



FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION

CITY OF FLAGSTAFF ♦ COCONINO COUNTY ♦ ARIZONA DOT

Office: 211 West Aspen Avenue ♦ Flagstaff, Arizona 86001

Phone: (928) 213-2651

www.flagstaffmpo.org ♦ mpo@flagstaffaz.gov

Agenda Technical Advisory Committee 1:30 p.m. March 7, 2019

Flagstaff City Council Conference Room
Flagstaff City Hall
211 W. Aspen Avenue, Flagstaff, AZ 86001

Regular meetings and work sessions are open to the public. Persons with a disability may request a reasonable accommodation by contacting the Coconino County Human Resources Department at 928-679-7100. The FMPO 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 by contacting the FMPO at 928-213-2651 as early as possible to allow time to arrange the accommodation. ***A quorum of the FMPO Executive Board may be present.***

CALL TO ORDER / ROLL CALL: COMMITTEE MEMBERS

Anne Dunno, Chair, NAIPTA Capital Program Manager
Nate Reisner, Vice Chair, ADOT North Central District Development Engineer
(for Audra Merrick, ADOT Flagstaff District Engineer)
John Wennes, ADOT Transportation Program Planning Manager
Rick Barrett, City of Flagstaff Engineer
Jay Christelman, Coconino County Development Services Director
Dan Folke, City of Flagstaff Development Services Director
Christopher Tressler, Coconino County Engineer (for Lucinda Andreani, Public Works Director)
Jeff Bauman, City of Flagstaff Transportation Manager

FMPO STAFF

David Wessel, FMPO Manager
Martin Ince, Multimodal Planner

I. PRELIMINARY GENERAL BUSINESS

A. PUBLIC COMMENT

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

B. ANNOUNCEMENTS

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

C. APPROVAL of MINUTES

1) Meeting of February 7, 2019

(pages 4-8)

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

1. FMPO TIP Project Status (no handout)

FMPO Staff: David Wessel, Manager

REQUESTED ACTION: Discussion and Possible Action

Project sponsors will provide a progress update on their respective projects.

RECOMMENDED ACTION: Discussion only

2. US 180 and Milton Corridor Master Plans Update (no handout)

FMPO Staff: David Wessel, Manager

REQUESTED ACTION: Discussion only

FMPO Staff will present updates on urban design, evaluation criteria, and recent regional model runs for US 180 and Milton Road. ADOT members of the TAC will update the Committee on corridor master plan status.

RECOMMENDED ACTION: Discussion only

III. NEW BUSINESS

1. FY 2020-FY2024 Transportation Improvement Program (TIP) Review of Current TIP (page)

FMPO Staff: David Wessel, Manager

REQUESTED ACTION: Discussion and Possible Action

Staff will review the existing TIP and work with the TAC to identify prospective changes for 2020.

RECOMMENDED ACTION:

2. Regional Transportation Plan (RTP) Project Implementation Priorities (pages 9-17)

FMPO Staff: David Wessel, Manager

REQUESTED ACTION: Discussion and Possible Action

Staff will ask the Executive Board to set priorities from the RTP for pursuit of funding and implementation and seeks input and possible recommendations from the TAC.

RECOMMENDED ACTION: Discussion only

3. FY 2020 Unified Planning Work Program Development (pages 18-21)

FMPO Staff: David Wessel, Manager

REQUESTED ACTION: Discussion and Possible Action

Staff will initiate discussion on potential UPWP initiatives for the next two years.

RECOMMENDED ACTION: Discussion only

4. Active Transportation Master Plan Update (pages 22-23)

FMPO Staff: Martin Ince, Multimodal Planner

REQUESTED ACTION: Discussion only

Staff will provide an overview of the master plan and seek input on goals and policies.

RECOMMENDED ACTION: Discussion and Direction

5. Coordinated Human Services Public Transportation Plan (pages 24-26)

FMPO Staff: Martin Ince, Multimodal Planner

REQUESTED ACTION: Discussion and Possible Action

Staff will present the updated plan including policy revision and anticipated grant applications.

RECOMMENDED ACTION: Recommend plan adoption

IV. CONCLUDING GENERAL BUSINESS

- 1. Working Calendar**
- 2. Items from TAC Members**
- 3. REPORTS**
- Staff Report

(no handout)

4. ANNOUNCEMENTS

(Informal Announcements, Future Agenda Items, and Next Meeting Date)

TAC	April 4, 2019 1:30 p.m. Flagstaff City Council Chambers
Management Committee	As needed
Executive Board	April 3, 2019 10:00 a.m. Flagstaff City Council Chambers

The Transportation Improvement Program (TIP) includes Northern Arizona Intergovernmental Public Transportation Authority final program of projects for section 5307 funding under the Federal Transit Administration, unless amended. Public notice procedures for the TIP also satisfies FTA public notice requirements for the final program of projects.

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Flagstaff City Hall on February 28, 2019 at 11:00 a.m. in accordance with the statement filed by the Recording Secretary with the City Clerk.

Dated this 28th Day of February 2019.

By: _____

Flagstaff Metropolitan Planning Organization
Rita Severson, Flagstaff Community Development, Administrative Lead

ADJOURNMENT



FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION

CITY OF FLAGSTAFF ♦ COCONINO COUNTY ♦ ARIZONA DOT

Office: 211 West Aspen Avenue ♦ Flagstaff, Arizona 86001

Phone: (928) 213-2651

www.flagstaffmpo.org ♦ fmppo@flagstaffaz.gov

Draft Minutes Technical Advisory Committee 1:30 p.m. February 7, 2019

Bright Angel Conference Room
Coconino County Human Resources Building
420 N San Francisco Street, Flagstaff, AZ 86001

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CALL TO ORDER / ROLL CALL: Chair Dunno called the meeting to order at 1:36 pm.

COMMITTEE MEMBERS

- Anne Dunno, Chair, NAIPTA Capital Program Manager **Present**
- Nate Reisner, Vice Chair, ADOT North Central District Development Engineer
(for Audra Merrick, ADOT Flagstaff District Engineer) **Absent**
- John Wennes, ADOT Transportation Planner **Present (Telephonically)**
- Rick Barrett, City of Flagstaff Engineer **Absent**
- Jay Christelman, Coconino County Development Services Director **Absent**
- Dan Folke, City of Flagstaff Development Services Director **Absent**
- Christopher Tressler, Coconino County Engineer (for Lucinda Andreani, Public Works Director) **Present**
- Jeff Bauman, City of Flagstaff Transportation Manager **Present**

FMPO STAFF

- David Wessel, FMPO Manager **Present**
- Martin Ince, Multimodal Planner **Absent**

I. PRELIMINARY GENERAL BUSINESS

A. PUBLIC COMMENT

There was no public comment.

B. ANNOUNCEMENTS

None.

C. APPROVAL of MINUTES

- 1) Meeting of January 3, 2019

(Pg. 5-8)

Motion: Mr. Wennes made a motion to approve the minutes. Mr. Tressler seconded. Motion passed unanimously.

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

1. FMPO TIP Project Status

(no handout)

FMPO Staff:

David Wessel, Manager

REQUESTED ACTION:

Discussion and Possible Action

Project sponsors will provide a progress update on their respective projects.

RECOMMENDED ACTION:

Discussion only

Mr. Wessel noted no current changes (*due to winter shutdown*) and inquired if any TIP updates from the TAC. Mr. Wennes noted they have an amendment in process. Ms. Dunno remarked that NAIPTA did get a grant (*notice of award*), for operational efficiencies – 5339 which would come around as a future TIP update to which Mr. Wessel responded it was a 5305 which would most likely be planning funds that don't typically come thru the TIP.

2. US 180 and Milton Corridor Master Plans Update

(pages 9-21)

FMPO Staff:

David Wessel, Manager

REQUESTED ACTION:

Discussion only

FMPO Staff will present updates on urban design, evaluation criteria, and recent regional model runs for US 180 and Milton Road. ADOT members of the TAC will update the Committee on corridor master plan status.

RECOMMENDED ACTION:

Discussion only

Mr. Wessel provided an update on the FMPO's urban design effort and the internal debrief is still pending. He continued that on page 12 was a summary memo to ADOT providing an overview of the primary issues, opportunities, and solutions coming out of the process. He added the transportation issues at hand, the emphasis on multi-modal travel throughout the process, clarifying points on the frequency of crossings & transit issues raised, the need for ITS, and pedestrian concerns. He added the comments received would be incorporated and Ms. Dunno inquired how FMPO was working with ADOT to incorporate this into their CMP as this effort encompasses meeting a key goal of the Milton Corridor Master Plan Charter and noted she was hopeful it had an appropriate placeholder in the Master Plan. Mr. Wessel continued with the model runs completed for the US 180 alternative routes and Milton widening options and noted that the consultants for ADOT and NAIPTA did a good job of coordinating on a unified set of traffic projections. He added that US180 doesn't show strong change until farther in the future and that it will be quite costly. He continued that the Milton 6-lane had three scenarios modeled. In conclusion, he remarked engaging the public and having a robust process relating to costs, ROW, multi-modal and environmental impacts, will be important. Ms. Dunno asked about the partners scoring rationale to which Mr. Bauman responded his group averaged an even distribution across the lines of the individual categories and adjusted from the baseline. Mr. Wessel responded his group ranked them in a sub-comparison categories and then split the points appropriately. Mr. Wennes remarked that ROW has been a challenge. Discussion ensued.

III. NEW BUSINESS

1. FY 2020-FY2024 Transportation Improvement Program (TIP)

Call for Projects

(no handout)

FMPO Staff:

David Wessel, Manager

REQUESTED ACTION:

Discussion and Possible Action

Staff recommends issuing the Call for Projects for the annual TIP update.

RECOMMENDED ACTION:

Issue the Call for Projects

Mr. Wessel noted this was a Call for Projects and to requested draft CIPs from each agency to identify projects relative to the TIP (for TIP adoption in June). Ms. Dunno asked for further clarification on the process which Mr. Wessel addressed. Mr. Tressler remarked about the HURF bills falling flat and Ms. Dunno inquired what FMPO was doing for advocacy. Mr. Wessel responded a letter was distributed on behalf of the Executive Board.

Motion: Mr. Bauman moved to recommend to the Executive Board that they issue the Call for Projects for FY20 – FY24. Mr. Tressler seconded the motion. Motion passed unanimously.

2. Regional Transportation Plan (RTP) Project Implementation Priorities (pages 22-27)

FMPO Staff: David Wessel, Manager
REQUESTED ACTION: Discussion and Possible Action

Staff will ask the Executive Board to set priorities from the RTP for pursuit of funding and implementation and seeks input and possible recommendations from the TAC.

RECOMMENDED ACTION: Discussion only

Mr. Wessel stated a couple of years ago the Board looked to the RTP for projects to push forward and referenced the criteria on page 23 and remarked some projects are eligible for grants. He discussed a synopsis of the projects and ranks (*from the RTP w/non inflated costs – looking at 30-yr benefit and does not include ROW costs and excludes economic impacts*), and overviewed funding status, prospects, possible freight grant, what studies have already been completed. Ms. Dunno asked for clarification on Milton upgrade vs. widening (*vehicle capacity*) which Mr. Wessel explained. Mr. Bauman noted the City Council discussing the Lone Tree TI (*in counsel goals*) and Mr. Tressler inquired about Juniper Point impact fees, etc. which Mr. Bauman addressed. Ms. Dunno added that NAIPTA is looking for complete street improvements that facilitate efficient circulation of transit (*Milton, 4th Street & Lone Tree are key corridors*), and noted technology will help maximize use of corridors and added that ITS is a massive undertaking. Mr. Wessel inquired if West Route 66 necessitated stronger partnering. Mr. Tressler remarked he would like to meet with Tim Dalegowski. Discussion ensued.

3. FY 2020 Unified Planning Work Program Development (pages 28-31)

FMPO Staff: David Wessel, Manager
REQUESTED ACTION: Discussion and Possible Action

Staff will initiate discussion on potential UPWP initiatives for the next two years.

RECOMMENDED ACTION: Discussion only

Mr. Wessel remarked this will likely be a 2-year program and the keys will be the RTP status and the Strategic Work Plan, (*broader application & guiding principles*) and from a budget perspective looking at \$120,000-\$160,000 per year for planning activities. Ms. Dunno inquired if this amount was left over after the commitment of the Lone Tree study to which Mr. Wessel responded affirmatively. Mr. Wessel asked for input on his categories derived from his research regarding the FMPO's roles going forward and gave the Juniper Point example of unforeseen project costs necessitating changes to land use plans. Mr. Bauman remarked it was a big list and Mr. Tressler asked for more clarification on the FMPO's role to which Mr. Wessel noted that the new Executive Director will be building partnerships to help build emphasis and help with planning. Discussion ensued.

4. Highway Safety Improvement Program (HSIP) Grant Opportunity (pages 32-34)

FMPO Staff: David Wessel, Manager
REQUESTED ACTION: Discussion and Possible Action

Staff will introduce and seek prospective projects for grant application.

RECOMMENDED ACTION: Discussion and Direction

Mr. Wessel mentioned this grant was due May 3, 2019 and Mr. Wennes noted the date for this grant may be earlier (*April 1*) pursuant to receive ADOT input ahead of final submission. Mr. Wessel continued to overview the projects awarded (ie: Round-About at 4th & Cedar), and noted the FMPO is happy to assist with further grant opportunities in the future. Discussion ensued.

5. ADOT Functional Classification Rebalancing Effort (pages 35-36)

FMPO Staff: David Wessel, Manager
REQUESTED ACTION: Discussion and Possible Action

Staff will present the final recommendations from ADOT and seek adoption by the TAC.

RECOMMENDED ACTION: Adopt the revised Functional Classification

Mr. Wessel provided an overview that the City and County, in concert with ADOT concur with the revisions made.

Motion: Mr. Tressler moved to adopt the Functional Classification Rebalancing Effort. Mr. Bauman seconded. Motion passed unanimously.

IV. CONCLUDING GENERAL BUSINESS

1. Working Calendar

2. Items from TAC Members

3. REPORTS

Staff Report

(no handout)

Mr. Tressler remarked that NAIPTA showed the County a plan for routing buses through McConnell and noted there is huge congestion there and asked if ADOT had a plan for this particular area to which Ms. Dunno responded that Chris (who sits on NAIPTA's TAC), was presented an IGA for approval for a NAIPTA/NAU partnership, (NAIPTA is sponsoring a portion of the design phase). She noted a feasibility study showed a round-a-bout at McConnell & Pine Knole and part of the next phase is to work with ADOT and the City of Flagstaff to see if the proposed concept will work, (shows it should work well).

Mr. Wessel provided an update on the Lithified Technologies product testing and subsequent talks with NAU for freeze-thaw testing a small sample (cost of approximately \$6,000).

Mr. Wessel concluded with the new meeting dates of the FMPO Executive Board and how it relates to the TAC.

4. ANNOUNCEMENTS

(Informal Announcements, Future Agenda Items, and Next Meeting Date)

TAC	March 7, 2019 1:30 p.m. Flagstaff City Council Chambers
Management Committee	As needed
Executive Board	March 7, 2019 10:00 a.m. Flagstaff City Council Chambers

The Transportation Improvement Program (TIP) includes Northern Arizona Intergovernmental Public Transportation Authority final program of projects for section 5307 funding under the Federal Transit Administration, unless amended. Public notice procedures for the TIP also satisfies FTA public notice requirements for the final program of projects.

ADJOURNMENT Chair Dunno adjourned the meeting at 3:18 pm.

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Flagstaff City Hall on February 4, 2019 at 11:00 a.m. in accordance with the statement filed by the Recording Secretary with the City Clerk.

Dated this 4th Day of February 2019.

By: _____

Flagstaff Metropolitan Planning Organization
Rita Severson, Flagstaff Community Development, Administrative Lead

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION STAFF SUMMARY REPORT



To: FMPO Technical Advisory Committee
From: David Wessel, FMPO Manager
Report Date: January 31, 2019
Meeting Date: February 7, 2019

Title: Regional Transportation Plan project implementation priorities

Recommended Actions: Discussion only

FMPO Mission Statement: Leverage cooperation to maximize financial and political resources for a premier transportation system

FMPO Vision Statement: To create the finest transportation system in the country

Support of Strategic Plan:

Guiding Principles

FMPO is focused:

- Provides ambitious and credible solutions

- Strategically plans for political and financial realities and possibilities

FMPO leads regional partners:

- Provides collaborative leadership among and through its partners

FMPO leverages resources:

- Strategically leverages project champions and other plans

Identify top 3 capital projects by...

- Getting Board adoption

- Creating clear messaging and talking points

- Creating collateral material for all members

Create a plan to fund top projects by...

- Researching available funding sources and classifying those sources as high, medium and low confidence

- Adopting a 20 year fiscally constrained regional transportation plan, i.e. high confidence, capital plan

- Adopting a 5 to 10 year “aspirational” capital plan that identifies more ambitious projects and strategies for securing competitive funding.

DISCUSSION:

Desired Outcome: To gain initial TAC input on current and future regional project priorities.

Background/History:

The FMPO Board identified 3 priority projects for which to seek funding: the Fourth Street Bridge; the Lone Tree Corridor; and J.W. Powell Boulevard at the Airport. Funding has been secured through the passage of propositions 419 and 420. Staff recommends updating this list and related strategies. The discussion with the Board will take place over two or more months.

Key Considerations:

- **Agency:** The priorities can be independent of agency.
- **Strategy:** The TAC may find that the existing priority projects offer the best prospects for leveraging funds and recommend the Board leave them in place. The TAC may recommend a new set of priorities.
- **Status within the Regional Transportation Plan (RTP):** Projects should be identified in the RTP. RTP priority ranking may be considered secondary to other criteria such as cost, grant opportunities, and immediate need.
- **Alignment with New or Emerging Policies:** The RTP is 2-years old. In that time, the City adopted the *High Occupancy Housing Specific Plan* and the *Climate Change Action Plan*. Projects aligning with those and other recent documents might receive additional consideration.
- **Project Readiness:** Projects not supported by a plan or design are difficult to fund. This lack of support may be impetus to fund a study or design if the project is considered a priority. Alternatively, urgency may dictate projects with support be given priority.
- **Prospects for Grant Funding:** Not all RTP projects meet basic eligibility for state and federal grants. Parts of some projects may. Some RTP projects may be eligible but not be competitive.
- **Prospects for Agency or Private Partnership:** Projects for which partnership opportunities are clear and/or imminent may be considered priorities.

Attached to this report is a table comparing these projects against these key considerations.

Financial Impacts:

- No impacts beyond staff time

Alternatives/Consequences:

- None offered. Discussion only at this time.

Attachments:

Project comparison table

FMPO Regional Transportation Plan Implementation Priority Inputs

7-Feb-19

Prepared by David Wessel, FMPO Manager

Project	Limits	RTP Rank	RTP Cost	B/C Ratio	Funding Status	Grant Prospects	Partnership Prospects	New Policies	Readiness
Milton Widening	Yale to Phoenix	1	35.6	62	0	BUILD HSIP FTA ACA	ADOT NAIPTA COF	HOH	CMP ongoing
Fourth/6th/7th Intersection	Intersection	2	5.6	121	0	FTA	NAIPTA	HOH	
Woody Mountain Road/W 66 intersection	Intersection	3	4.5	370	Private?	FTA			?
New Lone Tree Rd Realignment & TI (4)	Pine Knoll to I-40	4	63.7	19	0	BUILD	Private		DCR Partial R/W
Lone Tree Road Railroad Overpass (1)	Butler to 66	5	65.4	13	Full	BUILD	ADOT	CCAP	DCR
Lone Tree Road Widening (2)	Butler to Pine Knoll	6	9.2	23	Full	BUILD			Corridor Study
Woody Mountain Rd SW	Kiltie to Beulah	7	26.6	95	0				
Lone Tree Road Widening (3)	Pine Knoll to JWP	8	13.8	26	Full		NAU ADOT		
Butler Avenue Widening	I-40 to Sinagua	9	13.3	64	Full	BUILD	Private	CCAP	Line work
Woody Mountain Rd Airpark	Beulah to Pulliam to JWP	10	25.1	31	0		Private		
New Lone Tree Road Alignment (5)	I-40 to JWP	11	14.3	49	Private?		Private		Subdivision plan
J.W. Powell Blvd Airport	I-17 to Lake Mary	12	17.9	57	Full	FAA?	Private		Concept
W. Rte 66 Widening (3)	Woodlands to Milton	13	7.9	156	0		ADOT		Concept (FUMS)
Milton Road Upgrade	I-17 to Phoenix	14	36.9	no model	0	BUILD HSIP FTA ACA	ADOT NAIPTA COF	CCAP HOH	CMP ongoing
Fourth Street Bridge	I-40	15	7.3	126	Full	BUILD	ADOT	CCAP	Design underway
New Milton Access Road (Yale)	Yale to Riordan Ranch	16	4.2	225	0			CCAP HOH	

Riordan Ranch St Extension - S	Cul-de-Sac to University	17	4.3	458	0			CCAP HOH	
Woody Mountain Road TI @ I-40	I-40	18	51.7	16	0		ADOT		DCR
E. Rte 66 Widening (F40)	Country Club to Mall Way	19	4.8	167	0				
Fourth Street/Butler Intersection	Intersection	20	2.1	275	Partial	BUILD	Private		
Little America Collector (New)	TBD	22	21.6	53	0			HOH?	
Metz Walk Extension	66 to Riordan	23	4.6	386	0			CCAP HOH	
Fourth Street Extension - South (2)	Canyon del Rio to Rio	24	9.2	131	Private/Partial				CMP ongoing
W. Rte 66 Widening (2)	Woody Mountain to Woodlands	25	11.7	72	Private/Partial				Concept (FUMS)
Bus Rapid Transit	TBD	26		142	0	FTA		CCAP HOH	Study ongoing
Woody Mountain Collector SW (New)	TBD	27	7.6	141	0				
Herold Ranch Road Widening (1)	Butler to Activity Center	28	8.4	98	0			CCAP HOH	
McConnell Drive Extension - E (2)	San Francisco to Lone Tree	29	4.2	257	0				
Fourth Street Widening	Soliere to Butler	30	6	118	0	BUILD			
Fourth Street Extension - South (1)	Butler to Activity Center	31	7.8	131	Partial			CCAP HOH	Subdivision plan
Switzer Canyon Dr RR Underpass	66 to Butler	32	38.7	24	0	BUILD			
Fourth Street Upgrade (1)	Cedar to 7th	33	13.2	no model	0			CCAP HOH	
J.W. Powell Blvd Extension (1)	Lone Tree to New Lone Tree	34	9.4	81	Full				CMP ongoing
Fourth Street Upgrade (2)	7th to 66	35	10.8	No B/C	0			CCAP HOH	
Riordan Ranch St Extension - N	Riordan to 66	36	8.8	No B/C	0			CCAP HOH	

Lake Mary Road Widening (1)	Beulah to High Country	37	2.2	No B/C	0				
Beulah Boulevard Realignment (Ft. Tuthill)	Mt. Dell to Ft. Tuthill	38	11.1	No B/C					
Zuni Drive Extension	Lone Tree to Lone Tree (new)	39	4.4	No B/C	0		NAU		
Switzer Canyon Drive Extension South	Butler to JWP	40	22.4	No B/C	0				
Lockett widening	4th to Fanning	41	18.8	No B/C	0			CCAP HOH	
Country Club /I-40 Interchange	Intersection	42	8.6	No B/C	0				
McConnell Drive/Beulah	Intersection	43	13.6	No B/C	0				
Ponderosa Parkway RR Overpass	Butler to 66	44	44.4	No B/C	0				
Herold Ranch Road Widening (2)	Activity Center to Rio	45	11	No B/C	0			CCAP HOH	
Lockett/Linda Vista/89	Intersection	46	7.2	No B/C	Partial	FTA			DCR
Butler/I-40 Interchange	Intersection	47	10.5	No B/C	0				
I-17 Widening	I-40 to sout FMPO	48	54.4	No B/C	0	INFRA			DCR
I-40 Widening (6)	89 bypass to Winona	49	52.2	No B/C	0	INFRA			DCR
US 89 Bypass	Townsend to I-40	50	124.9	No B/C	0				
McCracken Road Connection	Blackbird to Malpais	51	5.7	No B/C	0				Specific plan
Cedar Avenue Upgrade	West to 4th	52	9.3	No B/C	0				
King Street to Postal Connection	66 to 7th	53	18.1	No B/C	0			CCAP HOH	
I-40 Widening (4)	Lone Tree to Country Club	54	32.3	No B/C	0	INFRA			DCR
Route 66 Enrichment	Humphreys to Fanning	55	19.3	No B/C	0				
Butler Avenue Extension	Section 20	56	13.6	No B/C	0		Private		
McCracken Place Extension	Kaibab to Blackbird Roost	57	5.6	No B/C	0			CCAP HOH	Specific plan

W. Rte 66 Widening (1)	Flagstaff Ranch to Woody Mtn	58	8.9	No B/C	Partial		Private		
US 180 Bypass	Hidden Hollow to Woody Mtn	59	41.9	No B/C	0				CMP ongoing
J.W. Powell Blvd Extension (2)	New Lone Tree to 4th	60	10.4	No B/C	Partial				
I-40 Widening (3)	Woody Mtn to Lone Tree	61	29.5	No B/C	0	INFRA			DCR
I-40 Widening (2)	New Lone Tree to 4th	62	21	No B/C	0	INFRA			DCR
I-40 Widening (5)	Country Club to 89 bypass	63	8.9	No B/C	0	INFRA			DCR
I-40 Widening (1)	Bellemont to A-1	64	26.5	No B/C	0	INFRA			DCR
J.W. Powell Blvd / I-17 Improvement	Intersection	65	1.5	No B/C	0				

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION (FMPO)

STAFF REPORT

REPORT DATE: February 23, 2019
MEETING DATE: March 7, 2019
TO: Honorable Chair and Members of the FMPO Executive Board
FROM: Jeff Meilbeck, FMPO Executive Director
SUBJECT: Regional Transportation Plan (RTP) Priorities

1. Recommendation:

i Staff recommends the Board consider and adopt priorities for FMPO activities

2. Related Strategic Workplan Item

i Objective 4a: Identify top 3 capital projects

3. Background

i There are far more transportation projects identified than there is funding to complete them. For example, the City of Flagstaff alone has identified over 100 transportation projects. While it can be tempting to simultaneously pursue funding for all projects, experience has shown that focusing on priorities is a more effective approach, especially for a small organization like the FMPO.

In recent years the FMPO has identified priorities and has had considerable success. Thanks to partnerships and the efforts of many, funding for FMPO priorities has been significantly achieved. For example:

- Lone Tree Corridor and JW Powell: Propositions 419 and 420 were approved by Flagstaff voters in November 2018 and the City of Flagstaff now has funding for this both of these FMPO identified priorities
- Fourth Street Widening. Thanks to a concerted effort by elected and appointed officials at the City, County, FMPO and State, funding to widen Fourth Street to Soliere has been secured. Efforts to obtain funding to extend the widening all the way to Butler continue to be pursued.

This regional, collaborative success provides evidence that prioritization and focus are effective strategies and should be continued. Looking ahead, the FMPO has a number of options for prioritization that the Board will be encouraged to discuss. Those options include, but are not limited to, the following:

Option 1: Maintain existing priorities

This option would have the FMPO continue to focus on Lone Tree, JW Powell and Fourth Street. Although significant local funding has been secured, the FMPO could work to leverage additional grant funding to reduce local costs. For example, if the FMPO secures grants that reduce local costs, the City may have resources for other projects.

Option 2: Establish new priorities

This option would have the FMPO move on to new priorities. Given that there are hundreds of projects, an evaluation process would need to be done. The FMPO Technical Advisory Committee (TAC) has considered this question including Master Programming related to sustainability issues for \$55,000, a West Route 66 Corridor Plan for \$150,000, and testing an experimental construction material (Lithtec) for \$20,000. The staff report considered by the TAC is attached to this report as reference. 11 additional projects are described on page 2 and 3 of that report.

Option 3: Hybrid approach

This option would have the FMPO hold a primary focus on existing priorities while taking the time to consider if any new priorities rise to the top of the list. For example, recent local funding for the Lone Tree Corridor and the existence of federal grants, most notably the Infrastructure For Rebuilding America (INFRA) grant, may create opportunities that previously did not exist.

4. Fiscal Impact

i *The FMPO has funding to identify and pursue priorities and there are no additional costs at this time.*

5. Alternatives

i *Please see section 3 of this report. The nature of this staff report is to provide alternatives and engage Board discussion about those alternatives.*

6. Attachments

 *FMPO TAC Priority Staff Report*

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION STAFF SUMMARY REPORT



To: FMPO Technical Advisory Committee
From: David Wessel, FMPO Manager
Report Date: January 31, 2019
Meeting Date: February 7, 2019

Title: Unified Planning Work Program FY 2020 and 2021 Development
Recommended Actions: Discussion only

FMPO Mission Statement: Leverage cooperation to maximize financial and political resources for a premier transportation system

FMPO Vision Statement: To create the finest transportation system in the country

Support of Strategic Plan:

Guiding Principles

FMPO is focused:

- Provides ambitious and credible solutions

- Strategically plans for political and financial realities and possibilities

FMPO leads regional partners:

- Provides collaborative leadership among and through its partners

FMPO leverages resources:

- Strategically leverages project champions and other plans

DISCUSSION:

Desired Outcome: To gain initial TAC input to work tasks for the FY 2020 and FY 2021 work programs.

Background/History:

The Unified Planning Work Program sets the tasks and budget for the FMPO. ADOT is now considering a 2-year work program. Projects and their funding may carry forward into subsequent years. Tasks must be supported directly or easily inferred from the Regional Transportation Plan.

Key Considerations:

- **Status within the Regional Transportation Plan (RTP):** UPWP Projects should be identified in, or readily inferred from, the RTP. RTP strategic initiatives include:
 - Trends and Conditions Reporting/Peer Cities Benchmarking/Target Setting
 - City and County Transportation Master Plans

- Transportation Impact Analysis improvements
- Access Management Plan(s)
- Strategic Corridor Plans
- Leveraging/Financial Strategies/Annual Funding Priorities
- Right-of-way acquisition strategies
- Urban Wildlife Policy
- **Alignment with the Strategic Work Plan:** Guiding Principles in the plan include:
 - Focus
 - Leadership
 - Leveraging
 - Fairness
 - Resiliency/Multimodal Choice
 - Fairness
 - Trust
- **Budget:** The budget for planning efforts after salaries and overhead is \$120,000 to \$160,000 per year. The gap will be determined by the City's decision to fund part of the Multimodal Planner position. Additional funds may be added by eliminating or reducing existing commitments.
- **Existing Commitments:** The current UPWP contains several projects, some of which are pending review by the Executive Director. The TAC recently recommended changes to the UPWP. The Board will consider these March 8. These will impact staff resources more than next year's new budget capacity.
 - Current UPWP Commitments
 - Lone Tree Road South Corridor Study: \$225,000
 - Communications Plan: \$45,000
 - Performance Dashboard: \$45,000
 - Recommended UPWP Amendments
 - Master Programming: \$55,000
 - W. Route 66 Corridor Plan: \$150,000
 - Construction Innovation: \$20,000
- **FMPO Role:** Though this is ultimately a Board decision, the TAC should offer its perspective on what role the FMPO can play to meet its mandates and best complement and supplement its regional partners.
- **Alignment with New or Emerging Policies:** The RTP is 2-years old. In that time, the City adopted the *High Occupancy Housing Specific Plan* and the *Climate Change Action Plan*. Projects aligning with those and other recent documents might receive additional consideration.
- **Urgency:** Opportunities that are immediately present, but for which the affected partner agency has no funds.

Projects Types for Consideration:

The broader categories can serve as a basis for discussion about the roles of the FMPO. The costs are based on construction estimates or discussions with consultants. Question marks represent the level of cost uncertainty.

- **Determinate Projects**: Projects which determine significant aspects of the transportation system, heavily influence planned land use and for which considerable uncertainty exists. FMPO Role: Long range planning.
 - **Lone Tree Traffic Interchange Value Engineering (\$30-50,000)**: The interchange can significantly shift traffic off of Milton Road, provide valuable east-west connectivity and deliver traffic volumes sufficient to support commercial activity. It's large expense makes its future uncertain. ADOT studied several alternatives. *Is a value engineering review of those efforts warranted? Would a revised or reaffirmed cost enable us to better inform land development in the corridor or pursue funds?*
 - **Switzer Canyon connection to J.W. Powell Feasibility Study (\$80,000 to \$120,000)**: This project is not in the Regional Plan. It can significantly shift traffic off of Fourth Street and Lone Tree Road. It can provide traffic volumes to support a small activity center near J.W. Powell. It is highly conceptual including conceptual alternate alignments under I-40 at the Rio de Flag or over I-40 just to the east of the Rio. The cost will range with level of detail asked for from the effort. It could be phased with a fatal flaw analysis.
 - **Small Urban Street Strategy (\$60,000?)**: The Regional Plan and FMPO RTP envision the urbanization of Milton Road, Fourth Street and some emerging activity centers. It is essential that these are supported by an urban network of local streets forming viable blocks and circulation. There is no funding for that network and no clear ability for the City to obtain it through the development process. This effort would evaluate funding options and the development process to determine best opportunities for success.
- **Foundational Projects**: Projects, programs or processes that assure the right projects can get done the right way. FMPO Role – capacity/capability support.
 - **Data/Traffic Counts (\$25,000 - \$100,000/\$25,000 - \$30,000)**: Data is needed to support the regional traffic model, inform development assessments, and solve problems. Big Data like the Streetlight, Inc. recently purchased will be over \$100,000 annually. The lower cost assumes cost-sharing among partners that has not been established yet. Traffic counts serve a similar role. Both big data and counts can be considered on a three-year cycle. Traffic counts should be performed in Fall 2019 to meet ADOT expectations for Highway Performance Monitoring System (HPMS) support.
 - **Transportation Impact Analysis Process (\$35,000)**: The TIA process allows the transportation details of development to be defined, proportionately funded and assure they contribute to a larger whole. The FMPO regional transportation model update will be complete by June 2019 with added capacity for multimodal evaluation. City Transportation Project Manager, Alan Sanderson, sits on the Institute of Traffic Engineers (ITE) Committee updating TIA best practices. This effort would tailor a process for the City that best incorporates the ITE recommendations, model capabilities and influential policies such as the *Climate Change Action Plan*.
 - **Active Transportation Master Plan Regulatory Implementation**: The ATMP will be complete in Summer 2019. It will have implications for engineering standards and subdivision regulation. This effort will deliver recommended changes through the City process.
- **Structural Projects**: Projects that are predetermined, key elements of the transportation system for which additional detail is needed. FMPO Role: Short to mid-Term Planning.
 - **J.W. Powell – Airport Section (\$110,000+/-)**: This corridor master plan has been deferred in favor of the W. Route 66 corridor. It is a relatively “simple” project that is

recommended to be deferred and combined with a full design effort in advance of the programmed construction.

- **J.W. Powell – Fourth Street Land Use and Economic Return Evaluation (\$???)**: The City is producing an infrastructure study to determine the roadway alignment and cross-section and underlying utilities to support the area. This will be followed by a specific planning effort to determine conceptual land use and public facilities needs. Councilmember Whelan raised the prospect of refining and/or expanding the latter effort to evaluate economic return from development and its ability to pay for the infrastructure.
- **BNSF Solution (\$???)**: The City has several proposed crossings of BNSF between Florence Drive and the Lone Tree Railroad Overpass. BNSF is planning a third rail running west of Milton Road and east of Country Club. Resolving alignment will aid in the design of the separate structures and may present an opportunity for integrated and coordinated project delivery.
- **Downtown Circulation Plan (\$???)**: This is a former City Council goal. It could build on and be coordinated with the ADOT US 180 Corridor Master Plan, NAIPTA BRT study, NAIPTA Downtown Connection Center Location Study, City/USACE Rio de Flag plans, and others. It would inform development patterns and access, parking strategy, and multimodal connectivity needs.
- **Operational Projects**: Projects that seek to improve operational aspects of the system.
 - **Intelligent Transportation Systems Investment Priorities and Implementation Plan (\$75,000?)**: The City is developing a fiber optic plan and has installed its first Advanced Traffic Management System (ATMS) Corridor. NAIPTA's BRT study will define needed ITS investments. ADOT recently updated the Statewide ITS Architecture. This effort would prioritize needs, set clear expectations for all partners at the regional level, and include an implementation plan with different funding opportunities. FMPO Role: capacity/capability support.
- **Opportunistic Projects**: Projects or efforts that seek to take advantage of an immediate opportunity, primarily grants. FMPO Role: Fundraising, leveraging local resources.
 - **Grant Opportunities**: This puts more FMPO resources into evaluating opportunities and developing grant applications at the federal, state and other levels. Analysis, public support and production value would all be increased. Grants available include BUILD - general, INFRA - freight, CRISI – passenger rail, HSIP – highway safety among others on the highway side. FMPO would partner with NAIPTA in pursuit of Federal Transit Administration grants.

Financial Impacts:

- No impacts beyond staff time

Alternatives/Consequences:

- None offered. Discussion only at this time.

Attachments:

- None

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION STAFF SUMMARY REPORT



To: FMPO Technical Advisory Committee
From: Martin Ince, Multimodal Planner
Report Date: February 28, 2019
Meeting Date: March 7, 2019

Title: **Active Transportation/FUTS Master Plans**

Recommended Action: Information and discussion only

FMPO Mission Statement: Leverage cooperation to maximize financial and political resources for a premier transportation system

FMPO Vision Statement: To create the finest transportation system in the country

Support of Strategic Plan:

Guiding Principles

FMPO leads regional partners:

Accountable for leveraging plans that lead to successful construction and services

FMPO leverages resources:

Strategically leverages project champions and other plans

FMPO plans for resiliency:

Invests time and resources to expand mode choice

DISCUSSION:

Key Considerations:

The Active Transportation Master Plan will make specific recommendations for policies, strategies, actions, projects, and programs to improve the pedestrian and bicycle environment in Flagstaff, while the FUTS Master Plan will guide future development of the Flagstaff Urban Trails System.

Both master plans implement the goals and policies found in the Flagstaff Regional Plan 2030: Place Matters regarding walking, biking, and trails.

Master plans are intended to provide specifics in the space between the goals and policies of the Regional Plan, which are high-level and aspirational, and detailed implementation documents like the Zoning Code, Subdivision Code, Engineering Standards, and Capital Improvement Program.

Community Development Division staff have outlined a process and schedule for completion of the master plans in five phases, beginning now and ending with consideration by the City Council in July of this year. Over the next several months, the planning process anticipates presentations to a variety of boards and commissions, targeted stakeholder engagement, and a check-in with the public via planned open houses and a community survey.

Over the last few years, substantial work has been done in support of the master plans, including background research, inventories of existing walking and biking facilities, and extensive public engagement. This allows for a somewhat compressed schedule for review and approval.

More information on the master plans can be found at the plan website, <https://www.flagstaff.az.gov/atmp>

Community Involvement:

There has been considerable public engagement for the master plans over the past several years. Public engagement to date, as well as planned outreach moving forward, is summarized in the process and public engagement plan:

<https://www.flagstaff.az.gov/DocumentCenter/View/59713/Active-Transportation-FUTS-Master-Plans---Process-and-public-engagement-plan>

Financial Impacts:

No immediate financial impacts. The master plans will help guide capital planning and programming for pedestrian and bicycle facilities and trails, in particular the proceeds from Proposition 419 earmarked for ped/bike over the next 20 years.

Alternatives/Consequences:

None offered.

Attachments:

- [Active Transportation/FUTS Master Plans website](#)
- [Process and public engagement plan](#)

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION STAFF SUMMARY REPORT



To: FMPO Technical Advisory Committee
From: Martin Ince, Multimodal Planner
Report Date: February 28, 2019
Meeting Date: March 7, 2019

Title: 2019 Update to the FMPO/NAIPTA Coordinated Public Transit – Human Services Transportation Plan

Recommended Action: Recommend to the Executive Board adoption of amendments to the FMPO Coordinated Public Transit – Human Services Transportation Plan

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DISCUSSION:

Background/History:

Beginning in 2007, all MPO's and COG's in Arizona are required to adopt and periodically update a Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan), which includes the following elements:

- An inventory of current transportation providers and available transportation services
- An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes
- A list of strategies and activities to address identified gaps and achieve efficiencies in service delivery

- Implementation priorities for strategies and activities based on resources, time, and feasibility

In 2007, ADOT's Public Transportation Division assisted each region of the state with preparation of a Coordinated Plan. The FMPO and NAIPTA have updated the plan annually since 2008. Each year, ADOT expects all COGs and MPOs to incorporate a series of minor, annual amendments to the plan, which include:

- A list of projects submitted for Section 5310 grant funding
- Milestones and accomplishments from the previous year
- Agendas and minutes from the region's coordinated mobility council
- Decisions made by the council regarding coordination
- Any changes to coordination goals, strategies, or priorities
- Updated information on transportation providers in the region.

Every four years, the FMPO is required to conduct a major update of the region's Coordinated Plan. This update, which includes revisions described below under Key Considerations, is a major update of the plan.

This year's Coordinated Plan will be adopted by both the FMPO and NAIPTA. Review of the plan is scheduled for NAIPTA's Transit Advisory Board and Board is scheduled for April.

Key Considerations:

A link to the draft updated coordinated plan document is provided below. Important revisions have been made to last year's plan, as described below. All of the revisions were reviewed and discussed at Coordinated Mobility Council (CMC) quarterly meetings throughout 2018.

- Transportation gaps identified in previous plans have been updated and modified as necessary, and there is additional description of unmet needs for each gap. Gaps fall into six categories, information, temporal, spatial, infrastructure, and human capital.
- Strategies to address those gaps are listed in the plan, including "dynamic strategies" which address more than one transportation gap.
- A vision, goal, and performance measures are listed for each gap.
- Regional priorities have been reviewed and reestablished.
- A process for regional prioritization of projects and programs is outlined.

Additionally, the updated plan reflects a number of minor annual revisions:

- Demographics and origin/destinations tables have been updated.

- The transportation inventory has been made current.
- Summaries of Section 5310 grant pre-applications are attached as Appendix 2 and 3.
- Agendas and minutes from CMC quarterly meetings in 2018 are included.

Community Involvement:

NAIPTA and the FMPO host quarterly meetings of a Coordinated Mobility Council (CMC), which is comprised of FMPO, NAIPTA, NACOG, and City staff, transportation providers, local human service agencies, and concerned citizens. The CMC provides direction and reviews updates to the Coordinated Plan, including the proposed amendments.

At its February 15, 2019 quarterly meeting, the CMC unanimously approved a motion to recommend approval of the amended Coordinated Plan to the FMPO TAC and Executive Board and the NAIPTA TAC and Board.

Financial Impacts:

All MPO's and COG's in Arizona must have a Coordinated Plan in place in order to be eligible for funding through the Section 5310 grant program, which support projects that enhance mobility for elderly and disabled individuals. Specifically, all projects funded with Section 5310 grants must be "included in" and "derived from" the Coordinated Plan, and all applicants for 5310 funding must attend regional coordination meetings.

Eligible applicants for 5310 grants include human and social service agencies, non-profit organizations, special needs and public transportation providers, local governments, public agencies, tribal governments, and tribal community agencies.

For this cycle, ADOT has moved from a one to a two-year grant cycle, which means that applicants must submit grant requests for two years of funding.

For year one, the FMPO has received preliminary applications from four eligible agencies for seven different projects. Year two includes six projects from the same four applicants. For mobility management funding, NAIPTA is only required to complete an application for this year, and will be able to submit another application next year for additional mobility management monies.

Project applications for both years are summarized in Appendix 2 and 3 of the amended draft Coordinated Plan, beginning on page 45.

Alternatives/Consequences:

None offered. The FMPO is required to send an updated coordinated plan to ADOT as a prerequisite to receiving grant funding for the Section 5310 program for eligible applicants in this region.

Attachments:

- [Draft 2019 FMPO Coordinated Public Transit – Human Services Transportation Plan](#)



FMPO STRATEGIC WORK PLAN

January 2019

(All items to be completed by December 31, 2019)

FMPO Mission Statement: Leverage cooperation to maximize financial and political resources for a premier transportation system.

FMPO Vision Statement: To create the finest transportation system in the country.

Guiding Principles

1. FMPO is focused:
 - a. Adopts clearly delineated objectives
 - b. Provides ambitious and credible solutions
 - c. Strategically plans for political and financial realities and possibilities
2. FMPO leads regional partners:
 - a. Provides targeted, effective and prolific communication to “speak with one voice”
 - b. Advocates for implementation, coordination and commitment
 - c. Provides collaborative leadership among and through its partners
 - d. Accountable for leveraging plans that lead to successful construction and services
3. FMPO leverages resources:
 - a. Strategically leverages project champions and other plans
 - b. Writes and secures competitive grants
4. FMPO plans for resiliency:
 - a. Invests time and resources to expand mode choice
5. FMPO is fair and equally representative
6. FMPO builds trust and credibility
 - a. Exhibits integrity in its work products
 - b. Exercises openness and transparency
 - c. Delivers on its promises

FMPO Measurable Objectives

1. Move the FMPO towards becoming more independent by...
 - a. Modifying the governing documents to grant the FMPO Executive Board greater authority to govern itself.
 - b. Amend and restate the governing Intergovernmental agreement.
 - c. Determine how the FMPO can best secure needed administrative and financial services.
 - d. Adopt financial, personnel and procurement policies for the FMPO.
2. Strengthen FMPO Board Leadership by...
 - a. Consider inviting NAU President’s office to serve on the FMPO Executive Board.
 - b. Evaluate and revise as needed FMPO governing documents to establish Executive Board’s authority for adopting policies related to personnel and financial decisions.
 - c. Developing a routine process for equipping the Board with the financial information they need.

3. Strengthen FMPO Staff by...
 - a. Identify leadership and staff training opportunities
4. Identify top 3 capital projects by...
 - a. Getting Board adoption
 - b. Creating clear messaging and talking points
 - c. Creating collateral material for all members
5. Create and deliver a communication plan by...
 - a. Rebranding the FMPO to reflect transportation planning and programming.
 - b. Defining standards for written and oral presentations.
 - c. Documenting roles and responsibilities for staff, TAC and Board members
 - d. Clarifying triggers and expectations for when communication will be provided.
 - e. Having communication plan adopted by Board.
6. Create a plan to fund top projects by...
 - a. Researching available funding sources and classifying those sources as high, medium and low confidence.
 - b. Adopting a 20 year fiscally constrained regional transportation plan, i.e. high confidence, capital plan.
 - c. Adopting a 5 to 10 year "aspirational" capital plan that identifies more ambitious projects and strategies for securing competitive funding.
7. Document for Board understanding FMPO role for regulatory and technical compliance
 - a. Translating RTP key concepts into understandable terms that clearly defines funding needs and project impacts.
 - b. Reinforce and build momentum for RTP key concepts by concisely updating the Board monthly and member agency governing bodies at least semi-annually.

FMPO Funding Sources & Eligible Uses Matrix

Prepared February 2019

Confidence or Probability Level ★ High ★ Medium ★ Low

Annual Funding									
				Eligible Uses					
Source	Program	Abbreviation	Amount	Staff	Overhead	Planning / Data	Construction	Match	Non-eligible Activity
Federal Highway Administration	Metropolitan Planning	PL	\$110,000	★	★	★			
FHWA-ADOT	State Planning & Research	SPR	\$125,000	★	★	★			
FHWA	Surface Transportation Block Grant	STBG	\$430,500	★	★	★	★		
Federal Transit Administration	Metropolitan & Statewide Planning	5305	\$36,000	★	★	★			
Local	General Funds	Local	\$27,500	★	★	★	★	★	★
In-State Competitive Grants									
				Eligible Uses					
Source	Program	Abbreviation	Range Amount	Staff	Overhead	Planning	Construction	Match	Non-eligible
FHWA	Highway Safety Improvement Program	HSIP	\$5,000,000				★		
FHWA	Alternative Program	TAP	\$1,000,000				★		
FTA-ADOT	Metropolitan & Statewide Planning	5305	\$300,000			★			
In-State Partnership Opportunity									
				Eligible Uses					
Source	Program	Abbreviation	Range Amount	Staff	Overhead	Planning	Construction	Match	Non-eligible
FHWA	Surface Transportation Block Grant	STBG, etc.	Varies				★		
National Competitive Grants									
				Eligible Uses					
Source	Program	Abbreviation	Range Amount	Staff	Overhead	Planning	Construction	Match	Non-eligible
USDOT	Better Utilizing Investment to Leverage Development	BUILD	\$1,000,000 - \$25,000,000				★		
FHWA	Infrastructure for Rebuilding America	INFRA	\$25,000,000+			★	★		
FHWA	Federal Lands Access Program	FLAP	\$250,000 - \$30,000,000			★	★		
FHWA	Advanced Transportation and Congestion Management		\$60,000,000 nationwide			★	★		
FHWA	Railway Highway Crossings Program						★		