improvement Program</a>		TBD	✓	✓	✓	✓	✓	



FTA	<a href="#">All Stations Accessibility Program</a>	ASAP	TBD	✓	✓	✓	✓	✓	
FHWA	<a href="#">Bridge Investment Program</a>		TBD		✓	✓	✓	✓	
FHWA	Advanced Transportation Technologies & Innovative Mobility Deployment		TBD						
FHWA	Highway Research & Development Program		TBD						
FRA	<a href="#">Railroad Crossing Elimination Program</a>		TBD	✓	✓	✓		✓	
USDOT	<a href="#">Strengthen Mobility and Revolutionizing Transportation</a>	SMART	TBD	✓	✓	✓	✓	✓	
FTA	<a href="#">Pilot Program for Transit Oriented Development</a>		TBD	✓	✓	✓	✓	✓	
USDOT	Active Transportation Infrastructure Investment Program		TBD	✓	✓	✓		✓	
USDOT	<a href="#">Safe Streets and Roads for All</a>	SS4A	Planning: \$200,000 - \$1,000,000 (\$5m - MPO)  Capital projects: \$5,000,000 - \$30,000,000 (\$50m- MPO)	✓	✓	✓	✓		
USDOT	<a href="#">Reconnecting Communities Pilot Program</a>		Planning: Up to \$2,000,000  Capital projects: Up to \$5,000,000	✓	✓	✓		✓	
FTA	<a href="#">Innovative Coordinated Access Grant</a>		No Min./Max.		✓	✓	✓		
FTA	<a href="#">Mobility for All</a>		TBD		✓	✓	✓		
USDOT	Healthy Streets Program		TBD						

Finance, Loans, Other									
				Eligible Applicants					
Source	Program	Abbreviation	Range Amount	MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
USDOT	Transportation Infrastructure Finance and Innovation Act	TIFIA	Finance		✓	✓			
ADOT	<a href="#">Emergency Relief Program</a>	ER			✓	✓			
Non-Federal Grants									
				Eligible Applicants					
Source	Program	Abbreviation	Range Amount	MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
Private	<a href="#">AARP Livable Communities Grant</a>		Average grant amount \$11,500 - no ceiling.	✓	✓	✓	✓		
Private/ CDC	<a href="#">America Walks Community Change Grants</a>		Varies						
Private	<a href="#">American Trails - Trail Fund</a>		\$2,000 - \$15,000	✓	✓	✓	✓		
Private	<a href="#">Bloomberg Philanthropies</a>		Up to \$25,000						
Private	<a href="#">People for Bikes – Big Jump Grant</a>		Up to \$10,000	✓	✓	✓	✓	✓	✓