



AGENDA

Technical Advisory Committee

1:30 – 3:30 PM

May 22, 2024

Teams Virtual Meeting

Join on your computer, mobile app
or room device.

[Click here to join the meeting](#)

Meeting ID: 274 307 552 03

Passcode: LcjeF8

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. 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 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
- Jess McNeely, Coconino County Community Development Assistant Director
- Ruth Garcia, ADOT Regional Planning
- Jeremy DeGeyter, ADOT Assistant District Engineer
- Paul Mood, City of Flagstaff Engineer
- Jeff Bauman, City of Flagstaff Transportation Manager
- Romare Truely, Federal Highway Administration
- Stephanie Santana, City of Flagstaff Senior Transportation Engineer (Alternate)
- Anne Dunno, Mountain Line, Capital Development Manager (Alternate)
- Jason James, ADOT Regional Planning Manager (Alternate for RGarcia)
- Ryan Wolff, ADOT Transportation Engineer (Alternate for JDeGeyter)
- 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
- Aubree Flores, AmeriCorp

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 5-10)

Technical Advisory Committee Regular Meeting Minutes of April 24, 2024

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. ADOT's STATE HIGHWAY-RAIL GRADE CROSSING ACTION PLAN (SHRAP)

(Pages 11-12)

Guest Presenter: Heidi Yaqub, ADOT

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

2. CONSIDER FY2025 BUDGET

(Pages 13-18)

MetroPlan Staff: Kate Morley

Recommendation: Staff recommends the TAC recommend the Board adopt the FY2025

Budget.

3. CONSIDER FY2025-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

(Pages 19-20)

MetroPlan Staff: David Wessel

Recommendation: Staff recommends the TAC recommend the Board adopt the FY2025-2029 Transportation Improvement Program (TIP)

4. [CONSIDER STRATEGIC GRANTS PLAN, FY2025-2027](#) (Pages 21-40)
MetroPlan Staff: Sandra Tavel
Recommendation: Staff recommends the TAC recommend the Board adopt the Strategic Grants Plan for FY2025-2027
5. [CONSIDER W. ROUTE 66 OPERATIONAL ASSESSMENT \(OA\) CURRENT CONDITIONS AND FUTURE CONDITIONS REPORT](#) (Pages 41-52)
MetroPlan Staff: Mandia Gonzales
Recommendation: Staff recommends the TAC approve the W. Route 66 OA Current Conditions and Future Report.
6. [CONSIDER ADOT PERFORMANCE MEASURES AND TARGETS](#) (Pages 53-54)
MetroPlan Staff: David Wessel
Recommendation: Staff recommends the TAC recommend the Board adopt a policy authorizing MetroPlan Staff to accept on the Board's behalf all federally mandated performance targets adopted by ADOT, except for transit.
7. [GREATER ARIZONA FUNDING INITIATIVE, \(RTAC BILL\) PROJECTS](#) (Pages 55-56)
MetroPlan Staff: Sandra Tavel
Recommendation: None. This item is for information and discussion only.
8. [UPDATE ON KEY PERFORMANCE INDICATORS \(KPIs\)](#) (Pages 57-69)
MetroPlan Staff: All Staff
Recommendation: None. This item is for information and discussion only.
9. [FINAL UPDATE ON BLOOMBERG CHESHIRE SLOW STREET ASPHALT ART PROJECT](#) (Pages 70-71)
MetroPlan Staff: Aubree Flores
Recommendation: None. This item is for information and discussion only.
10. [TRIP DIARY SURVEY SCOPE OF WORK](#) (Pages 72-73)
MetroPlan Staff: David Wessel
Recommendation: None. This item is for information and discussion only.

11. DISCUSSION ON ADOT LIGHTING STANDARDS

(Pages 74.75)

MetroPlan Staff: David Wessel

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

12. METROPLAN HAPPENINGS

(Pages 76-77)

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

September 25, 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 on May 17, 2024 at 12:00 pm.

Karen Moeller, Clerk of the Board/Admin. Assistant

Dated this 17th day of May, 2024.



METROPLAN

GREATER † FLAGSTAFF

1:30 – 3:30 PM

April 24, 2024

MINUTES

Technical Advisory Committee

Teams Virtual Meeting

Join on your computer, mobile app
or room device.

[Click here to join the meeting](#)

Meeting ID: 255 607 082 543

Passcode: owK8wn

In-Person Location

City Hall

211 W. Aspen

Flagstaff, AZ 86001

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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

- X Michelle McNulty, City of Flagstaff Planning Director, Chair Arrived at 1:44 p.m.
- X Nate Reisner, Coconino County Assistant Engineer, Vice-Chair
- X Estella Hollander, Mountain Line Planning Manager
- X Jess McNeely, Coconino County Community Development Assistant Director Left at 2:46 p.m.
- X Ruth Garcia, ADOT Regional Planning
- VACANT; ADOT
- X Paul Mood, City of Flagstaff Engineer
- X Jeff Bauman, City of Flagstaff Transportation Manager Left at 2:58 p.m.
- Romare Truely, Federal Highway Administration Absent
- Stephanie Santana, City of Flagstaff Senior Transportation Engineer (Alternate)
- Anne Dunno, Mountain Line, Capital Development Manager (Alternate)
- Jason James, ADOT Regional Planning Manager (Alternate)
- VACANT, Northern Arizona University

METROPLAN STAFF

- X Kate Morley, Executive Director Arrived at 1:32 pm
 - X David Wessel, Planning Manager
 - X Mandia Gonzales, Transportation Planner
 - X Sandra Tavel, Transportation Planner
 - X Kim Austin, Transportation Planner
 - X Karen Moeller, Administrative Assistant & Clerk of the Board
 - Ty Holliday, Montoya Fellow
 - Aubree Flores, AmeriCorp
- Chad Auker, guest; Mike Huff, guest

A. PRELIMINARY GENERAL BUSINESS

1. CALL TO ORDER

Vice-Chair Reisner called the meeting to order at 1:32 pm.

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.

No Public Comment

4. APPROVAL OF MINUTES

(Pages X-X)

Technical Advisory Committee Regular Meeting Minutes of January 24, 2024

The motion was made to approve the Technical Advisory Committee Regular Meeting Minutes of January 24, 2024 was made by Member Hollander. The motion was seconded by Member Bauman. The motion passed 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.

No Consent Agenda

C. GENERAL BUSINESS

1. ADOT STRATEGIC HIGHWAY SAFETY PLAN AND ACTIVE TRANSPORTATION SAFETY PLAN WORKSHOP

(Pages X-X)

Guest Presenter: Ruth Garcia, ADOT

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

Guest Presenter Garcia presented the Strategic High Safety Plan and Active Transportation Safety Plan.

Transportation Manager Wessel presented the analysis that was conducted on Bicycle and Intersection Segments and the resulting priority locations.

Member Bauman asked for confirmation of the meetings for May 2, 2024. Member Garcia said that a meeting is being held on May 2, 2024, for Stakeholder Engagement at 1:00 p.m. and the Public Meeting is at 5:00 p.m.

2. DRAFT FY2025 BUDGET

(Pages X-X)

MetroPlan Staff: Kate Morley

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

Executive Director Morley presented the Draft of the FY25 Budget.

Chair McNulty noted that the Payroll Processing Expense was listed twice. Executive Director Morley will remove the duplicate.

3. CONSIDER AMENDMENT TO THE FY2024 AND FY2025 UNIFIED PLANNING WORK PROGRAM (UPWP) (Pages X-X)

MetroPlan Staff: Kate Morley

Recommendation: Staff recommends the TAC recommend the Board amend the FY2024 and FY2025 Unified Planning Work Program (UPWP).

Executive Director Morley presented the elements and components of the UPWP FY24 and FY25. The UPWP is conducted in two-year cycles and there are amendments to the FY25 portion because of funds received. There was also a switch moving the payment for MetroPlan's portion of the Downtown Mile to the Carbon Reduction Program.

Member Hollander asked if only funded items are put in this program. Executive Director Morley said these items are not put in the budget until they are awarded, however, a narrative can include projected inclusions.

The motion was made that the TAC recommend the Board amend the FY2024 and FY2025 UPWP by Chair McNulty. The motion was seconded by Member Bauman. The motion passed unanimously.

4. CONSIDER FISCAL YEAR 2025 TITLE VI PLAN UPDATE (Pages X-X)

MetroPlan Staff: Karen Moeller

Recommendation: Staff recommends the TAC recommend the Board adopt the FY25 Title VI Plan.

Administrative Assistant and Clerk of the Board Moeller presented the draft of the FY25 Title VI Plan.

The motion was made that the TAC recommend the Board adopt the FY25 Title VI Plan by Member Hollander with the noted change in Member Hollander's title. The motion was seconded by Chair McNulty. The motion passed unanimously.

5. CONSIDER VULNERABLE ROAD USERS SAFETY PLAN SCOPE (Pages X-X)

MetroPlan Staff: Mandia Gonzales

Recommendation: Staff recommends the TAC recommend the Board approve the Vulnerable Road Users Safety Action Plan Scope of Work and Purpose Statement.

Transportation Planner Gonzales presented background information for the Vulnerable Road Users (VRU) Safety Action Plan Scope of Work and Purpose Statement. She further stated the VRU plan will lead to Vision Zero plan.

Member Hollander confirmed this work would relate to policies as well as projected projects. Yes, this will be the case. Further Member Hollander asked about SS4A identification of low cost or cost benefit. Transportation Planner Gonzales said she has learned through many webinars is SS4A is looking at demonstration projects that turn into permanent solutions and low-cost, such as striping solutions, too.

The motion was made that the TAC recommend the Board approve the Vulnerable Road Users Safety Action Plan Scope of Work and Purpose Statement was made by Chair McNulty. The motion was seconded by Member McNeely. The motion passed unanimously.

6. FY2025-2029 TRANSPORTATION IMPROVEMENT PROGRAM (Pages X-X)

MetroPlan Staff: David Wessel

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

Transportation Manager Wessel presented the draft FY2025-2029 Transportation Improvement Program (TIP) including the schedule and adoption dates. He noted that the public comment period for this program has closed.

7. DRAFT STRATEGIC GRANTS PLAN (Pages X-X)

MetroPlan Staff: Sandra Tavel

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

Transportation Planner Tavel presented the draft of the Strategic Grants Plan.

Vice-Chair Reisner said he is impressed with the amount of grant monies which are coming in through MetroPlan.

Member Hollander said that this is something needed in the region, and she is open to brainstorming ideas for future years for grants which may not have a clear path and tie to Transit.

Transportation Manager Wessel said we will be revisiting this process with stakeholders regularly to be sure the process is up to date and directed appropriately.

8. ADOT 5-YEAR TENTATIVE PROGRAM | P2P (PLANNING TO PROGRAM) PROJECT SELECTION (Pages X-X)

MetroPlan Staff: Sandra Tavel

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

Transportation Planner Tavel shared the ADOT 5-year Tentative Program and P2P (Planning to Program) Project Selection. She is asking the TAC to advise of any projects you may not see on the list.

Vice-Chair Reisner stated that a roundabout is being considered for Hwy 89 and Burris Lane.

Member Hollander said there are more projects in the active transportation plan, for example, along Milton Road, Route 66, and Hwy.180. Transportation Planner Tavel was grateful for that reminder.

Transportation Manager Wessel clarified that the Tentative 5-year Construction Plan is open for public comment now. The I-40 It is possible to projects and a couple more are in our region. It is possible to advocate for additional projects to be included before this is adopted in June. P2P is for next year's program.

9. SAFER PEOPLE CAMPAIGN (Pages X-X)

MetroPlan Staff: Kim Austin

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

Transportation Planner Austin presented the Safer People Campaign.

Vice-Chair Reisner asked if there is an educational campaign for the 4th Street and Cedar roundabout for students walking and educational flyers for the neighborhood? Member Bauman said this is something that has been requested and the City of Flagstaff has not yet started working on these educational items.

Member Hollander shared some ideas for possible projects including how to use bike boxes, such as those on Beaver, a campaign for cars to avoid "dooring" when parked by a bike lane.

10. UPDATE ON BLOOMBERG CHESHIRE SLOW STREET ASPHALT ART PROJECT (Pages X-X)

MetroPlan Staff: Aubree Flores

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

Transportation Planner Austin presented on behalf of AmeriCorp Fellow Flores for the Slow Street Update. A copy of the postcard that went out to the 930 housing units in the Cheshire Area was shared.

11. NORTHERN ARIZONA UNIVERSITY (NAU) MASTER PLAN (Pages X-X)

MetroPlan Staff: David Wessel

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

Transportation Manager Wessel shared a presentation about Northern Arizona University's Master Plan given to the Board previously. He shared opportunities for possible collaboration with NAU.

12. METROPLAN HAPPENINGS (Pages X-X)

MetroPlan Staff: Kate Morley

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

Executive Director Morley shared the update of things happening at MetroPlan.

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.

Chair McNulty shared Land availability and Suitability Code Analysis Project is now being conducted. This study gives good information about where to focus on Code Changes.

Transportation Manager Wessel said the County Comprehensive Plan Open House is on April 30.

2. NEXT SCHEDULED TECHNICAL ADVISORY COMMITTEE

May 22, 2024

3. ADJOURN

Meeting was adjourned at 3:00 p.m. by Vice-Chair Reisner

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 on April 19, 2024 at 12:00 pm.

Karen Moeller, Clerk of the Board/Admin. Assistant

Dated this 19th day of April, 2024.



METROPLAN

GREATER † FLAGSTAFF

STAFF REPORT

REPORT DATE: May 9, 2024

MEETING DATE: May 22, 2024

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Karen Moeller, Administrative Assistant and Clerk of the Board

SUBJECT: ADOT's State Highway-Rail Grade Crossing Action Plan (SHRAP)

1. RECOMMENDATION:

None. This item is for information and discussion only. Heidi Yaqub from ADOT will present.

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:

ADOT recently completed a State Highway-Rail Grade Crossing Action Plan (SHRAP). This is a new federal requirement that focuses on improving safety for all modes of transportation, including pedestrians, at public railroad crossings in Arizona.

ADOT's Utility and Railroad Engineering (URR) is responsible for the Section 130 program, which provides federal funding for safety improvements at rail-highway crossings.

In Flagstaff, there is a high number of pedestrian fatalities (26) and pedestrian injuries (12) that have occurred at the rail-highway crossings. Both ADOT's Section 130 and the City of Flagstaff have projects planned to improve safety at these crossings.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

This item was not presented to the Management Committee.



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5. FISCAL IMPACT:

There are no direct fiscal impacts.

6. ALTERNATIVES:

None. This item is for information and discussion only.

7. ATTACHMENTS:

None.



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GREATER † FLAGSTAFF

STAFF REPORT

REPORT DATE: April 5, 2024

MEETING DATE: May 22, 2024

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Kate Morley, Executive Director

SUBJECT: Consider FY2025 Budget

1. RECOMMENDATION:

Staff recommends the TAC recommend the Board adopt the FY2025 Budget.

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:

Adopting an annual budget, while considering a 5-Year Draft Budget for MetroPlan, provides the level of forethought and fiscal responsibility needed for MetroPlan to continue to thrive. By reviewing actual expenses and projecting trends, MetroPlan is better able to plan for the future, take corrective action, capitalize on opportunities, and ensure that financial resources are aligned with organizational goals.

Fiscal Year 2025 Draft Budget

Revenues:

The draft FY2025 budget has a projected decrease in revenues from FY2024. This is due to closing out the \$283,000 fund swap with Mountain Line and assuming no new competitive awards. The draft does not assume an award of the application for a \$2.65M Safe Streets and Roads For All (SS4A) grant. It would be added at the time of award and is anticipated to be spent over four fiscal years.

Expenses:



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Expenses in the budget include the following:

Salaries and Employee Related Expenses (ERE)

- The salary and ERE budget increased by 13%. This includes a 3% annual increase for staff, aligned with Mountain Line's pay plan for FY2025. The remaining increase is attributed to budget a full year of a Safe Routes to School Coordinator where the FY2024 budget only included the position being filled 50% of year.

Operating

- The Operating budget is \$356,626. This is approximately \$100,000 more than FY2024 and is directly attributed to including \$100,000 for office equipment and signage related to moving into the Downtown Connection Center when it opens in 2025. This one-time expense fits within the 5-year budget.
- Legal services have approximately tripled, from \$4,200 to \$15,000 as the number of agreements we are entering into has increased and requires additional review. The new number is based on FY2024 budget to actuals.
- These expenses have been offset by a reduction in public outreach funds from \$130,891 to \$116,500 as we have not spent as much in this category as anticipated.

Travel and Training

- Is proposed to increase from \$18,000 to \$30,200, a 68% increase. MetroPlan had difficulty staying in budget with the goal of getting each staff member to one professional development conference as well as instate travel such as to the capitol, local conferences like the Rural Transportation Advocacy Council or Arizona State Transit Association events. The addition of the TDM (Transportation Demand Management) Planner and Safe Routes to School Coordinator will make the budget even tighter and so has been adjusted. The travel budget per full-time staff member would be \$4,000 with this change.

Projects

- The project budget increased 26%. It includes:
 - Carry over for West Route 66 Operational Analysis
 - \$90,000 in data collection for trip diaries and traffic counts
 - \$650,000 in awarded funds for Safe Routes to School missing infrastructure and feasibility studies
 - \$250,000 in awarded 5305e funds for transit planning for missing transit infrastructure
 - Carry over for the Vulnerable Roadway Users (VRU) Plan



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- This section of the budget no longer includes “planning contingency” which was previously used to provide flexibility in the budget. The intent is that we have thought through needs for the year more thoroughly, thereby eliminating the need for contingency in this area.

Surplus

The FY2025 Federal Surplus is estimated at \$1,062,276. ADOT allows agencies to loan surplus to future years. The 5-Year Financial Plan reallocates these funds to future years to ensure staffing is maintained despite conservative revenue estimates. By FY2030, the Federal Surplus is minimized, with only \$70,752 in planned surplus.

Assumptions:

The 5-Year Financial Plan has been developed with the following assumptions.

- Revenue projects are assumed to remain flat.
- The Carbon Reduction Program is not renewed at the expiration of the 5-Year IJJA (Infrastructure Investment and Jobs Act).
- A 3% annual increase in operational costs unless an expense is otherwise known.
- A 3% annual increase in salaries and benefits.
- No additional competitive funds are received.

Staff believes these assumptions are conservative and that the proposed budget provides for the long-term health of the organization.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

This item was not presented to the Management Committee

5. FISCAL IMPACT:

The FY2025 Draft Budget is developed alongside the Five-Year Budget which demonstrates that MetroPlan is solvent and sustainable through FY2030.

6. ALTERNATIVES:

- 1) Recommended: The TAC recommends the Board adopts the FY2025 budget. This will ensure MetroPlan is able to continue to draw down and spend available revenue to achieve the goals and objectives of the Strategic Work Plan.



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- 2) **Not Recommended:** The TAC does not recommend the Board adopt the FY2025 budget. The Board could provide staff additional direction on the budget. Postponing a vote may require a special meeting of the Board to approve a budget prior to the end of the fiscal year.

7. ATTACHMENTS:

FY2025 Draft Budget

FY2025 Draft Five-Year Budget

	STBG	PL	CRP	SPR	CPG FTA 5305D	FTA 5305E	PL- SATO	Consolidated Planning Grants- FTA 5305e transit	SS4A	TA	Members	Transit Tax	Totals
REVENUE													
FY25 Revenue	468,465	156,611	168,268	79,808	77,909	250,000	4,016	235,750			30,000		1,470,827
FY24 Carryforward Estimated	569,245		100,000		125,650	62,000	4,000	100,000	142,000	1,037,300			2,140,195
Total Authorized Federal	1,037,710	156,611	268,268	79,808	203,559	312,000	8,016	335,750	142,000	1,037,300	30,000	-	3,611,022
Match Rate	0.057	0.057	0.057	0.200	0.057	0.200	-	0.057	0.200	0.057			
Required Match	62,725	9,466	16,216	19,952	12,304	78,000	-	14,250	35,500	59,126			307,539
MATCH Breakdown	31,296	3,560	10,700	19,530	12,015	78,000	-	14,250	35,500	47,145	-	-	251,995
In-Kind	31,296	3,560	10,700	19,530	12,015	-	-	-	17,750	10,095	-	-	104,945
MetroPlan Cash Match										28,500			28,500
City Cash Match													
County Cash Match													
Mountain Line Cash Match						78,000		14,250	17,750	8,550			118,550
Other Cash Match													-
Total Cash Match	-	-	-	-	-	78,000	-	14,250	17,750	37,050	-	-	147,050
Match Total	31,296	3,560	10,700	19,530	12,015	78,000	-	14,250	35,500	47,145	-	-	251,995
	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Cash Revenue	1,037,710	156,611	268,268	79,808	203,559	390,000	8,016	350,000	159,750	1,045,850	30,000	-	3,729,572
EXPENDITURES													
Salaries	207,255	43,100	-	55,970	150,113	43,100	-	-	80,868	72,842	2,946	-	656,192
Benefits	60,365	13,344	-	14,770	40,382	13,344	-	-	22,888	16,761	777	-	182,631
Salary/ERE:	267,620	56,443	-	70,740	190,494	56,443	-	-	103,756	89,603	3,723	-	838,823
Allocation:	31.9%	6.7%	0.0%	8.4%	22.7%	6.7%	0.0%	0.0%	12.4%	10.7%	0.4%	0.0%	162
	STBG	PL	CRP	SPR	FTA 5305D	FTA 5305E	PL- SATO	Consolidated Planning Grants- transit	SS4A	TA	Members	Transit Tax	Totals
Payroll Processing Expense	5,877	1,239	-	1,553	4,183	1,239	-	-	2,278	1,968	82	-	18,421
Phone and Internet	1,728	364	-	457	1,230	364	-	-	670	578	24	-	5,415
Memberships	10,300												10,300
Copying and Printing							515		1,135				1,650
Office Supplies							515						515
Postage and Freight							125						125
Books and Subscriptions													-
Insurance				1,236									1,236
Food											1,236		1,236
Legal Services	15,000												15,000
Financial Services (CPA/Audit)	35,000												35,000
Other Services	-												-
IT Support	4,929	1,040	-	1,303	3,509	1,040	-	-	1,911	1,650	69	-	15,450
Computer Equipment	5,701									2,500			8,201
Office Equipment	100,000						865						100,865
Public Outreach			80,000							30,000			110,000
Legislative Services											21,000		21,000
Computer Software				3,432			1,917						5,349
Operations:	178,535	2,643	80,000	7,981	8,922	2,643	3,937	-	5,994	36,696	22,410	-	349,763
Travel, Lodging and Meals	13,500									5,000	1,500		20,000
Conference Registration	3,600									1,200	400		5,200
Staff Education and Training	4,500										500		5,000
Travel and Training:	21,600	-	-	-	-	-	-	-	-	6,200	2,400	-	30,200
Special Project Consultant	50,000					250,000		350,000	50,000	650,000			1,350,000
Data Collection- Consultant			90,000										90,000
Modelling			7,600										7,600
RTP Consultant													-
Planning Contingency													-
Projects:	50,000	-	97,600	-	-	250,000	-	350,000	50,000	650,000	-	-	1,447,600
	STBG	PL	CRP	SPR	FTA 5305D	FTA 5305E	PL- SATO	Consolidated Planning Grants- transit	SS4A	TA	Members	Transit Tax	Totals
Total Expenditures:	517,755	59,087	177,600	78,721	199,416	309,087	3,937	350,000	159,750	782,500	28,534	-	2,666,385
Surplus (Available future years)	519,955	97,525	90,668	1,087	4,143	80,913	4,079	-	0	263,350	1,466	-	1,063,187
												Total	3,729,572

FY25 Budget and Five Year Plan
Detailed Report

	FY 2024 Amended	FY2025 Proposed	FY 2026 Projected	FY 2027 Projected	FY2028 Projected	FY2029 Projected	FY2030 Projected
Revenue:							
Federal Grants							
STBG	1,053,341	1,037,710	988,420	737,089	507,443	511,031	469,138
PL	330,093	156,611	251,065	212,005	253,913	252,102	207,996
CRP	481,379	268,268	258,936	269,204	136,204	103,204	68,204
SPR	111,172	79,808	79,207	157,327	94,134	80,580	96,585
5305d	173,537	203,559	81,233	105,987	102,045	79,169	95,718
5305e	200,000	312,000	80,913	0	0	0	0
PL- SATO	3,937	8,016	8,016	7,990	3,937	3,937	3,937
Consolidated Planning Grants	141,450	335,750	-	-	-	-	-
SS4A	201,360	142,000	0	0	0	0	0
Transportation Alternatives	1,037,300	1,037,300	263,350	137,983	13,880	-	-
Federal Revenue:	3,733,569	3,581,022	2,011,141	1,627,585	1,111,556	1,030,024	941,578
Member Dues	30,000	30,000	30,000	30,000	30,000	30,000	30,000
Interest Income	100	100	100	100	100	100	100
City Cash	28,500						
County Cash							
Mountain Line Cash	129,448	118,550	20,228	0	0	0	0
Local Revenue:	188,048	148,650	50,328	30,100	30,100	30,100	30,100
Total Revenue:	3,921,617	3,729,672	2,061,469	1,657,685	1,141,656	1,060,124	971,678
Expenditures:							
Salaries	564,441	656,192	675,877	766,104	502,515	517,591	501,825
Benefits	177,107	182,631	195,339	213,795	149,346	152,678	148,532
Salary/ERE:	741,547	838,823	871,216	979,898	651,861	670,269	650,357
Payroll Processing Expense	18,639	18,421	18,901	19,542	20,129	20,732	21,354
Phone and Internet	5,551	5,415	5,577	5,744	5,917	6,094	6,277
Memberships	10,000	10,300	10,609	10,927	11,255	11,593	11,941
Copying and Printing	500	1,650	530	546	563	580	597
Office Supplies	500	515	530	546	563	580	597
Postage and Freight	121	125	128	132	136	140	144
Books and Subscriptions	-	-	-	-	-	-	-
Insurance	1,200	1,236	1,273	1,311	1,351	1,391	1,433
Food	1,200	1,236	1,273	1,311	1,351	1,391	1,433
Legal Services	4,200	15,000	15,450	15,914	16,391	16,883	17,389
Financial Services (CPA/Audit)	29,200	35,000	36,050	37,132	38,245	39,393	40,575
Other Services	400	-	-	-	-	-	-
IT Support	15,000	15,450	15,914	16,391	16,883	17,389	17,911
Computer Equipment	11,750	8,200	8,446	8,699	8,960	9,229	9,506
Office Equipment	400	100,865	3,891	4,008	4,128	4,252	4,379
Public Outreach	130,891	110,000	54,000	20,000	10,000	40,000	8,000
Legislative Services	20,400	21,000	-	-	-	-	-
Computer Software	5,193	5,349	5,509	5,675	5,845	6,020	6,201
Operations:	255,145	349,761	178,081	147,879	141,715	175,667	147,737
Travel, Lodging and Meals	11,000	20,000	18,450	15,914	16,391	16,883	16,883
Conference Registration	3,000	5,200	4,920	424	4,371	4,502	4,502
Staff Education and Training	4,000	5,000	5,150	530	5,464	5,628	5,628
Travel and Training:	18,000	30,200	28,520	16,868	26,225	27,012	27,012
Special Project Consultant	419,003	1,350,000	101,142	-	-	-	-
Data Collection- Consultant	600,000	90,000	33,000	33,000	33,000	35,000	55,000
Modeling	-	7,600	-	-	-	-	-
RTP Consultant	-	-	149,000	100,000	-	-	-
Planning Contingency	125,464	-	-	-	-	-	-
Projects:	1,144,467	1,447,600	283,142	133,000	33,000	35,000	55,000
Total Expenditures:	2,159,159	2,666,383	1,360,959	1,277,646	852,802	907,948	880,106
% change	3%	23%	-49%	-6%	-33%	6%	-3%
Federal Surplus:	1,704,902	1,061,721	678,165	334,313	249,169	160,614	70,197
Total Expenditure Plus Surplus	3,220,880	3,728,104	2,039,124	1,611,959	1,101,971	1,068,562	950,303
Local Fund Balance	153,452	155,018	214,508	274,879	336,158	398,373	155,018

Notes

Assume 3% annual increase unless cost otherwise known.

Assume no renewal of CRP after BIL.

Mountain Line cash for 5303e, consolidated planning, transfer from transit fund

Assume no competitive grants



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STAFF REPORT

REPORT DATE: May 3, 2024

MEETING DATE: May 22, 2024

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: David Wessel, Planning Manager

SUBJECT: Consider FY2025-2029 Transportation Improvement Program

1. RECOMMENDATION:

Staff recommends the TAC recommend the Board adopt the FY2025-2029 Transportation Improvement Program (TIP)

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. Regionally significant projects, regardless of funding, must be included in the TIP. Projects received from partner agencies are reflected in the attached Unified TIP tables.

Call for Projects: The public submitted one project in response to this call, a bus shelter on northbound route 5 at the Adult Center on Thorpe. This has been added to the Mountain Line unfunded list.

Public Comment Period: This closed on April 15. One comment was received related to fare free transit. This is not relevant to the TIP. Partner agency draft capital improvement programs were considered at this time.

Partner highlights:



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ADOT: Projects in the draft TIP reflect ADOT tentative 5-year program. These are primarily I-40 bridge and pavement rehabilitation, I-40 intelligent transportation system components, and I-40 and B40 LED lighting upgrades.

Coconino County: Pavement preservation in Kachina Village and Doney Park; traffic signal at Burris & 89

Mountain Line: Downtown Connection Center, Kaspar Maintenance Facility, rolling stock replacement

City of Flagstaff: Lone Tree Railroad Overpass, Butler-Fourth Improvements, Beulah Extension, Dark Sky lighting, numerous pedestrian and bicycle improvements

Note that the maps will be updated and final corrections or confirmation of items highlighted in yellow will be complete prior to the TAC meeting. Amendments to the TIP will be made, if necessary, on final adoption of our partners' capital improvement programs.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

This item was not presented to the Management Committee.

5. FISCAL IMPACT:

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

6. ALTERNATIVES:

- 1) **Recommended.** Staff recommends the TAC recommend the Board adopt the FY2025-2029 Transportation Improvement Program (TIP). This meets ADOT's expected schedule, accommodates summer break by the Board, and keeps obligation of funds on schedule.
- 2) **Not recommended.** Defer and do not adopt the FY2025-2029 TIP. Delay can put some projects at risk if funds are not obligated in a timely manner.

7. ATTACHMENTS:

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

(Link) [TIP Unified Table](#)



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STAFF REPORT

REPORT DATE: May 10, 2024

MEETING DATE: May 22, 2024

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Sandra Tavel, Transportation Planner

SUBJECT: Consider Strategic Grants Plan, Recommendation to Executive Board

1. RECOMMENDATION:

Staff recommends the TAC recommend Board adoption of the Strategic Grants Plan for FY25-27.

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:

MetroPlan created a Strategic Grants Plan for FY25-27 in order to apply for federal discretionary (competitive) grants in a proactive and strategic manner. The Plan will maximize member and MetroPlan resources to develop and submit high quality grant applications and leverage funds for regional projects that are the best fit for discretionary grant programs.

MetroPlan collected 130 regional projects across 20 potential federal discretionary grant programs. Through stakeholder meetings, MetroPlan's Strategic Advance, TAC and ad-hoc meetings, distilled the data into 7 discretionary grant programs and 14 regional projects that scored as best fit for grants. All member projects are embedded into the plan. Mountain Line transit has its own project selection process for transit grants. Their projects are added into the Strategic Grants Plan and follow Mountain Line's own project prioritization process.

MetroPlan staff seek a recommendation from the TAC for the Board to adopt the Strategic Grants Plan in June.



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4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending

5. FISCAL IMPACT:

There is no direct budget impact outside of staff time. However, implementing this Plan will help the region be more competitive in discretionary grants.

6. ALTERNATIVES:

- 1) **Recommended:** The TAC recommends Board Adoption of the FY25-27 Strategic Grants Plan in order to pursue grants proactively, increase collaboration, decrease competition among partners and write better grant applications so funds can be leveraged for projects that do not make good grant applications.
- 2) **Not Recommended:** The TAC does not recommend Board Adoption of the FY25-27 Strategic Grants Plan. The TAC may provide additional direction.

7. ATTACHMENTS:

Draft Strategic Grants Plan

Strategic Grants Plan

FY 25-27



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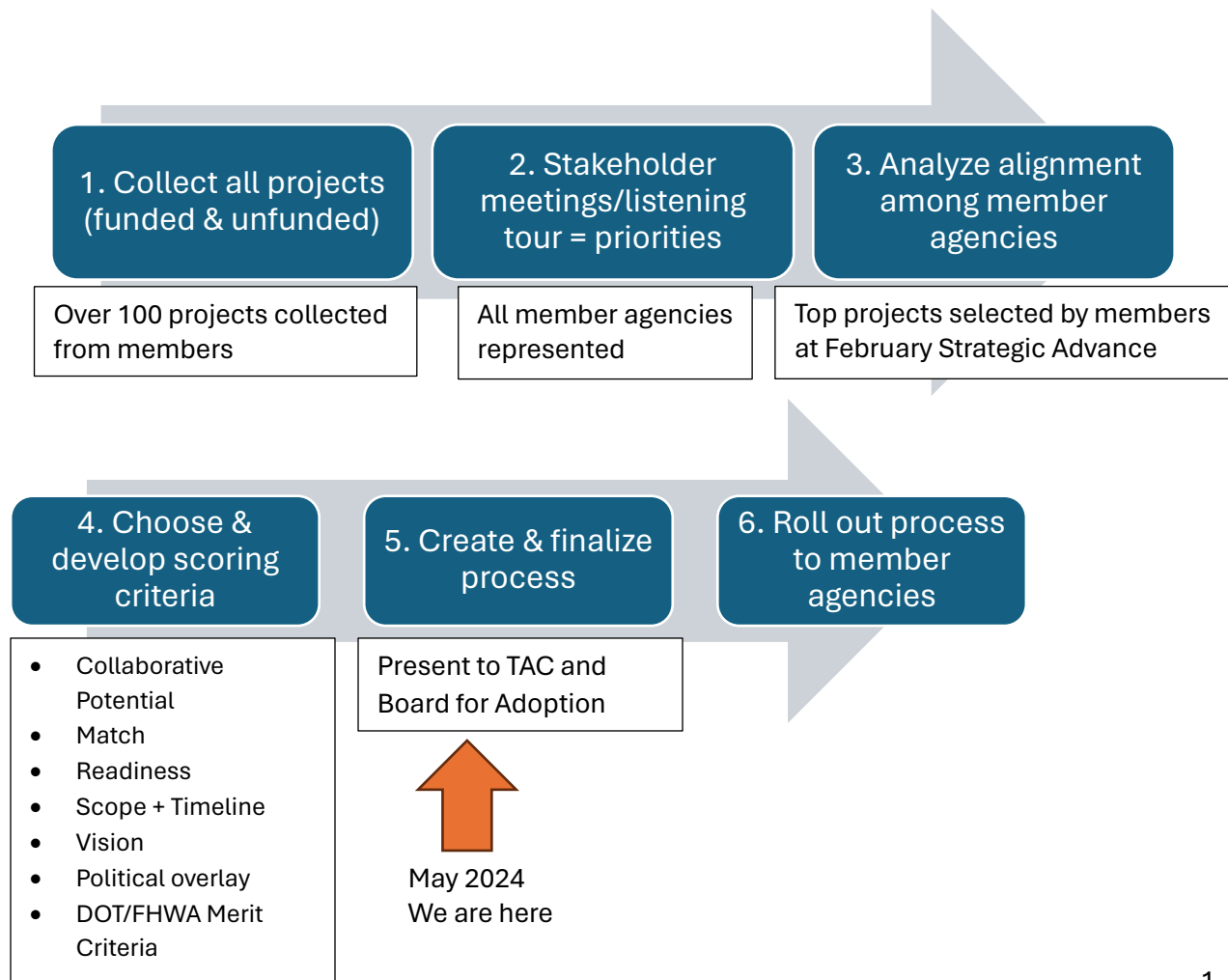
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Introduction

The Bipartisan Infrastructure Law (BIL) / Infrastructure Investment and Jobs Act (IIJA) that took effect in 2021, increased the availability of discretionary federal (competitive grant) dollars by 40%. The law is in effect through 2026. MetroPlan Flagstaff and its member agencies – City of Flagstaff, Coconino County, Mountain Line Transit, Arizona Department of Transportation (ADOT) and Northern Arizona University (NAU) have been able to apply for and win more transportation dollars than ever before. To this end, MetroPlan sought to create a proactive, rather than reactive fund seeking strategy. This strategy seeks to analyze regional projects for best fit for grant programs, increase collaboration and decrease or eliminate competition amongst members and allow more lead time to develop complex and time-consuming components of federal grant applications such as the Benefit Cost Analysis (BCA), environmental review (NEPA – National Environmental Policy Act) and Right-of-Way (ROW) acquisition.

The Strategic Grants Plan aligns with MetroPlan’s mission to *facilitate improvements and programs for all transportation modes through collaborative priority setting, planning and the strategic pursuit of funding.*

Steps taken to create Strategic Grants Plan



Foreword:

MetroPlan Flagstaff created its Strategic Grants Plan in response to the [Bipartisan Infrastructure Law](#) that enabled historic investment in transportation infrastructure in the amount of \$350 billion over five years from 2021 – 2026. MetroPlan saw a need to create a roadmap of regional projects scored against best fit for grants that resulted in this plan after experiencing successes in supporting its member organizations in pursuing and obtaining federal discretionary grants. One of MetroPlan’s strategic goals is to maximize transportation funds and MetroPlan’s mission includes partner collaboration in the pursuit of funds. It is MetroPlan’s aim to maximize internal and regional resources toward projects that make the **best fit** for federal grants; and that this plan supports the increase of collaboration, decrease of competition and results in submitting better grant applications that if awarded, enable the leveraging of funds to pay for other projects that do not fit discretionary grants.

Internal process:

MetroPlan collected 130 regional projects and scored them across 20 potential federal grant programs using the merit criteria and theme of federal discretionary grants’ Notice of Funding Opportunity (NOFO) through dedicated stakeholder meetings, its Strategic Advance and ad-hoc meetings across member agencies.

Common merit criteria across grant programs are:

- Safety
- Climate Change and Sustainability
- Equity
- Workforce Development, Job Quality and Wealth Creation
 - Includes economic competitiveness and opportunity
- Quality of Life
- Mobility and Community Connectivity
- State of Good Repair
- Partnership and Collaboration
- Innovation

This process resulted in identifying 14 projects as best fits across 7 discretionary grant programs for fiscal years 2025 through 2027.

The plan and process enable advanced knowledge on what grants regional partners are going to apply for in order to focus on grant components that take the most time.

Examples of time-consuming grant application components are: Benefit Cost Analysis, Right-of-Way and land acquisition, Environmental Review and obtaining non-federal matching funds between 5.7% and 20%, depending on the application requirements.

MetroPlan’s role:

In addition to its role as a traditional Metropolitan Planning Organization, MetroPlan is a thought and strategy partner for seeking funds. In pursuit of grant funds, we have the capacity to support with application narratives, both composition and/or editing; political advocacy via support letters, speaking at the Arizona State Transportation Board and using our lobbyist to support project funding advocacy, as well as connect member agencies to resources such as the [NAU Economic Policy Institute](#) for Benefit Cost Analysis functions.

Member Agencies:

City of Flagstaff	Coconino County	Mountain Line Transit	AZ Department of Transportation (ADOT)	Northern AZ University
City jurisdiction for most transportation projects in the MetroPlan Region	County jurisdiction for MetroPlan region	<ul style="list-style-type: none"> Transit agency whose discretionary grants come from the Federal Transit Administration Has own, already established project selection process for grants 	<ul style="list-style-type: none"> Jurisdiction for state-owned facilities the MetroPlan region Provides pass through funds for both formula and discretionary funds Programming and Policy partner 	Jurisdiction for university infrastructure projects in the MetroPlan region

Rank/score:

MetroPlan ranked each project against federal grants using the following scores:

- 3 = best fit
- 2 = medium fit
- 1 = poor fit

Projects were compared against Merit Criteria elements mentioned in the Internal Process section earlier in this document. Though we did not use formal weighting of each criterion, we focused on Safety - whether the project is located in a High Injury Network (HIN) and Equity – whether the project is located in or directly affects a transportation disadvantaged area using the federal Council on Environmental Quality’s Climate and Economic Justice Screening tool, [CEJST](#). Lastly, we also considered whether the project fit the overarching theme of the discretionary grant program, such as resiliency against future climate-driven natural disasters like in the [PROTECT](#) grant. Most projects in this plan scored a 3 = best fit. The ones that scored a 2 = medium fit are marked in the pages below and made it into the plan as agreed-upon projects/grants among partners before this plan was created.

Note: Mountain Line transit has their own project selection process that is separate and distinct from MetroPlan’s; their content is still included in this plan via information on transit-related, discretionary grants. Mountain Line’s Draft Capital Improvement Program is included as an appendix and will be updated and included in this plan annually. MetroPlan encourages all partners to consider transit in their projects.

How to use the plan:

This plan will be used by MetroPlan and its member agencies to guide future grant applications for the fiscal years 2025-2027. In subsequent pages of the plan, there are summaries of each grant program, and which regional projects are best suited for each application, how they ranked, as well as a timeline.



Resource dedication:

MetroPlan has a small staff and one dedicated grant writer. This means that MetroPlan staff cannot always provide a full suite of grant writing services, such as writing the entire application narrative and facilitating subsequent components from strategy to submission. Given this resource limitation, MetroPlan will select 2-3 projects annually to focus on the entirety of the application and will recommend consultancy or members' in-house expertise for other projects.

Deviations from the Plan:

Should member agencies decide to apply for a grant with a project that has not been identified in the Strategic Grants Plan, MetroPlan will request a support letter from its Executive Board.

The reason for this is that when sudden and new projects that are not listed in the plan are proposed by members, MetroPlan may not have the capacity to connect resources to a whole new grant/project and our level of effort would likely decrease since we would already be working on grants that have been identified in the plan. If member agencies follow the plan, proactive resource dedication is possible, and the gathering of support letters can be almost immediate. The purpose of the plan is to look ahead to provide significant support, versus nominal support.

As mentioned, Mountain Line has its own project selection and grant seeking strategy that is separate from this plan.

Frequency | Plan Update and Ranking:

The Strategic Grants Plan will be updated once annually in January based on when the bulk of grant application NOFOs are released, which is from May to August. Updating the plan each January allows for time to prepare for the next round of applications.

We will also consider ad-hoc updates if there are material changes to partners' Capital Improvement Plans (CIPs), scope changes or emergencies such as post wildfire flooding. MetroPlan will not re-rank all projects, but rather rank new projects or projects that have had significant scope changes enough to warrant re-ranking. Not everything is on the table every year.

New projects will be ranked 1-3 using the above criteria. MetroPlan will then bring newly ranked projects to the TAC (Technical Advisory Committee) to refine.

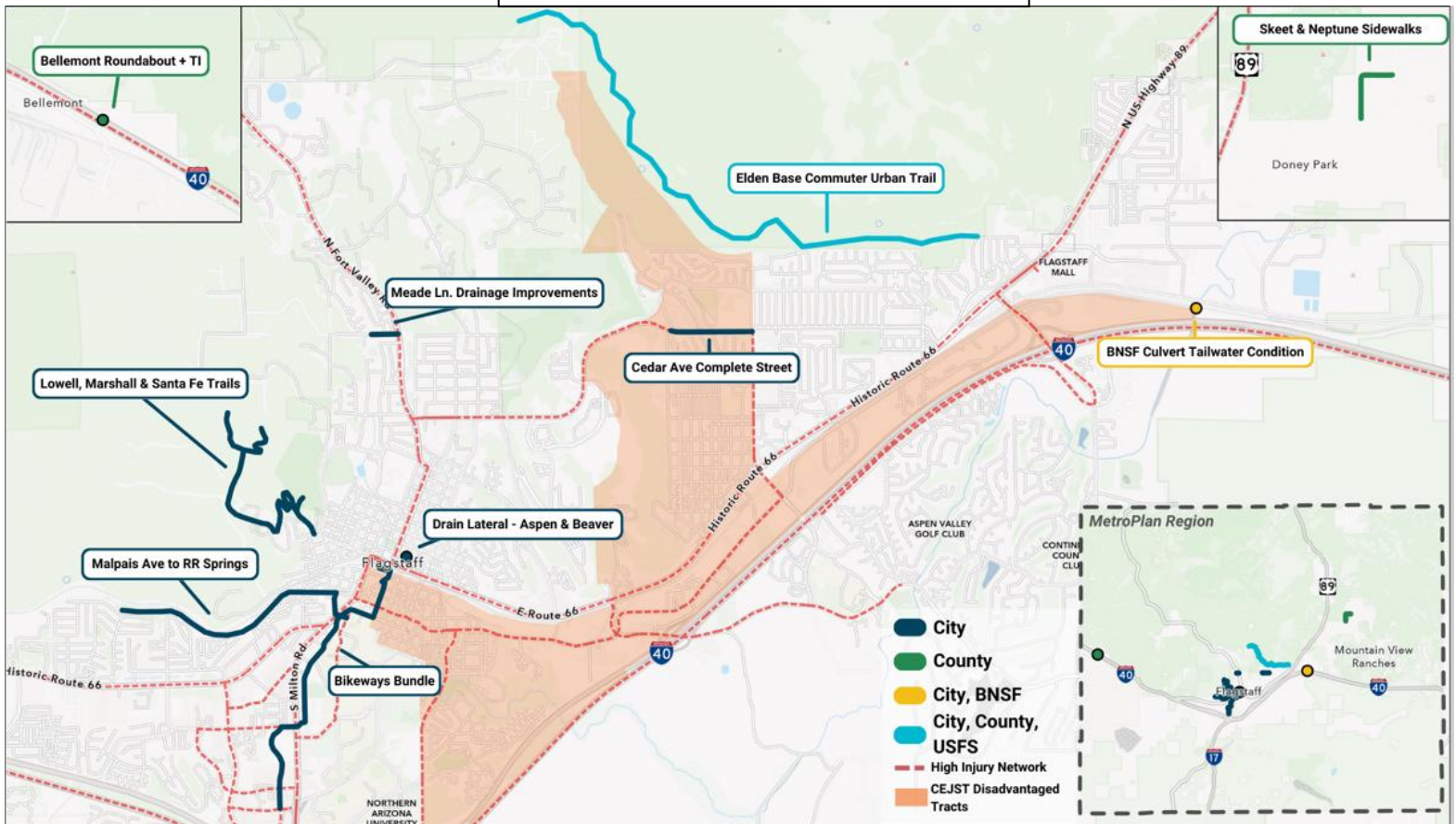
We will revisit the projects that ranked 2s (medium fit) in our annual re-ranking process, as well as projects connected to failed grants. We will also re-rank projects in FY28 because one year will drop away.



List of Appendices:

- Master List:
 - Regional matrix of all projects and discretionary fund sources
- Mountain Line draft FY25 Capital Improvement Plan

FY25-27 Regional Project Map



*Cedar Ave Complete Street includes Fourth Street

**Map pending update

Funder: State – AZ Dept of Transportation

Next Application Release Date: May/June 2024

Required match: 5.7%

Background:

Smaller-scale transportation projects: pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements - historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.

Eligible project costs:

- Eligible non-infrastructure activities (e.g., educational programming)
- Planning/Scoping
- Design
- Construction
- Other items unavoidably required for the primary purpose of the project
- ADOT administrative fees

Ineligible project costs:

- Right-of-Way acquisition
- Routine maintenance and operations
- General recreation and park facilities
- Utility relocation not directly caused by the TA Program project
- Promotional activities except as permitted under the Safe Routes To School

PRIORITY PROJECTS

Project	Rank	Jurisdiction	FY24	FY25	FY26	FY27
Planning & Design Mt Elden Urban Trail 5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89 \$432,373	3	USFS, City, County				
Construction Cromer Elementary missing sidewalks – Neptune Dr (Skeet Dr to Lunar Dr) Skeet Dr (Silver Saddle Rd to Neptune Dr) \$1,300,000	3	County				
Planning and Design Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$463,100	3	City				
Construction FUTS Sinclair Ridge (\$80,000), Sawmill (\$105,000), Marshall (\$905,000) total: \$1,090,000	3	City				
Safe Routes Phase 2 \$650,300	3	MetroPlan				
Safe Routes to School capital projects \$1,900,000	3	MetroPlan				

Grant Info: [SS4A](#) (Safe Streets and Roads for All)

Funder: federal, US DOT (Department of Transportation)

Required nonfederal match: 20%, ok to use in-kind

Next Application Release Date: Open - Implementation: May 16,2024
Planning and Demonstration: April 4, 2024 | May 16, 2024 | August 29, 2024

Background:

- **Improve** roadway **safety** for all users by **reducing and eliminating serious injury and fatal crashes through comprehensive safety Action Plans** and their implementation.

Planning and Demonstration Grants:

- Develop, complete, or supplement a comprehensive safety action plan
- Demonstration activities | **temporary** safety improvements that inform Action Plans by testing them first

Implementation Grants:

- Implement projects and strategies identified in an Action Plan
 - Projects and strategies can be infrastructure, behavioral, and/or operational activities
 - May include demonstration activities, supplemental planning, and project-level planning, design, and development
 - Applicants **must have an eligible Action Plan** to apply for Implementation Grants
 - Project location must be on High Injury Crash Network

Note: Not just bike/ped money | Safety money = must be tied to a safety problem

PRIORITY PROJECTS

Project	Rank	Jurisdiction	FY24	FY25	FY26	FY27
Planning Safe Routes to School and Bus Stops \$700,000	3	County				
Construction Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$30,000,000	3	City				
Construction Complete Streets Conversion Fourth St - Route 66 to Cedar Ave \$30,000,000	3	City				

Grant Info: [ATIIP](#) (Active Transportation Infrastructure Improvement Program)

Funder: FHWA (federal highway administration)

Required match: 20%

Next Application Release Date: **Open, applications due June 17, 2024** | Appropriations through 2026 in line with BIL

Background:

Supports planning and **active transportation implementation** (mobility options powered primarily by human energy, including bicycling and walking) **at the network scale, rather than on a project-by-project basis.**

The ATIIP awards competitive grants to **plan, design, and construct networks of safe and connected active transportation facilities that connect between destinations within a community or metropolitan region.** Additionally, grants may fund projects to plan, design, and construct an active transportation spine, a facility that connects communities, metropolitan regions, or States.

PRIORITY PROJECTS

Project	Rank	Jurisdiction	FY24	FY25	FY26	FY27
Planning and Design Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$463,100	3	City				
Planning Unincorporated County connectivity to activity and economic centers \$ 1,000,000 *some of this project is outside the MetroPlan region	3	County				

Grant Info: [PROTECT](#) (Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation)

Funder: federal, US DOT (Department of Transportation), FHWA (Federal Highway Administration)

Required nonfederal match: 20%*

Next Application Due Date: TBD, estimated April or May 2024 | Appropriations through 2026

Background:

Help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes. Funds planning, resilience improvement. ***Match gets reduced by 7 to 3 percentage points if the project is prioritized in a Resilience Improvement Plan.** No match for planning grants!

PRIORITY PROJECTS

Project	Rank	Jurisdiction	FY24	FY25	FY26	FY27
Design and Construction reduce the tailwater condition at BNSF culvert 338.9 and US 66 \$18,000,000 - \$25,000,000	3	City, BNSF				
Resilience planning – Post Wildfire Flooding \$500,000	3	MetroPlan				
Construction Drainage bundle: Meade Lane drainage between Highway 180 and the Rio de Flag; Fanning Wash, Downtown Drain lateral - Aspen and Beaver \$11,000,000	3	City				

Grant Info: [RAISE](#) (Rebuilding American Infrastructure with Sustainability and Equity)

Funder: federal, US DOT (Department of Transportation)

Required nonfederal match: 20%

Next Application Due Dates: FY25: Jan 13 2025| FY26: Jan 13 2026

Background:

Planning or constructing surface transportation infrastructure projects that improve safety, environmental sustainability, quality of life, mobility & community connectivity, economic competitiveness & opportunity, including tourism, state of good repair, partnership & collaboration, and innovation

PRIORITY PROJECTS

Project	Rank	Jurisdiction	FY24	FY25	FY26	FY27
Construction Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$30,000,000	3	City				
Engineering Bellemont Roundabout and TI modernization and expansion \$4,000,000	2	County				
Construction Complete Streets Conversion Fourth St - Route 66 to Cedar Ave \$30,000,000	3	City				

Grant Info: [FLAP](#) (Federal Lands Access Program)

Funder: federal, US DOT (Department of Transportation), FHWA (Federal Highway Administration)

Required nonfederal match: 20%

Next Application Due Date: 2026, tentative

Background:

Improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. Supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

PRIORITY PROJECTS

Project	Rank	Jurisdiction	FY24	FY25	FY26	FY27
Design to 30% Lake Mary widening between N & S Mormon Loop Lake Access. Planning and construction Lake Mary Bike Lanes cost TBD	3	County				

Grant Info: [INFRA](#) | [MEGA](#) | [Rural](#)

Funder: federal, US DOT (Department of Transportation)

Required nonfederal match: 20%

Next Application Due Date: May 6, 2024 | Appropriations through FY2026

Background:

Eligible Project Costs		
Mega	INFRA	Rural
Development-phase activities and costs, including planning, feasibility analysis, revenue forecasting, alternatives analysis, data collection and analysis, environmental review and activities to support environmental review, preliminary engineering and design work, and other preconstruction activities, including the preparation of a data collection and post-construction analysis plan; and, Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to that land), environmental mitigation (including projects to replace or rehabilitate culverts or reduce stormwater runoff for the purpose of improving habitat for aquatic species), construction contingencies, acquisition of equipment, protection, and	Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering, design, and other preconstruction activities, provided the project meets statutory requirements. Construction, reconstruction, rehabilitation, or acquisition of property (including land related to the project and improvements to the land), environmental mitigation (including a project to replace or rehabilitate a culvert, or to reduce stormwater runoff for the purpose of improving habitat for aquatic species), construction contingencies, equipment acquisition, and operational improvements directly related to system performance.	Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and, Construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational

MEGA: supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.

INFRA: multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

Rural: supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.

PRIORITY PROJECTS

Project	Rank	Jurisdiction	FY24	FY25	FY26	FY27
RURAL						
Construction Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$30,000,000	3	City				
Construction Complete Streets Conversion Fourth St - Route 66 to Cedar Ave est total project cost \$30,000,000	3	City				

Listing of [Federal Transit Administration](#) discretionary grants:

- [Bus and Bus Facilities](#) | 5339
- [Lo and No Emission Bus Grants](#) | 5339
- [Lo or No Emission Grant Program](#) | 5339(c)
- [Urbanized Area Formula Grants](#) | 5307 and 5339
- [Metropolitan Transportation Planning](#) | 5305
- [Transit Oriented Development Planning](#)

Master Project List ↓		ADOT/State Transportation Alternatives		Federal ISRA Safe Streets and Roads for All		Federal ATIP Active Transportation Infrastructure Investment Program		Federal PROTECT		Federal RAISE Rebuilding American Infrastructure Sustainably and Equitably			
Member	Project	Member	Project	Score	Member	Project	Score	Member	Project	Score	Member	Project	Score
1 ML	Bus Shelter 2 Beulah	County	Construction Cromer Elementary missing sidewalks – Neptune Dr (Skeet Dr to Lunar Dr) Skeet Dr (Silver Saddle Rd to Neptune Dr) \$1,300,000	3	City	Construction Complete Streets Conversion Fourth St - Route 66 to Cedar Ave \$30,000,000	3	County	Planning Unincorporated county connectivity to activity and economic centers \$1,000,000	3	City	Construction Drainage bundle: Meade Lane drainage between Highway 180 and the Rio de Flag; Fanning Wash, Downtown Drain lateral - Aspen and Beaver \$11,000,000	3
2 ML	Bus Shelter Route 4 Franklin	City	Construction FUTS Sinclair Ridge (\$80,000), Sawmill (\$105,000), Marshall (\$905,000) total: \$1,090,000	3	City	Construction Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$463,100	3	City	Planning and Design Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$463,100	3	BNSF, City	Design and Construction reduce the tailwater condition at BNSF culvert 338.9 and US 66 \$18,000,000 - \$25,000,000	3
3 ML	Bus Shelter Route 66 KFC	City, County, USFS	Planning & Design Mt Elden Urban Trail 5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89 \$432, 373	3	County	Planning Safe Routes to School and Bus Stops \$700,000	3	ML	Bus Shelter 2 Beulah		MetroPlan	Resiliency Plan - flooding	3
4 ML	Bus Stop Amenity Upgrades	City	Planning and Design Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$463,100	3	ML	Bus Shelter 2 Beulah		ML	Bus Shelter Route 4 Franklin		ML	Bus Shelter 2 Beulah	
5 ML	Bus Stop Upgrade - Route 4 Mohawk	MetroPlan	Safe Routes Phase 2 \$650,300	3	ML	Bus Shelter Route 4 Franklin		ML	Bus Shelter Route 66 KFC		ML	Bus Shelter Route 4 Franklin	
6 City	Construction Complete Streets Conversion Fourth St - Route 66 to Cedar Ave \$30,000,000	MetroPlan	Safe Routes to School capital projects \$1,900,000	3	ML	Bus Shelter Route 66 KFC		ML	Bus Stop Amenity Upgrades		ML	Bus Shelter Route 66 KFC	
7 County	Construction Cromer Elementary missing sidewalks – Neptune Dr (Skeet Dr to Lunar Dr) Skeet Dr (Silver Saddle Rd to Neptune Dr) \$1,300,000	City	Construction Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$463,100		ML	Bus Stop Amenity Upgrades		ML	Bus Stop Upgrade - Route 4 Mohawk		ML	Bus Stop Amenity Upgrades	
8 City	Construction Drainage bundle: Meade Lane drainage between Highway 180 and the Rio de Flag; Fanning Wash, Downtown Drain lateral - Aspen and Beaver \$11,000,000	ML	Bus Shelter 2 Beulah		ML	Bus Stop Upgrade - Route 4 Mohawk		City	Construction Complete Streets Conversion Fourth St - Route 66 to Cedar Ave \$30,000,000		ML	Bus Stop Upgrade - Route 4 Mohawk	
City	Construction FUTS Sinclair Ridge (\$80,000), Sawmill (\$105,000), Marshall (\$905,000) total: \$1,090,000	ML	Bus Shelter Route 4 Franklin		County	Construction Cromer Elementary missing sidewalks – Neptune Dr (Skeet Dr to Lunar Dr) Skeet Dr (Silver Saddle Rd to Neptune Dr) \$1,300,000		County	Construction Cromer Elementary missing sidewalks – Neptune Dr (Skeet Dr to Lunar Dr) Skeet Dr (Silver Saddle Rd to Neptune Dr) \$1,300,000		City	Construction Complete Streets Conversion Fourth St - Route 66 to Cedar Ave \$30,000,000	
9 City	Construction Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$463,100	ML	Bus Shelter Route 66 KFC		City	Construction Drainage bundle: Meade Lane drainage between Highway 180 and the Rio de Flag; Fanning Wash, Downtown Drain lateral - Aspen and Beaver \$11,000,000		City	Construction Drainage bundle: Meade Lane drainage between Highway 180 and the Rio de Flag; Fanning Wash, Downtown Drain lateral - Aspen and Beaver \$11,000,000		County	Construction Cromer Elementary missing sidewalks – Neptune Dr (Skeet Dr to Lunar Dr) Skeet Dr (Silver Saddle Rd to Neptune Dr) \$1,300,000	
10 BNSF, City	Design and Construction reduce the tailwater condition at BNSF culvert 338.9 and US 66 \$18,000,000 - \$25,000,000	ML	Bus Stop Amenity Upgrades		City	Construction FUTS Sinclair Ridge (\$80,000), Sawmill (\$105,000), Marshall (\$905,000) total: \$1,090,000		City	Construction FUTS Sinclair Ridge (\$80,000), Sawmill (\$105,000), Marshall (\$905,000) total: \$1,090,000		City	Construction FUTS Sinclair Ridge (\$80,000), Sawmill (\$105,000), Marshall (\$905,000) total: \$1,090,000	
11 County	Engineering Belmont Roundabout and TI modernization and expansion \$4,000,000	ML	Bus Stop Upgrade - Route 4 Mohawk		BNSF, City	Design and Construction reduce the tailwater condition at BNSF culvert 338.9 and US 66 \$18,000,000 - \$25,000,000		City	Construction Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$463,100		City	Construction Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$463,100	
12 ML	EV Charging Infrastructure* will request Congressionally Directed Spending	City	Construction Complete Streets Conversion Fourth St - Route 66 to Cedar Ave \$30,000,000		County	Engineering Belmont Roundabout and TI modernization and expansion \$4,000,000		BNSF, City	Design and Construction reduce the tailwater condition at BNSF culvert 338.9 and US 66 \$18,000,000 - \$25,000,000		County	Engineering Belmont Roundabout and TI modernization and expansion \$4,000,000	
13 ML	Fixed Route - Bus Expansion	City	Construction Drainage bundle: Meade Lane drainage between Highway 180 and the Rio de Flag; Fanning Wash, Downtown Drain lateral - Aspen and Beaver \$11,000,000		ML	EV Charging Infrastructure* will request Congressionally Directed Spending		County	Engineering Belmont Roundabout and TI modernization and expansion \$4,000,000		ML	EV Charging Infrastructure* will request Congressionally Directed Spending	
14 ML	Fixed Route - Bus Replacement (LoNo)	BNSF, City	Design and Construction reduce the tailwater condition at BNSF culvert 338.9 and US 66 \$18,000,000 - \$25,000,000		ML	Fixed Route - Bus Expansion		ML	EV Charging Infrastructure* will request Congressionally Directed Spending		ML	Fixed Route - Bus Expansion	
15 ML	Fleet - Support Vehicle	County	Engineering Belmont Roundabout and TI modernization and expansion \$4,000,000		ML	Fixed Route - Bus Replacement (LoNo)		ML	Fixed Route - Bus Expansion		ML	Fixed Route - Bus Replacement (LoNo)	
16 ML	Improvement logo stop - Route 8 Thompson	ML	EV Charging Infrastructure* will request Congressionally Directed Spending		ML	Fleet - Support Vehicle		ML	Fixed Route - Bus Replacement (LoNo)		ML	Fleet - Support Vehicle	
17 ADOT, City	LED Dark Sky Lighting FY26 construction	ML	Fixed Route - Bus Expansion		ML	Improvement logo stop - Route 8 Thompson		ML	Fleet - Support Vehicle		ML	Improvement logo stop - Route 8 Thompson	
18 ML	New Bus Stop - Route 66 Crown	ML	Fixed Route - Bus Replacement (LoNo)		ADOT, City	LED Dark Sky Lighting FY26 construction		ML	Improvement logo stop - Route 8 Thompson		ADOT, City	LED Dark Sky Lighting FY26 construction	
19 ML	New Bus Stops - Route 3 Butler East	ML	Fleet - Support Vehicle		ML	New Bus Stop - Route 66 Crown		ADOT, City	LED Dark Sky Lighting FY26 construction		ML	New Bus Stop - Route 66 Crown	
20 ML	Operations - Cutaway Vans LoNo (Revenue)	ML	Improvement logo stop - Route 8 Thompson		ML	New Bus Stops - Route 3 Butler East		ML	New Bus Stop - Route 66 Crown		ML	New Bus Stops - Route 3 Butler East	
21 ML	Operations - Support Vehicles Replacements (LoNo)	ADOT, City	LED Dark Sky Lighting FY26 construction		ML	Operations - Cutaway Vans LoNo (Revenue)		ML	New Bus Stops - Route 3 Butler East		ML	Operations - Cutaway Vans LoNo (Revenue)	
22 ML	Phase 2 - Kaspar Bus Storage	ML	New Bus Stop - Route 66 Crown		ML	Operations - Support Vehicles Replacements (LoNo)		ML	Operations - Cutaway Vans LoNo (Revenue)		ML	Operations - Support Vehicles Replacements (LoNo)	
23 ML	Phase 2 - Kaspar Curb Mod	ML	New Bus Stops - Route 3 Butler East		ML	Phase 2 - Kaspar Bus Storage		ML	Operations - Support Vehicles Replacements (LoNo)		ML	Phase 2 - Kaspar Bus Storage	
24 County	Planning Safe Routes to School and Bus Stops \$700,000	County	Planning Safe Routes to School and Bus Stops \$700,000		ML	Phase 2 - Kaspar Curb Mod		ML	Phase 2 - Kaspar Bus Storage		ML	Phase 2 - Kaspar Curb Mod	
25 County	Planning Unincorporated county connectivity to activity and economic centers \$1,000,000	County	Planning Unincorporated county connectivity to activity and economic centers \$1,000,000		County	Planning Unincorporated county connectivity to activity and economic centers \$1,000,000		ML	Phase 2 - Kaspar Curb Mod		County	Planning Safe Routes to School and Bus Stops \$700,000	
26 City, County, USFS	Planning & Design Mt Elden Urban Trail 5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89 \$432, 373	ML	Operations - Cutaway Vans LoNo (Revenue)		City, County, USFS	Planning & Design Mt Elden Urban Trail 5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89 \$432, 373		County	Planning Safe Routes to School and Bus Stops \$700,000		County	Planning Unincorporated county connectivity to activity and economic centers \$1,000,000	
27 City	Planning and Design Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$463,100	ML	Operations - Support Vehicles Replacements (LoNo)		City	Planning & Design Mt Elden Urban Trail 5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89 \$432, 373		City, County, USFS	Planning & Design Mt Elden Urban Trail 5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89 \$432, 373		City, County, USFS	Planning & Design Mt Elden Urban Trail 5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89 \$432, 373	
28 ML	Planning studies (varies by year)	ML	Phase 2 - Kaspar Bus Storage		ML	Planning studies (varies by year)		City	Planning Safe Routes to School and Bus Stops \$700,000		City	Planning and Design Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$463,100	
29 City	Quiet Zone Modifications	ML	Phase 2 - Kaspar Curb Mod		City	Quiet Zone Modifications		ML	Planning studies (varies by year)		ML	Planning studies (varies by year)	
30 ML	Relocation and upgrade - Bus Stop Whataburger	ML	Planning studies (varies by year)		ML	Relocation and upgrade - Bus Stop Whataburger		City	Quiet Zone Modifications		ML	Quiet Zone Modifications	
31 MetroPlan	Resiliency Plan - flooding	City	Quiet Zone Modifications		MetroPlan	Resiliency Plan - flooding		ML	Relocation and upgrade - Bus Stop Whataburger		MetroPlan	Resiliency Plan - flooding	
32 ML	Route 3 - New Bus Stops Butler East	ML	Relocation and upgrade - Bus Stop Whataburger		ML	Route 3 - New Bus Stops Butler East		ML	Relocation and upgrade - Bus Stop Whataburger		ML	Route 3 - New Bus Stops Butler East	
33 ML	Route 4 and 14 - Zuni and Masonic Stops (2 logo)	MetroPlan	Resiliency Plan - flooding		ML	Route 4 and 14 - Zuni and Masonic Stops (2 logo)		ML	Route 3 - New Bus Stops Butler East		ML	Route 4 and 14 - Zuni and Masonic Stops (2 logo)	
34 ML	Route 8 - Bus Stops	ML	Route 3 - New Bus Stops Butler East		ML	Route 8 - Bus Stops		ML	Route 4 and 14 - Zuni and Masonic Stops (2 logo)		ML	Route 8 - Bus Stops	
35 ML	RTA Display - Various Locations (Shared Stops)	ML	Route 4 and 14 - Zuni and Masonic Stops (2 logo)		ML	RTA Display - Various Locations (Shared Stops)		ML	Route 8 - Bus Stops		ML	RTA Display - Various Locations (Shared Stops)	
36 County	Rumble strips, Lake Mary Road	ML	Route 8 - Bus Stops		County	Rumble strips, Lake Mary Road		County	Route 8 - Bus Stops		County	Rumble strips, Lake Mary Road	
37 MetroPlan	Safe Routes Phase 2 \$650,300	ML	RTA Display - Various Locations (Shared Stops)		MetroPlan	Safe Routes Phase 2 \$650,300		MetroPlan	Safe Routes Phase 2 \$650,300		MetroPlan	Safe Routes Phase 2 \$650,300	
38 MetroPlan	Safe Routes to School capital projects \$1,900,000	County	Rumble strips, Lake Mary Road		MetroPlan	Safe Routes to School capital projects \$1,900,000		MetroPlan	Safe Routes to School capital projects \$1,900,000		MetroPlan	Safe Routes to School capital projects \$1,900,000	
39 City	Southside Curbs and sidewalk replacement; has ADA component	City	Southside Curbs and sidewalk replacement; has ADA component		City	Southside Curbs and sidewalk replacement; has ADA component		City	Safe Routes to School capital projects \$1,900,000		City	Southside Curbs and sidewalk replacement; has ADA component	
40 City	Spruce Wash - Flood mitigation	City	Spruce Wash - Flood mitigation		City	Spruce Wash - Flood mitigation		City	Southside Curbs and sidewalk replacement; has ADA component		City	Spruce Wash - Flood mitigation	
41 County	Traffic Signal Burris and 89 Possible bundle w. other 89 projects + missing sidewalks to Townsend Winona	County	Traffic Signal Burris and 89 Possible bundle w. other 89 projects + missing sidewalks to Townsend Winona		County	Traffic Signal Burris and 89 Possible bundle w. other 89 projects + missing sidewalks to Townsend Winona		County	Spruce Wash - Flood mitigation		County	Traffic Signal Burris and 89 Possible bundle w. other 89 projects + missing sidewalks to Townsend Winona	
42 ML	TSP Butler East	ML	TSP Butler East		ML	TSP Butler East		City	Traffic Signal Burris and 89 Possible bundle w. other 89 projects + missing sidewalks to Townsend Winona		ML	TSP Butler East	
ML	TSP Butler West	ML	TSP Butler West		ML	TSP Butler West		City	Traffic Signal Burris and 89 Possible bundle w. other 89 projects + missing sidewalks to Townsend Winona		ML	TSP Butler West	
City	Utility Replacements/Overlay West Flagstaff Improvements	City	Utility Replacements/Overlay West Flagstaff Improvements		City	Utility Replacements/Overlay West Flagstaff Improvements		City	Traffic Signal Burris and 89 Possible bundle w. other 89 projects + missing sidewalks to Townsend Winona		City	Utility Replacements/Overlay West Flagstaff Improvements	

		Federal Transit Oriented Development Planning			Federal MEGA			Federal HFRPA Nationally Significant Multimodal Freight & Highway Projects Program			Federal Reconnecting Communities and Neighborhoods RCN
			Member	Project	Score	Member	Project	Score	Member	Project	Score
ML	Bus Shelter 2 Beulah		ML	Bus Shelter 2 Beulah		ML	Bus Shelter 2 Beulah		ML	Bus Shelter 2 Beulah	
ML	Bus Shelter Route 4 Franklin		ML	Bus Shelter Route 4 Franklin		ML	Bus Shelter Route 4 Franklin		ML	Bus Shelter Route 4 Franklin	
ML	Bus Shelter Route 66 KFC		ML	Bus Shelter Route 66 KFC		ML	Bus Shelter Route 66 KFC		ML	Bus Shelter Route 66 KFC	
ML	Bus Stop Amenity Upgrades		ML	Bus Stop Amenity Upgrades		ML	Bus Stop Amenity Upgrades		ML	Bus Stop Amenity Upgrades	
ML	Bus Stop Upgrade - Route 4 Mohawk		ML	Bus Stop Upgrade - Route 4 Mohawk		ML	Bus Stop Upgrade - Route 4 Mohawk		ML	Bus Stop Upgrade - Route 4 Mohawk	
City	Construction Complete Streets Conversion Fourth St - Route 66 to Cedar Ave \$30,000,000		City	Construction Complete Streets Conversion Fourth St - Route 66 to Cedar Ave \$30,000,000		City	Construction Complete Streets Conversion Fourth St - Route 66 to Cedar Ave \$30,000,000		City	Construction Complete Streets Conversion Fourth St - Route 66 to Cedar Ave \$30,000,000	
County	Construction Cromer Elementary missing sidewalks - Neptune Dr (Skeet Dr to Lunar Dr) Skeet Dr (Silver Saddle Rd to Neptune Dr) \$1,300,000		County	Construction Cromer Elementary missing sidewalks - Neptune Dr (Skeet Dr to Lunar Dr) Skeet Dr (Silver Saddle Rd to Neptune Dr) \$1,300,000		County	Construction Cromer Elementary missing sidewalks - Neptune Dr (Skeet Dr to Lunar Dr) Skeet Dr (Silver Saddle Rd to Neptune Dr) \$1,300,000		County	Construction Cromer Elementary missing sidewalks - Neptune Dr (Skeet Dr to Lunar Dr) Skeet Dr (Silver Saddle Rd to Neptune Dr) \$1,300,000	
City	Construction Drainage bundle: Meade Lane drainage between Highway 180 and the Rio de Flag; Fanning Wash, Downtown Drain lateral - Aspen and Beaver \$11,000,000		City	Construction Drainage bundle: Meade Lane drainage between Highway 180 and the Rio de Flag; Fanning Wash, Downtown Drain lateral - Aspen and Beaver \$11,000,000		City	Construction Drainage bundle: Meade Lane drainage between Highway 180 and the Rio de Flag; Fanning Wash, Downtown Drain lateral - Aspen and Beaver \$11,000,000		City	Construction Drainage bundle: Meade Lane drainage between Highway 180 and the Rio de Flag; Fanning Wash, Downtown Drain lateral - Aspen and Beaver \$11,000,000	
City	Construction FUTS Sinclair Ridge (\$80,000), Sawmill (\$105,000), Marshall (\$905,000) total: \$1,090,000		City	Construction FUTS Sinclair Ridge (\$80,000), Sawmill (\$105,000), Marshall (\$905,000) total: \$1,090,000		City	Construction FUTS Sinclair Ridge (\$80,000), Sawmill (\$105,000), Marshall (\$905,000) total: \$1,090,000		City	Construction FUTS Sinclair Ridge (\$80,000), Sawmill (\$105,000), Marshall (\$905,000) total: \$1,090,000	
City	Construction Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$30,000,000		City	Construction Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$30,000,000		City	Construction Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$30,000,000		City	Construction Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$30,000,000	
BNSF, City	Design and Construction reduce the tailwater condition at BNSF culvert 338.9 and US 66 \$18,000,000 - \$25,000,000		BNSF, City	Design and Construction reduce the tailwater condition at BNSF culvert 338.9 and US 66 \$18,000,000 - \$25,000,000		BNSF, City	Design and Construction reduce the tailwater condition at BNSF culvert 338.9 and US 66 \$18,000,000 - \$25,000,000		BNSF, City	Design and Construction reduce the tailwater condition at BNSF culvert 338.9 and US 66 \$18,000,000 - \$25,000,000	
County	Engineering Bellemont Roundabout and TI modernization and expansion \$4,000,000		County	Engineering Bellemont Roundabout and TI modernization and expansion \$4,000,000		County	Engineering Bellemont Roundabout and TI modernization and expansion \$4,000,000		County	Engineering Bellemont Roundabout and TI modernization and expansion \$4,000,000	
ML	EV Charging Infrastructure* will request Congressionally Directed Spending		ML	EV Charging Infrastructure* will request Congressionally Directed Spending		ML	EV Charging Infrastructure* will request Congressionally Directed Spending		ML	EV Charging Infrastructure* will request Congressionally Directed Spending	
ML	Fixed Route - Bus Expansion		ML	Fixed Route - Bus Expansion		ML	Fixed Route - Bus Expansion		ML	Fixed Route - Bus Expansion	
ML	Fixed Route - Bus Replacement (LoNo)		ML	Fixed Route - Bus Replacement (LoNo)		ML	Fixed Route - Bus Replacement (LoNo)		ML	Fixed Route - Bus Replacement (LoNo)	
ML	Fleet - Support Vehicle		ML	Fleet - Support Vehicle		ML	Fleet - Support Vehicle		ML	Fleet - Support Vehicle	
ML	Improvement logo stop - Route 8 Thompson		ML	Improvement logo stop - Route 8 Thompson		ML	Improvement logo stop - Route 8 Thompson		ML	Improvement logo stop - Route 8 Thompson	
ADOT, City	LED Dark Sky Lighting FY26 construction		ADOT, City	LED Dark Sky Lighting FY26 construction		ADOT, City	LED Dark Sky Lighting FY26 construction		ADOT, City	LED Dark Sky Lighting FY26 construction	
ML	New Bus Stop - Route 66 Crown		ML	New Bus Stop - Route 66 Crown		ML	New Bus Stop - Route 66 Crown		ML	New Bus Stop - Route 66 Crown	
ML	New Bus Stops - Route 3 Butler East		ML	New Bus Stops - Route 3 Butler East		ML	New Bus Stops - Route 3 Butler East		ML	New Bus Stops - Route 3 Butler East	
ML	Operations - Cutaway Vans LoNo (Revenue)		ML	Operations - Cutaway Vans LoNo (Revenue)		ML	Operations - Cutaway Vans LoNo (Revenue)		ML	Operations - Cutaway Vans LoNo (Revenue)	
ML	Operations - Support Vehicles Replacements (LoNo)		ML	Operations - Support Vehicles Replacements (LoNo)		ML	Operations - Support Vehicles Replacements (LoNo)		ML	Operations - Support Vehicles Replacements (LoNo)	
ML	Phase 2 - Kaspar Bus Storage		ML	Phase 2 - Kaspar Bus Storage		ML	Phase 2 - Kaspar Bus Storage		ML	Phase 2 - Kaspar Bus Storage	
ML	Phase 2 - Kaspar Curb Mod		ML	Phase 2 - Kaspar Curb Mod		ML	Phase 2 - Kaspar Curb Mod		ML	Phase 2 - Kaspar Curb Mod	
County	Planning Safe Routes to School and Bus Stops \$700,000		County	Planning Safe Routes to School and Bus Stops \$700,000		County	Planning Safe Routes to School and Bus Stops \$700,000		County	Planning Safe Routes to School and Bus Stops \$700,000	
County	Planning Unincorporated county connectivity to activity and economic centers \$1,000,000		County	Planning Unincorporated county connectivity to activity and economic centers \$1,000,000		County	Planning Unincorporated county connectivity to activity and economic centers \$1,000,000		County	Planning Unincorporated county connectivity to activity and economic centers \$1,000,000	
City, County, USFS	Planning & Design Mt Elden Urban Trail 5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89 \$432,373		City, County, USFS	Planning & Design Mt Elden Urban Trail 5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89 \$432,373		City, County, USFS	Planning & Design Mt Elden Urban Trail 5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89 \$432,373		City, County, USFS	Planning & Design Mt Elden Urban Trail 5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89 \$432,373	
City	Planning and Design Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$463,100		City	Planning and Design Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$463,100		City	Planning and Design Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$463,100		City	Planning and Design Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$463,100	
ML	Planning studies (varies by year)		ML	Planning studies (varies by year)		ML	Planning studies (varies by year)		ML	Planning studies (varies by year)	
City	Quiet Zone Modifications		City	Quiet Zone Modifications		City	Quiet Zone Modifications		City	Quiet Zone Modifications	
ML	Relocation and upgrade - Bus Stop Whataburger		ML	Relocation and upgrade - Bus Stop Whataburger		ML	Relocation and upgrade - Bus Stop Whataburger		ML	Relocation and upgrade - Bus Stop Whataburger	
MetroPlan	Resiliency Plan - Flooding		MetroPlan	Resiliency Plan - Flooding		MetroPlan	Resiliency Plan - Flooding		MetroPlan	Resiliency Plan - Flooding	
ML	Route 3 - New Bus Stops Butler East		ML	Route 3 - New Bus Stops Butler East		ML	Route 3 - New Bus Stops Butler East		ML	Route 3 - New Bus Stops Butler East	
ML	Route 4 and 14 - Zuni and Masonic Stops (2 logo)		ML	Route 4 and 14 - Zuni and Masonic Stops (2 logo)		ML	Route 4 and 14 - Zuni and Masonic Stops (2 logo)		ML	Route 4 and 14 - Zuni and Masonic Stops (2 logo)	
ML	Route 8 - Bus Stops		ML	Route 8 - Bus Stops		ML	Route 8 - Bus Stops		ML	Route 8 - Bus Stops	
ML	RTA Display - Various Locations (Shared Stops)		ML	RTA Display - Various Locations (Shared Stops)		ML	RTA Display - Various Locations (Shared Stops)		ML	RTA Display - Various Locations (Shared Stops)	
County	Rumble strips, Lake Mary Road		County	Rumble strips, Lake Mary Road		County	Rumble strips, Lake Mary Road		County	Rumble strips, Lake Mary Road	
MetroPlan	Safe Routes Phase 2 \$650,300		MetroPlan	Safe Routes Phase 2 \$650,300		MetroPlan	Safe Routes Phase 2 \$650,300		MetroPlan	Safe Routes Phase 2 \$650,300	
MetroPlan	Safe Routes to School capital projects \$1,900,000		MetroPlan	Safe Routes to School capital projects \$1,900,000		MetroPlan	Safe Routes to School capital projects \$1,900,000		MetroPlan	Safe Routes to School capital projects \$1,900,000	
City	Southside Curbs and sidewalk replacement; has ADA component		City	Southside Curbs and sidewalk replacement; has ADA component		City	Southside Curbs and sidewalk replacement; has ADA component		City	Southside Curbs and sidewalk replacement; has ADA component	
City	Spruce Wash - Flood mitigation		City	Spruce Wash - Flood mitigation		City	Spruce Wash - Flood mitigation		City	Spruce Wash - Flood mitigation	
County	Traffic Signal Burris and 89 Possible bundle w. other 89 projects + missing sidewalks to Townsend Winona		County	Traffic Signal Burris and 89 Possible bundle w. other 89 projects + missing sidewalks to Townsend Winona		County	Traffic Signal Burris and 89 Possible bundle w. other 89 projects + missing sidewalks to Townsend Winona		County	Traffic Signal Burris and 89 Possible bundle w. other 89 projects + missing sidewalks to Townsend Winona	
ML	TSP Butler East		ML	TSP Butler East		ML	TSP Butler East		ML	TSP Butler East	
ML	TSP Butler West		ML	TSP Butler West		ML	TSP Butler West		ML	TSP Butler West	
City	Utility Replacements/Overlay West Flagstaff Improvements		City	Utility Replacements/Overlay West Flagstaff Improvements		City	Utility Replacements/Overlay West Flagstaff Improvements		City	Utility Replacements/Overlay West Flagstaff Improvements	

Mountain Line - FY 2025 Capital Improvement Program (CIP)

Project	Grant Eligible	FY2024 Budget	FY2024 Estimate	FY2024 Carryover	FY2025 Budget	FY2026	FY2027	FY2028	FY2029	Total Plan
Capital Asset Management Solution					\$ 200,000					\$ 200,000
Administrative Projects					\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 500,000
Battery Electric Bus (BEB) VM Training	X	\$ 100,000			\$ 100,000					\$ 100,000
Kaspar Rehab - Shop 3 Concrete Repair					\$ 50,000	\$ 50,000				\$ 100,000
Fixed Route Bus Replacements (BEB)	X				\$ 2,150,533		\$ 2,281,501			\$ 4,432,034
Operation Support Vehicle Replacement	X				\$ 60,000					\$ 60,000
Shelter Rehabilitations	X				\$ 165,000	\$ 165,000	\$ 165,000	\$ 165,000	\$ 165,000	\$ 825,000
Fixed Route Vehicle Rehabilitation					\$ 228,800	\$ 237,952	\$ 247,470	\$ 257,369	\$ 267,664	\$ 1,239,255
Paratransit Cutaway Van	X				\$ 290,460	\$ 598,348				\$ 888,808
Capital Planning Studies (As Applicable)	X				\$ 200,000	\$ 200,000	\$ 250,000	\$ 200,000	\$ 200,000	\$ 1,050,000
Bus Stop Upgrade - Route 4 Mohawk	X				\$ 33,169					\$ 33,169
Route 66 Bus Shelter – KFC	X				\$ 33,169					\$ 33,169
Route 4 and 14 - Zuni and Masonic Stops (2 logo)	X					\$ 40,000				\$ 40,000
Route 8 - Thompson Improvement logo stop	X					\$ 30,000				\$ 30,000
Bus Stop Amenity Upgrades	X				\$ 383,000					\$ 383,000
New Bus Stop - Route 3, Butler East, 25	X				\$ 159,848					\$ 159,848
New Bus Stop - Route 66 Crown (FSS)	X							\$ 195,212		\$ 195,212
New Bus Stop - Route 8 Extension Stops	X							\$ 64,050		\$ 64,050
Bus Stop Upgrade - Route 4 Franklin	X				\$ 33,169					\$ 33,169
Charging Infrastructure - Offsite (Mall CC)	X				\$ 2,200,000					\$ 2,200,000
Downtown Connection Center	Grant awarded	\$ 33,312,894			\$ 35,572,400					\$ 35,572,400
Kaspar Maintenance Facility	Grant awarded	\$ 2,000,000			\$ 21,417,500					\$ 21,417,500
FMLM Bicycle-Pedestrian Improvements	Grant awarded	\$ 6,920,094			\$ 6,711,959					\$ 6,711,959
Campus Bus	Grant awarded	\$ 5,078,000	\$ 5,078,000							\$ -
Beulah Bus Lanes		\$ 348,734	\$ 377,374							\$ -
Bus Simulator	X					\$ 400,000				\$ 400,000
Kaspar Rehab - Parking Lot Reseal						\$ 10,000				\$ 10,000
Charging Infrastructure - Kaspar Property	Grant awarded	\$ 1,011,608			\$ 560,000	\$ 550,000				\$ 1,110,000
		\$ 48,771,330	\$ 5,455,374	\$ -	\$ 70,649,007	\$ 2,381,300	\$ 3,043,971	\$ 981,631	\$ 732,664	\$ 77,788,573



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STAFF REPORT

REPORT DATE: May 10, 2024

MEETING DATE: May 22, 2024

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Mandia Gonzales, Transportation Planner

SUBJECT: Consider W. Route 66 Operational Assessment (OA) Current Conditions and Future Conditions Reports

1. RECOMMENDATION:

Staff recommends the TAC approve the W. Route 66 OA Current Conditions and Future Conditions Reports.

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:

Since November 2023 MetroPlan with the Project Advisory Group (PAG) has been developing the many deliverables of the Operational Assessment. The first deliverables were the Current Conditions and Future Conditions reports. These reports provide the PAG with a better understanding of the challenges and opportunities along the corridor. Due to the unique community character of W. Route 66, the study area is divided into 4 distinct segments based on population and land uses.



Segment 1: I-40 to Flagstaff Ranch Rd. (*Rural*)

Segment 2: Flagstaff Ranch Rd. to Woody Mountain Rd. (*Transitioning from Rural to Suburban*)

Segment 3: Woody Mountain Rd. to Woodlands Village Blvd. (*Suburban*)

Segment 4: Woodlands Village Blvd. to Milton Rd. (*Urban*)



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CURRENT CONDITIONS FINDINGS:

Transportation

There are existing traffic conditions that will be further exacerbated as new development and growth occur along the corridor. This has further impacted LOS, roadway safety, and intersection delays.

- Intersection delay is an existing concern for north-south movements at many intersections requiring improvement, volume reduction, or an evaluation of existing standards.
- Few network (i.e., connectivity) improvements are planned, programmed, or even practical that would shift, and thereby alleviate, delay for some movements.
- Proposed development, not to mention growth beyond that, will exacerbate conditions.
- Given network deficiencies bicycle and pedestrian travel are not available or acceptable modes for many trips.
- The corridor is identified as a high-injury network in both the Regional Transportation Safety Plan and ADOT's Strategic Highway Safety Plan (*In Progress*).
- 591 collisions were a result of individual error. Of these, 20.1% were caused by failure to yield the right of way, and 25% due to speed too fast for conditions.

Development

There is a mix of current developments, the majority at this time consists of single-family homes towards the west, while development and redevelopment of hospitality services, offices, and services are primarily to the east. The east end of the corridor also has greater density to support business activities.

Population

In the study area, there is a population of 8,255 people and 3,043 households. Compared to the city, the overall minority population is slightly higher within the study area. The at-risk population totals 1,622 or 20%. 14% of households are below the poverty level.

FUTURE CONDITIONS FINDINGS:

Using the Regional Plan's **Scenario A (Business as Usual)** to 2045. Business as Usual assumes development patterns and growth follows current trends with relatively low-density, single-family development throughout most of the city. New jobs and housing occur in rural and suburban areas on the outskirts of town, like the Airport/Fort Tuthill. Scenarios B- E will be evaluated separately to determine impacts, with Scenario E a more detailed report is expected.



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Transportation

Highway Level of Service (LOS):

- Miles in LOS F have increased by almost 300%.
- Lane capacity is at a tipping point or beyond.
- Solutions could involve adding more lanes, spreading peak-hour traffic, encouraging mode shifts, reducing land use along the corridor, or accepting higher congestion levels.

Traffic Volumes:

- Traffic on West 66 has increased by 1% and 5% at Woodlands Village and Riordan, respectively.
- Traffic has surged by 233% and 99% at Flagstaff Ranch and Thompson.
- Traffic is diverting via Flagstaff Ranch to I-40 and Thompson to Woodlands Village, indicating challenges in accessing Riordan.

Vehicle Miles Travelled (VMT):

- VMT on the corridor has risen by 20%, with higher increases in Segments 1 and 2.
- VMT leaving the study area is up by 300%.
- Most growth in employment and housing is in the west, closer to the interstate.

Vehicle Hours of Travel (VHT):

- VHT in the study area is up by 66%, tracking closely with internal VMT, housing, and employment growth.
- Trips leaving the study area reduce VHT growth, and alternative routes help achieve network equilibrium.

Corridor Travel Time:

- Travel time has increased by 19%, notably in westerly Segments 3 and 4.
- These segments are over capacity, causing disproportionate delays.

Lane Mile:

- "No Build" scenario means no change in lane miles, which will influence early right-of-way considerations.

Mode Share, Mode Shift, and Internal Capture:

- Internal automobile trips are up by 82%, aligning with population and employment growth.
- Combined walk/bike and transit trips have increased by 38% and 45%, respectively, while non-auto mode share decreased from 42% to 36%.
- Development in the less connected west end led to stagnant pedestrian, bicycle, and transit services.

Transportation Impact Analyses (TIA): anticipate the following needs:



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- A signal is deemed necessary at the intersection of Woody Mountain Road and Route 66 based on the warrant analysis.
- The intersection of Railroad Springs Boulevard and Route 66 be improved by signalization.
- The intersection of Woodlands Village Boulevard and Route 66 be improved with the installation of a second westbound through lane east of the intersection.
- limited driveway access to the new Homewood Suites, a physical device like a median island is recommended to prevent prohibited left-turn movements. Additionally, a right-turn deceleration lane is recommended based on ADOT criteria.

Development

Under development review are several developments that include housing, affordable housing, industrial, and commercial, for a total of 512 housing units, 3 commercial properties, 2 subdivisions, and a 248-room hotel. The majority of housing will be in the form of single-family attached.

The Flagstaff Ranch Road area should continue to see increased industrial activity. The area will also see increased hospitality and other commercial-related services, as designated activity centers and current zoning.

Population

Scenario A results in this level and location of growth from current conditions:

- Housing: 66%
- Employment: 57%
- More than ½ employment growth is in Segment 1 (I-40 to Flagstaff Ranch) more than 2/3 of housing growth is in Segment 2 (Flagstaff Ranch to Woody Mt. Rd.)





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PUBLIC OUTREACH

Business: Outreach has begun to businesses along the corridor. A notification letter was sent to over 50 businesses, mobile home parks, and property owners. As of today, MetroPlan has received 5 comments on the needs of these businesses as it relates to access and the roadway itself and will be meeting with a business owner in June.

Tribal Governments: Notifications have been sent to staff and the presidents of several tribes that claim this area as part of their ancestral lands. Outreach has been conducted through the use of the Arizona State Historic Preservation Office (SHPO) Government-to-Government Consultation Toolkit. No responses have been received at this time.

Partners: Staff has provided project updates to Mountain Line TAC and Board for those items that pertain to transit and the overall project. Requests for future updates have been made as we continue through this process.

Residential: Outreach is anticipated to start in June.

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, software, etc.) at \$102,400 in the fiscal year 2024. Total project cost \$220,512. Unused funds will be carried forward into FY2025. The FY2025 budget includes a small increase for the project to support public outreach.

If significant technical analysis outside of the scope of work is required to deliver a plan that meets partner expectations, additional funding may be sought from partners to support the planning effort.

6. ALTERNATIVES:

- 1) **Recommended:** The TAC approves the W. Route 66 Current and Future Conditions reports to keep the project moving forward promptly.
- 2) **Not Recommended:** The TAC does not approve the W. Route 66 Current and Future Conditions reports. The project schedule will be extended further to support any recommendations and updates to the reports and to determine their impacts on future deliverables. The TAC could provide staff with additional direction.



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7. ATTACHMENTS:

All draft documents and appendices completed to date can be found at www.metroplanflg.org/wr66 or the links below:

- [W. Route 66 Current Conditions Report \(DRAFT\)](#)
- [W. Route 66 Future Conditions Report \(DRAFT\)](#)
- Attached:
 - Current Conditions PAG Feedback and Responses
 - Future Conditions PAG Feedback and Responses
 - Public Involvement Detailed Schedule

WR66 Current Conditions Feedback

Page	Topic	Comment	Status /Response
3	Why Now	Update the "Why Now" section to include Voter Expectations, Growth Pressures, and Critical Access	Complete
5	Regional Plan	Provide examples of the types of policies that are not addressed in this planning effort	Complete
6	Regional Plan	Requested updates to language	Complete
7	Flag in Motion	Table and text needs to be in sync	Complete
11	History	Add examples of commercial uses	Complete
11	History	Add La Plaza Vieja	Complete
13	Figure 3	Pie Chart shows 6 colors and not 5 in the key	Updated demographic information based on the direction of the PAG.
13	Community Conditions	Make clear the poverty status	Updated demographic information based on the direction of the PAG.
14	Key takeaways	This is where the "so what" needs to be applied. minority = attention to equity low income/ poverty/ no auto = attention to mobility needs 18-24 = generally more mobile so ATMP Disaster risk =evacuation and resiliency etc.	Complete
21	Key takeaways	So what? Change in ownership = change in standards Decrease in population will lessen demand Increase in minority and low income = mobility	Complete
22	Figure 7	It would be helpful to add large employer's names to the graphic	This map is from https://geo.azmag.gov/maps/azemployer/ it does not allow for labels. Staff attempted to add some but the map became clustered and not easily readable.
23	Map	Include study area boundary	
23	Table	Do we have a breakdown of existing housing mix? So what: Apartments = density = transit market Hotels = typical auto dependency, harder for transit to serve Mixed use = limited = challenge to Non-moto transportation	Complete
30	Road width	Clarify pavement vs ROW	Updated Maps
30	ROW	Add ADOT ROW information: https://apps.azdot.gov/files/ROW/Plans/SR_40B/SR_40B_Index.pdf ADOT likes to work in mileposts, often to the second decimal place	Complete
41	Existing Transit	It is worth noting Route 8 runs on a 30 min peak frequency and 1 hour off peak. It has a connections to Route 10, Mountain Line's highest frequency route which traverses the NAU Campus. Paratransit is available throughout all of the City. The I read the sentence, it makes it sound like it only available along the corridor.	Complete
41	Transit service	Add transit ridership information	Complete
42	Bike/Ped	Look to ATMP or regional model for BCI scores	<i>Unavailable</i>
42	Crash Data	Our records show 10 bicycle crashes along the corridor. The difference may be in the value in the "IncidentOnRoad" field. Crashes at intersections are sometimes coded as the side street.	Crash data for the corridor/study area has been updated.

52	Transportation section ALL	<p>So what for the entire section (subject to confirmation of ADOT intersection performance standards)</p> <ul style="list-style-type: none"> * Intersection delay is an existing concern for north-south movements at many intersections requiring improvement, volume reduction or an evaluation of existing standards. * Few network (i.e., connectivity) improvements are planned, programmed or even practical that would shift, and thereby alleviate, delay for some movements. * Proposed development, not to mention growth beyond that, will exacerbate conditions. * Given network deficiencies bicycle and pedestrian travel are not available or acceptable modes for many trips. <p>* NOTE/Question: Is there a transfer from 8 to 10 at the west end?</p>	Complete
Appx B	Environmental	Request for more analysis	<p>This analysis is complete and satisfies the scope of work as an "environmental scan" This information can be used to inform future environmental work as it is not a Planning and Environmental Linkages (PEL) study.</p> <p>However, as we approach project sites/selection - if a need for additional environmental considerations are needed, they will be done as part of the assessment. it should be noted that there is no desire to federalize this project at this time.</p>
24	Areas of persistent poverty	It would be interesting to see if the corridor is within the APHSC.	<p>The equity section has been updated using ADOT's method which combines and scores Justice 40, the Social Vulnerability Index (SVI), EJScreen, and a proprietary Equity, Needs Analysis using Census data.</p> <p>The equity tool to evaluate census tracks and neighborhoods by applying an equity score that can be overlayed with crash frequency, density, and rate to determine if there are disproportional impacts to underserved communities.</p>

WR66 Future Conditions Feedback

Page	Topic	Comment	Response/Action
1	RP Scenarios	I'd confirm with Sara Dechter but last I heard their preferred recommendation is Scenario E which is a hybrid of Scenario C & D.	Staff will acknowledge scenario E in this document. A future appendix item will compare all scenarios B-E.
2	Scn. A	Maybe this is too late but I believe the preferred scenario has been decided so it could be worth updating this plan to reflect that	Staff will acknowledge scenario E in this document. A future appendix item will compare all scenarios B-E.
3	Study Area Map	Could be worth noting where NAU and Downtown are located to help orientate people. Or at least note railroad tracks. Also, if this is not a public document, then feel free to disregard.	Updated throughout all documents
4	TAZ - Presido/Boulder Point	Correction to number of households in TAZ 79	Updated and calculated into LOS maps
4	TIA - Timbersky	For Timber Sky, the approved TIA from 2016 shows full buildout of the project in 2030. I am unsure of an update on that. I can confirm Arrowhead Village has recently (3/22/24) come in for a pre-app meeting and Planning told them they	Updated
6	Future development	can have a max 33 units on the site, and I believe they are proposing a mobile home park similar to the Village Camp Flagstaff in Bellmont.	Updated
7	Table of development status	Specify what a "lot is"	Updated
8	Seg. 3 Development status	Update to under construction	Updated
		Add Federal Courthouse	Updated
		Correct. There is a loss of people but it could be a very minimal loss that is effecting the TAZ.	
12	Current pop. Density	Area #5 looks like it loses people. It goes from black to dark blue. Am I reading that correctly?	TAZs that were separated but had the same identification number have been combined to see if the results change. They do not.
19	Transportation Conditions	On the roadway correct? This is only considering cars.	Replaced modal variables w/modal demand. Replaced demand to capacity ratios w/ Volume to capacity to better specify vehicles.
20	Buildout Map	Could be worth labeling the road that are getting the improvements	Map pulled directly from the Regional Plan. Labels have been added.
21	TIA process	Confirmed that the City's TIA process does not include Environmental impacts	Some TIA processes do. Therefore this information has been moved and reworded as this information is not specific to CoF processes.
21	TIA	I don't understand what you mean by this. Isn't the TIA understanding how the development affects the current transportation infrastructure.	A similar analysis is done when a transit investment is made. Language has been updated to better specify this item.
21	TIA - Alternative Transportation Options	From my understanding the TIA does not include public transit. City engineering can clarify.	The TIA does not require a detailed analysis - it is only considered when applicable. No formal requirements are established. If applicable, TIA's will identify site access and reference 5-year transit plan.
22	TIA Map	Update dots and names	Updated
22	TIA - Homewood Suites	Add W Rte. 66 will be widened to the ultimate 5-lane cross section, with the addition of a rt turn lane into the site.	Updated
22	Mountain Line	Font is a different size	Updated

23 TIA - Sky Cottages	Feels like there are some things missing in the recommendation section. This is the only one I am checking and this project also assessed Woody & 66 intersection and is recommending signal timing changes. W Rte. 66 will be widened to the ultimate 5-lane cross section, with the addition of a rt turn lane into the site.	Updated to "The TIA recommends that sight visibility triangles be designated. Because of the recommendations from Timber Sky development for intersection improvements at Woody Mountain Rd. No additional recommendations were made to that intersection" within the TIA document.
23 TIA - LIV Timber		Updated
23 TIA - NAU Milton/R66 Entrance	Just out of curiosity, was this TIA approved by ADOT, if so, when?	Confirmed "no" by Mountain Line. It was a "pre-planning TIA effort". Language has been updated to express this but the findings will remain in the report.
24 FUTS Map	Timber Sky has built a 10' FUTS on the south side of W Rte. 66 & LIV Timber will also be connecting from the existing to the intersection of Woody Mtn (maybe instead of No Priority it could be Planned w/ Development?). It may be useful to distinguish between concrete FUTS and gravel FUTS on this map?	The map was provided by the ATMP online portal. A note of this has been made regarding developer agreements to connect/extend access. At this time it is not necessary to distinguish between concrete and gravel in this map - that information may come into play at a later time in this process. This section is for information only to help guide future analysis of needs. Potential solutions may include additional lane capacity. More analysis to come to determine the best project fit.
27 Analysis - Highway LOS	Unless I am reading this wrong, isn't this saying we need the 5-lane cross section (widening) by 2045? I would like to see this analysis. Unrealistic might be a better word. From the ML perspective, we will be extending Route 8 in the next few years	No updates to the document Analysis will be provided by Dave
27 Corridor Transportation analysis		No changes have been made
27 Corridor Transportation analysis	I'd check with Sara D but would you need to test all scenarios if City has already picked the preferred scenario. Could save time. I'm a little confused on where these increases come from. Is this from Scenario A 2045? Or is this no build? Also, is this all times of day? Peak hours M-F?	Updated
27 Corridor Transportation analysis	Struggling to read this table, these numbers are segment miles under each LOS value? Would like to see the analysis that determined these LOSs.	Scenario A in the no build. Peak hours has been added. Units are listed.
28 Comparative Stats Table		Analysis to be provided by Dave
28 Corridor Transportation analysis	This contradicts above definition where no build is no bike/ped/transit improvements. I read this as no increase in vehicle lanes. What do you mean by this? Is this stop spacing or distance someone has to walk to get to a bus stop?	Updated language Updated language - removed network, added walking distance
30 Transit LOS	Please specify if this is all times of day or just peak hours?	
31 LOS Maps		peak hour have been added to captions

WR66 PUBLIC OUTREACH DETAILS

The following outlines the public outreach activities as defined in the W. Route 66 Operational Assessment’s Scope of Work.

SCHEDULE OF ACTIVITIES

Date	Outreach Type
December 2023	Launch of Project Website
February 23, 2024	Coordinated Mobility Council Presentation
April 4, 2024	Mountain Line Technical Advisory Committee Presentation
April 17, 2024	Mountain Line Executive Board Presentation
April 29, 2024	Tribal Governments Notifications (29)
April 29, 2024	Business Notifications (51)
On-going	Social Media Posts (promote surveys)
May 2024	<u>Survey 1</u> : Feedback on Criteria
Aug/Sept. 2024	Residential/Business Outreach via postcard (5,000)
Aug/Sept. 2024	<u>Survey 2</u> : Corridor Solutions
On-going	Business Outreach – phone calls, emails, and meetings as requested.

PROJECT WEBSITE

The OA will have a prominent presence at www.metroplanflg.org/wr66 including opportunities for the public to review the information and provide comments at their convenience. We will further rely on our network of stakeholders to direct their constituents to the project website through their agency or individual communication channels.

NOTIFICATIONS

Adjacent property owners and businesses: Project notification via phone calls and/or email will provide project information and gather input from a prioritized list of businesses and property owners.

Tribal Governments: Tribes will be asked specifically for their knowledge of cultural resources in the project area, to inform us about their concerns, and to let us know if they wish to be

consulted by MetroPlan. These tribal consultation letters will follow the Arizona State Historic Preservation Office (SHPO) Government-to-Government Consultation Toolkit.

Study Area residents and businesses: Notification will target residents and businesses along the corridor. The intent is to inform, educate, and invite residents to participate in an online survey. *As per the scope of work one (1) round of notifications will take place.*

ONLINE SURVEY

An online survey will be posted on the city's [Community Forum](#) to collect feedback from the public. *Per the scope of work, MetroPlan will conduct up to two (2) surveys.*

Survey 1: Feedback on Criteria

Survey 2: Corridor solutions / Project selection

SOCIAL MEDIA

MetroPlan will use its existing social media presence to promote operational assessment and any opportunities to provide feedback. Posts will be tagged with partner agencies to help boost project recognition and provide opportunities to a broader audience. Monetary boosting of social media posts will attempt to target those who reside in the study area boundaries.

OPEN HOUSE

This item is **outside of the scope of work** for the Operational Assessment. However, MetroPlan is open to partnering with a jurisdiction that leads and coordinates this effort. *No funding has been identified for this request.*



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STAFF REPORT

REPORT DATE: May 3, 2024

MEETING DATE: May 22, 2024

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: David Wessel, Planning Manager

SUBJECT: Consider ADOT Performance Measures and Targets

1. RECOMMENDATION:

Staff recommends the TAC recommends the Board adopts a policy authorizing MetroPlan staff to accept on the Board's behalf all federally mandated performance targets adopted by ADOT, except for transit.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal: Maximize Funding for Transportation Projects and Programs

Objective 1.4: Ensure good standing with funders

3. BACKGROUND:

The Infrastructure Investment and Jobs Act (IIJA) carries forward requirements for performance-based planning and target setting from the Fixing America's Surface Transportation (FAST) Act. Such planning is intended to guide investments toward improving performance in expected ways. Mandatory measures include Safety, Infrastructure (pavement condition, bridge condition), System Performance (congestion, reliability), Transit assets, and Transit safety. Metropolitan Planning Organizations have the authority to set their own targets for these measures or to adopt those of the state and must take this action within 180-days of the state issuing its targets. These targets are reviewed annually as data is gathered and trends evaluated.

Performance measures are important and give a perspective on how performance is influenced by current funding levels. Implications for the safety targets, for instance, are that if the State fails to meet four out of five target components the State is required to direct more funding to highway safety projects and conduct more planning.

Except for transit asset measures, MetroPlan has traditionally adopted the State measures. This avoids costly data gathering, analysis, and reporting and permits a uniform approach to planning, programming, and reporting across the state. ADOT targets for different categories come at different times of the year.



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Authorizing staff to accept ADOT targets administratively avoids time-sensitive submittal issues, multiple staff reports, and Board time. Once all targets from the state have been received, staff will present the results to the Board. Based on the trends observed, the Board may wish to advocate for changes to funding, performance measures or other actions.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

This item was not presented to the Management Committee.

5. FISCAL IMPACT:

There are no direct fiscal impacts.

6. ALTERNATIVES:

1. Recommended. Staff recommends the TAC recommend the Board adopts a policy authorizing MetroPlan staff to accept on the Board's behalf all federally mandated performance targets adopted by ADOT, except for transit. This provides additional administrative benefits and presents little or no risks to MetroPlan.

2. Not recommended. Maintain the status quo. This results in multiple reports to the Board and Board actions throughout the year.

7. ATTACHMENTS:

None.



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STAFF REPORT

REPORT DATE: May 10, 2024

MEETING DATE: May 22, 2024

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Sandra Tavel, Transportation Planner

SUBJECT: Greater Arizona Funding Initiative (RTAC Bill) Projects

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 1.3: Coordinate partners' legislative priorities related to transportation

3. BACKGROUND:

The Rural Transportation Advocacy Council (RTAC) represents 10 small Councils of Government (COGs) and Metropolitan Planning Organizations (MPOs) around the State. The mission of RTAC is to protect and promote rural and small metropolitan transportation interests, as well as creating a stronger and more effective rural transportation advocacy network in Arizona. Supervisor Jeronimo Vasquez serves on the RTAC Board and Councilmember Miranda Sweet is the Alternate. For the last two years RTAC has put forward pieces of legislation to fund transportation projects across the state.

Specifically, the RTAC bill pursues funding through the Governor and State Legislature as a special budget appropriation. This is not funding that would be apportioned through ADOT. The funding would go *directly* to the local agencies for local projects. The \$400 million proposal is allocated to each Council of Government (COG) or Metropolitan Planning Organization (MPO) region by population, providing the MetroPlan region with \$22,434,763 in funds to request. This process mirrors the previous legislative session process.

The major benefit of this statewide approach is that it amplifies MetroPlan's request and enlists additional champions. Our request will be packaged with the requests of 10 other COGs and



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MPOs. For example, rather than MetroPlan submitting a standalone \$22.4 million request (final amount pending RTAC May 20th Board meeting where they will discuss a possible 30% increase due to inflation) and soliciting support, we will partner with 10 other organizations that all want to be successful. Through partnerships, we can amplify our voice and link up with additional champions. *However, MetroPlan and each agency should also advocate for projects separately to increase the likelihood of inclusion in the final budget.* This action is a key advocacy component.

Projects the State finds compelling should be considered since the State would provide the funding. Items that should be considered are:

- Local match percentage and any other partnership funding
- Timeliness/ shovel ready
- Issues of importance to regional representatives: rural and tribal benefits

RTAC has asked each organization to provide priority projects and make the case for funding in time for the Rural Transportation Summit in October which means projects must be approved by the MetroPlan Board at their September meeting. This meeting is the last meeting of the TAC prior to that, however, final details can be determined over the summer. This meeting provides the opportunity to discuss potential regional projects for the next RTAC bill. Project nominations are due to MetroPlan staff in early June for presentation / advocacy at the AZ Rural Transportation Summit in October 2024.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

This item was not presented to the Management Committee.

5. FISCAL IMPACT:

There is no cost to pursue this funding, however, support of our legislative liaison will be critical to funding being included in the final budget. MetroPlan budgeted \$21,000 in local funds for legislative services for fiscal year 2025.

6. ALTERNATIVES:

None. This item is for information and discussion only.

7. ATTACHMENTS:

None



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STAFF REPORT

REPORT DATE: May 3, 2024

MEETING DATE: May 22, 2024

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Kate Morley, Executive Director

SUBJECT: Update on Key Performance Indicators (KPIs)

1. RECOMMENDATION:

None. This item is for information and discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

This item reports on the progress of all strategic work plan items.

3. BACKGROUND:

At its June 1, 2023, Board meeting, the Board adopted a new Strategic Workplan. The Workplan included newly formed key performance indicators (KPIs) to help measure progress on the goals and objectives that would be shared with the Board quarterly. This report provides KPIs for the third quarter (*January to March*).

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

This item was not presented to the Management Committee.

5. FISCAL IMPACT:

None. However key performance indicators can provide useful information on the effectiveness of programs and budget resources.



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6. ALTERNATIVES:

None. This item is for information and discussion only.

7. ATTACHMENTS:

KPI PowerPoint

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



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GOAL 1: MAXIMIZE FUNDING FOR TRANSPORTATION PROJECTS AND PROGRAMS

Trend

FY 2024 SNAPSHOT

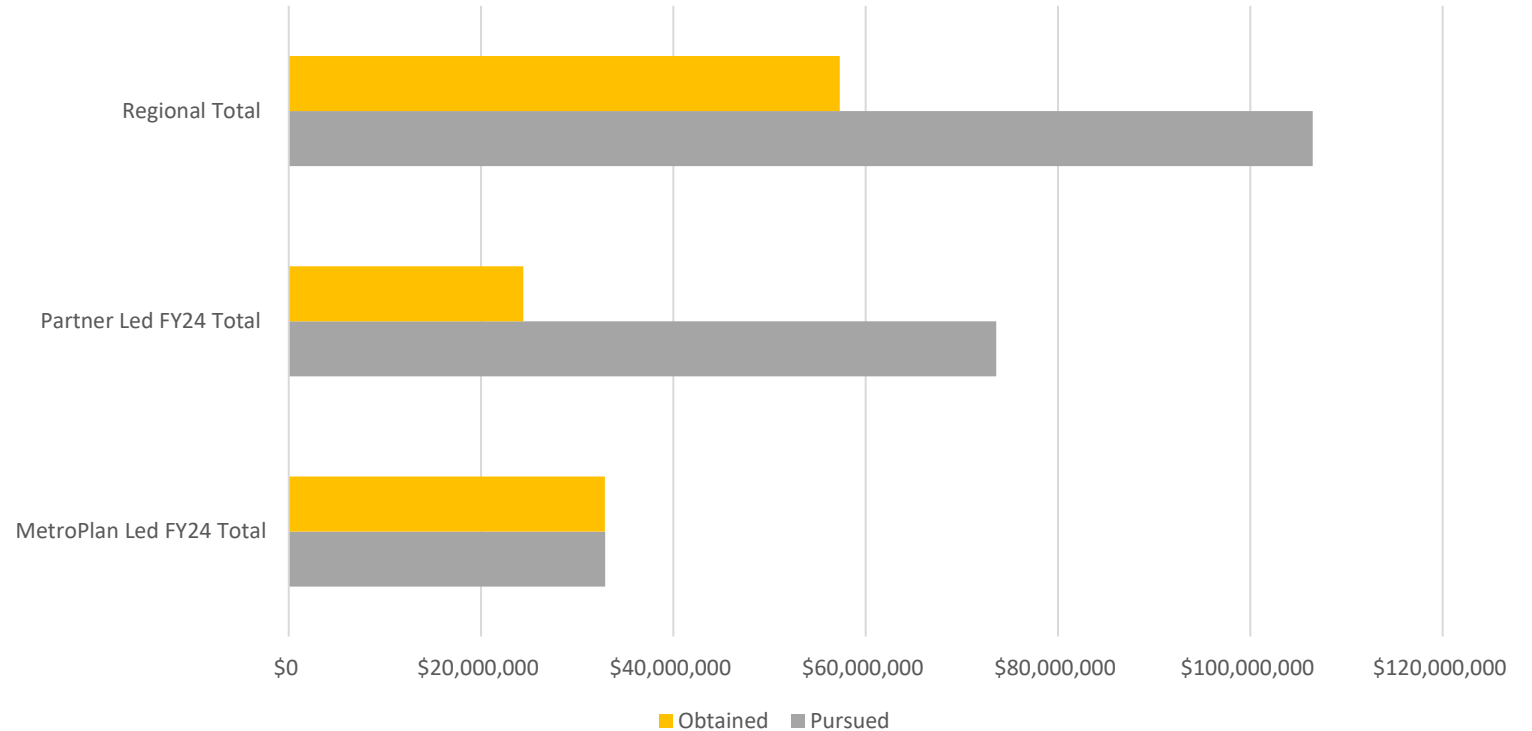
Regional Total Awarded
\$57,286,075

Regional Total Pursued
\$106,475,439

Grants Pursued 12

Grants Awarded 9

FY24 Discretionary Grant Seeking
Funds Pursued & Obtained



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

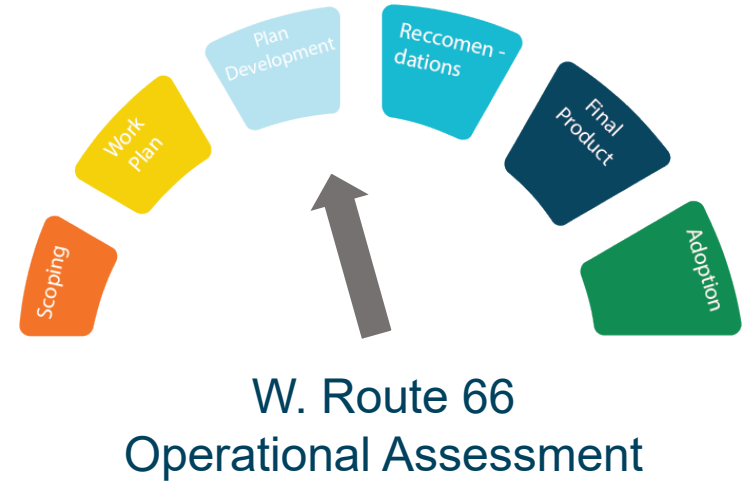
1. Involvement of stakeholders in scoping through final recommendations
2. Participant demographics reflect community demographics
3. Number of new data sets collected and available on the website
4. Number of policy, project or other recommendations implemented

GOAL 2: DELIVER PLANS THAT MEET PARTNER AND COMMUNITY NEEDS

	Q1	Q2	Q3
 1. Involvement of stakeholders in scoping through final recommendations (Plans / Engagements)			
 2. Participant demographics reflect community demographics	N/A	N/A	N/A
 3. Number of new data sets collected and available on the website (year to date)	4 YTD	4 YTD	4 YTD
 4. Number of policies, project, or other recommendations implemented	0	0	0



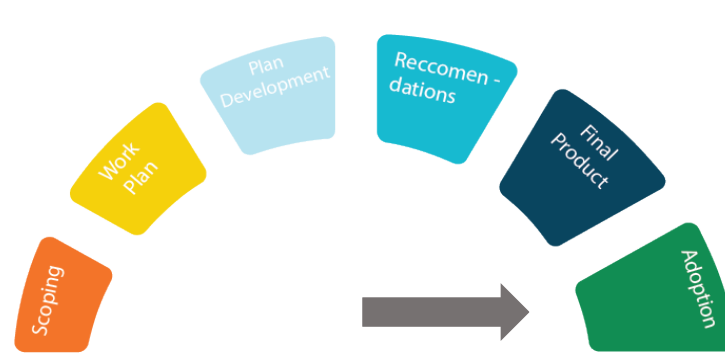
Planning Dashboard



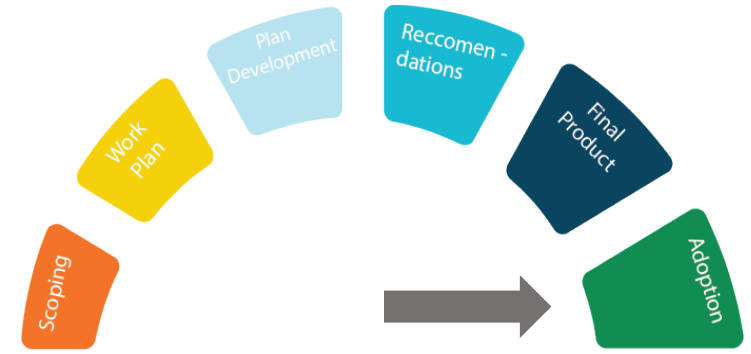


Planning Dashboard

Complete!



Route Transfer Study



Regional Transportation Safety Plan

Coming

Soon:

➤ Traffic Counts

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

GOAL 3: BUILD METROPLAN'S VISIBILITY IN THE COMMUNITY

Trend



	Q1	Q2	Q3
 1. Number of public outreach events attended or organized	0	0	0
 2. Number of people/organizations interacted with quarterly	0	3	88
 3. Number of <u>new</u> followers/ subscribers to social media and e-news sign-ups	44	40	38
 4. Number of people reached through other media such as direct mailers, poster distribution, etc.	152	0	



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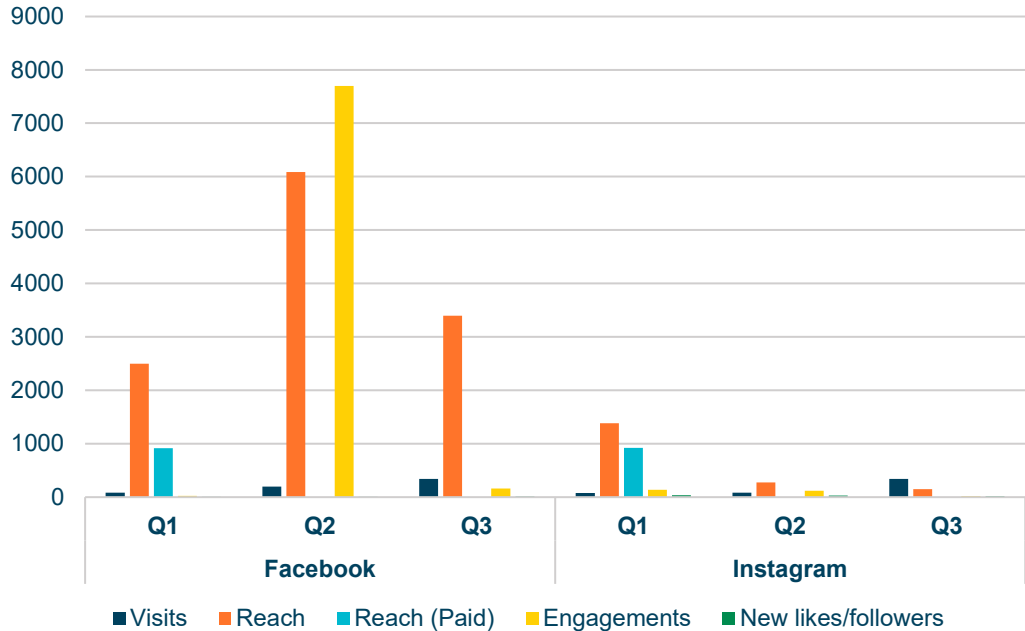
GOAL 3: BUILD METROPLAN'S VISIBILITY IN THE COMMUNITY



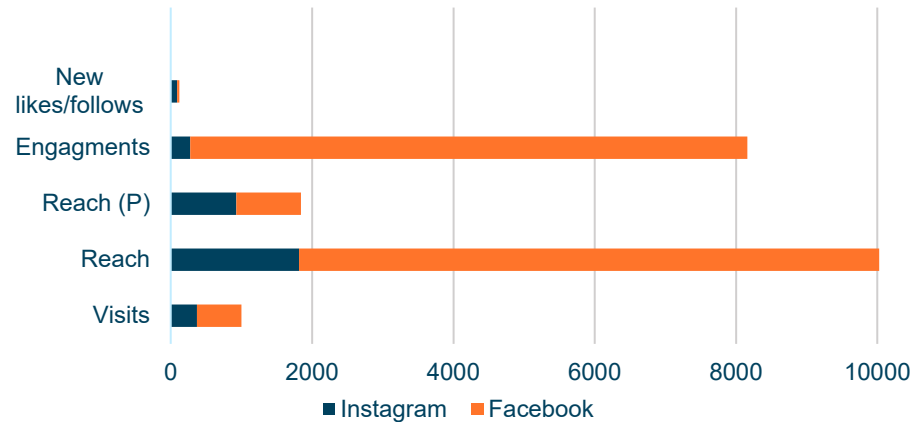
Total of social media followers:

- ▶ Facebook 111
- ▶ Instagram 228

Comparison by Quarter



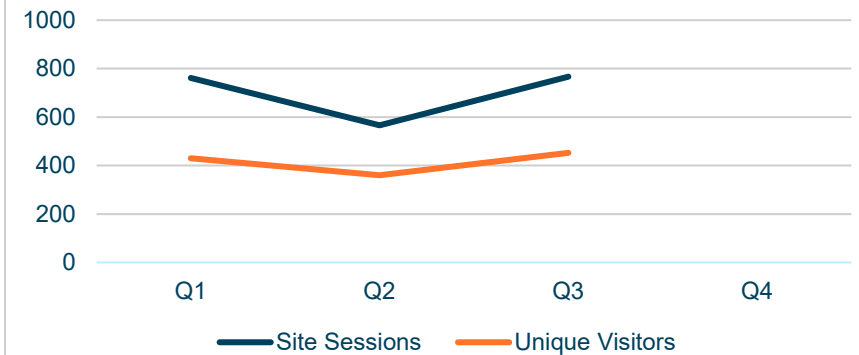
Cumulative Total



Site Sessions: Is a visit to your site. A unique visitor can have more than one site session

Unique visitors: The number of people that visited your website.

Website Visits



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

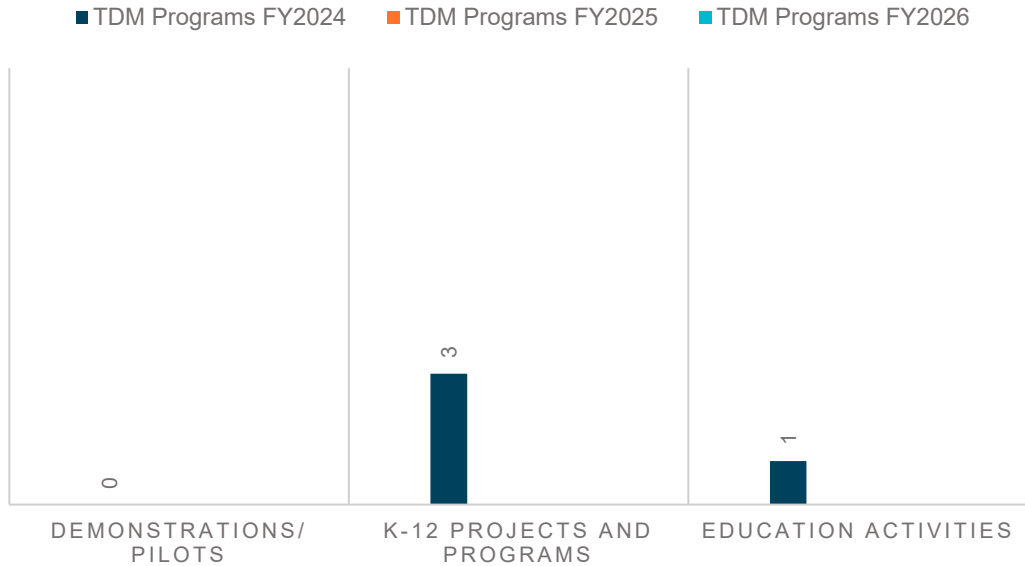


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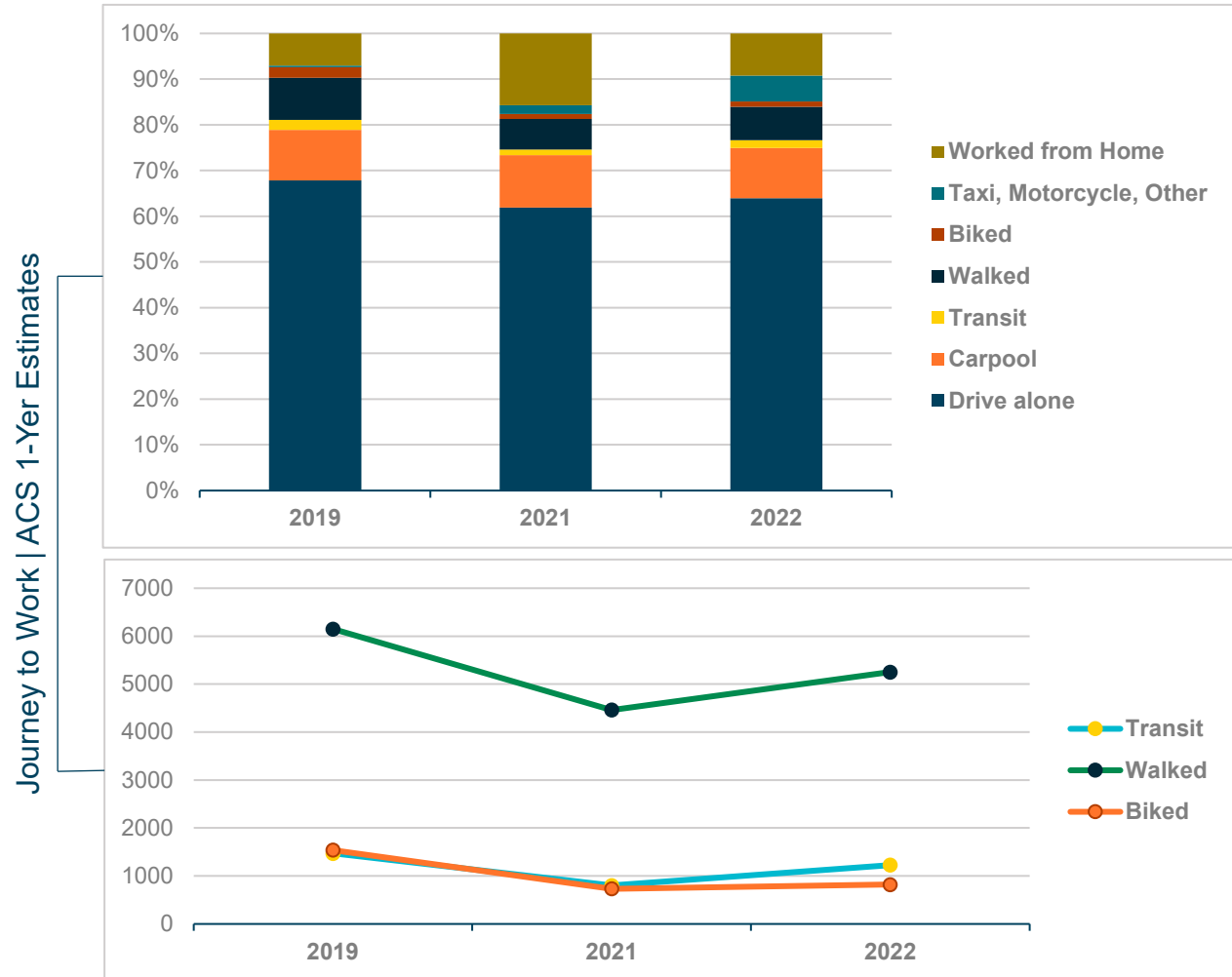
GOAL 4: IMPLEMENT PROGRAMS THAT ENCOURAGE MODE SHIFT

TDM PROGRAMS



Reduction in K-12 school traffic

➤ *MetroPlan received a Transportation Alternatives program to support*





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STAFF REPORT

REPORT DATE: May 10, 2024

MEETING DATE: May 22, 2024

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Aubree Flores, AmeriCorps Fellow

SUBJECT: Final update on Bloomberg Cheshire Slow Street Asphalt Art Project

1. RECOMMENDATION:

None. This item is for information and discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 4: Implement Programs that Encourage Mode Shift.

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

3. BACKGROUND:

MetroPlan, in partnership with Creative Flagstaff, received a Bloomberg Foundation grant for an asphalt art project on Fremont Blvd in the Cheshire neighborhood. Installation of the artwork occurred Thursday, May 16, 2024, through Saturday, May 18, 2024. May 18th was a community paint party and street festival. The Bloomberg Foundation will be using a drone to photograph the artwork and create before and after photos. We will share those photos with TAC when finalized. MetroPlan will be conducting a post-project survey through the Flagstaff Community Forum platform and will share those outcomes when received. In addition, the City of Flagstaff will conduct traffic surveys and studies to determine if this project had the desired safety result.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending?

5. FISCAL IMPACT:

This project was a grant-funded project at \$25,000 however none of the money flows through MetroPlan. Creative Flagstaff was the fiscal agent for this project. MetroPlan provided staff time at no cost to the project.



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6. ALTERNATIVES:

None. This item is for information and discussion only.

7. ATTACHMENTS:

None.



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STAFF REPORT

REPORT DATE: May 3, 2024

MEETING DATE: May 22, 2024

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: David Wessel, Planning Manager

SUBJECT: Trip Diary Survey Scope of Work

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 2.3: Fill gaps in transportation data and make data accessible

3. BACKGROUND:

MetroPlan (formerly Flagstaff MPO) conducts a trip diary survey every six years (2006, 2012, 2018) and intends to conduct a survey this year (2024). Survey results are used in numerous ways including:

- Calibration of inputs to the Regional Transportation Demand Model
- Insights to barriers to transportation and mobility
- Equity perspectives on access to transportation
- Demand on a range of transportation demand management strategies

The trip diary survey is comprised of two parts: a diary where participants log every trip they take in a single appointed day; and, a survey of basic demographic information, trip behaviors, and travel preferences. The analysis of trends over time is central to this effort, so the continuity of the diary and survey is paramount. However, technology has changed dramatically over the past six years and there may be new methods to administer this instrument and qualified contractors will be encouraged to submit new approaches in their proposals.

Basic scope components include:

- Work with FMPO staff to develop trip diary survey forms, based on the process and instrument of the 2006 and 2012 trip diary surveys. Forms will include both a household



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survey and a travel diary survey

- Develop a methodology to ensure a statistically representative sample, including appropriate geographic and demographic distribution, and including students living on the NAU campus
- Organize printing, mailing, collection, and data entry of the trip diaries and household surveys
- Code, review, verify, and organize survey responses.
- Provide a full dataset of the completed surveys in a standard digital format with the ability to cross-tabulate information
- Produce a final report, including analysis of the results and comparison to the 2006, 2012 and 2018 surveys in narrative, tabular, and chart form.

A rough schedule for this procurement:

- May-June 2024: Scope of Work
- June-July 2024: Solicit Proposals and retain contractor
- August-September 2024: Recruit participants and develop instrument
- September-October 2024: Administer survey
- November-December 2024: Analyze and report on results

A project advisory group (PAG) will be formed to assist with proposal review and consultant selection and review of consultant deliverables.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

This item was not taken to the Management Committee.

5. FISCAL IMPACT:

Based on inflation from the last survey a rough estimate is \$50,000.

6. ALTERNATIVES:

None. This item is for information and discussion only.

7. ATTACHMENTS:

None.



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STAFF REPORT

REPORT DATE: May 3, 2024

MEETING DATE: May 22, 2024

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Dave Wessel, Planning Manager

SUBJECT: Discussion on ADOT Lighting Standards

1. RECOMMENDATION:

None. This item is for information and discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal: Deliver Plans that Meet Partner and Community Needs

Objective 2.4 Position partners for successful implementation of plans

3. BACKGROUND:

The MetroPlan region has numerous plans that support dark skies for the benefit of important observatories, health and wellbeing, preservation of natural environment and to support the economy. Both the City and the County have dark sky ordinances. The City of Flagstaff has dark sky street light standards while the County does not own street lights.

A consortium of dark sky experts in the region has requested MetroPlan consider asking ADOT to create a dark sky standard in the region. Specially, the request is:

- Type: Phosphor-Converted Amber (PCA) LED
- Spectral Standard: S/P ratio of 0.50 or less

The scotopic (nighttime)/photopic (daytime) ratio, or S/P ratio, is a multiplier that measures how much emitted light is useful to the human eye. These useful lumens are known as visually effective lumens (VELs).

Reference: City of Flagstaff Title 13 Engineering Design Standards and Specifications for New Infrastructure 13-12-003-0002.3; 13-12-005-0001



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They are not requesting that ADOT modify their usual standards beyond these spectral characteristics, such as for spacing, lumen output, pole heights etc. County leadership is supportive of exploring such a standard beyond the MetroPlan region to include all of Coconino County.

ADOT has a process by which a request to update standards can be made. This will be a discussion amongst TAC members on submitting such a request.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

This item was not presented to the Management Committee.

5. FISCAL IMPACT:

None.

6. ALTERNATIVES:

None. This item is for information and discussion only.

7. ATTACHMENTS:

None



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STAFF REPORT

REPORT DATE: May 3, 2024

MEETING DATE: May 22, 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

Staff anticipate having heard about the first round of the SS4A awards prior to TAC and will share news at this time.

Conferences

Staff attended the Association of Metropolitan Planning Organizations (AMPO) and National Association of Transportation Official conferences and will highlight lessons learned.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:



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5. **FISCAL IMPACT:**

None. These items are updates only.

6. **ALTERNATIVES:**

None. This item is for information and discussion only.

7. **ATTACHMENTS:**

None.

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 Representativ

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