



MetroPlan
FY 2021 – 2025
Transportation Improvement Program



Executive Board Approval (TENTATIVE)

June 3, 2020

Pending FHWA/FTA Approval

"X"

**This report produced with financial assistance from the
Arizona Department of Transportation, Federal Transit Administration
and the Federal Highway Administration.**

Public Process Dates

February 5, 2020 – Executive Board approves TIP adoption schedule

March 1, 2020 – Ad in Daily Sun and web posting: Call for Projects

April 22, 2020 – TAC reviews draft. Ad and posting: Call for Comments

May 27, 2020 – TAC recommendation to Board for TIP adoption

June 3, 2020 – Executive Board adoption

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**FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION
FISCAL YEAR 2021`
SELF-CERTIFICATION**

This document was prepared in cooperation with the U.S. Department of Transportation, the Federal Highway Administration, and the Arizona Department of Transportation.

The Flagstaff Metropolitan Planning Organization, the Metropolitan Planning Organization for the Flagstaff, Arizona, urbanized area and the Arizona Department of Transportation hereby certify that the transportation planning process addresses the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 USC 134, 23 CFR 450.306, 49 USC 5303, and this subpart.
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d) and 40 CFR Part 93.
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21.
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects.
6. The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.(and 49 CFR Parts 27, 37, and 38.
7. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving financial assistance.
8. Section 324 of title 23 USC regarding the prohibition of discrimination based on gender.
9. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.
10. Anti-lobbying restrictions found in 49 USC Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, or a member of Congress, in connection with the awarding of any federal contract.

Gregory Byres, Director, Multimodal Planning Division
ARIZONA DEPARTMENT OF TRANSPORTATION

Date

Jeff Meilbeck, Executive Director
FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION

Date

Resolution Number 20-0x
of the
Flagstaff Metropolitan Planning Organization
Executive Board

Approving the Fiscal Years 2021 – 2025 Transportation Improvement Program

WHEREAS, The Flagstaff Metropolitan Planning Organization (FMPO) has the responsibility for conducting the area-wide continuing, comprehensive, and cooperative transportation system planning program and must maintain the regional transportation system plan and short range transportation improvement program on a current basis pursuant to Section 124 of Title 23, USC as Amended by the Intermodal Surface Transportation Act of 1991, the Transportation Efficiency Act for the 21st Century of 1998, the Safe, Accountable, Flexible, Efficient Transportation Equity Act - a Legacy for Users Act of August 10, 2005, the Moving Ahead for Progress in the 21st Century of 2012, and the Fixing America's Surface Transportation Act of 2016; and

WHEREAS, The FMPO's Transportation Improvement Program is a central program management tool for structuring metropolitan transportation programs and reflects the integrated nature of the regional transportation system; and

WHEREAS, The FMPO reviews the arterial, transit, and bicycle improvement programs prepared by the member agencies for correlation as one regional Transportation Improvement Program, and advises the member jurisdictions of any conflicts, and prepares, as a coordinated composite of local programs, a regional Transportation Improvement Program for the FMPO area; and

WHEREAS, The FMPO Technical Advisory Committee and Executive Board, consisting of local and state officials, are involved in a process to annually coordinate the preparation of a regional Transportation Improvement program and have reviewed and approved this Fiscal Year 2019 – 2023 Transportation Improvement Program; and

WHEREAS, The projects in this 2021 – 2025 Transportation Improvement Program, including its 2020 Annual Element, are consistent with the Flagstaff Metropolitan Planning Organization Regional Transportation Plan, adopted May 25, 2017; and

WHEREAS, The FMPO HEREBY CERTIFIES that the metropolitan transportation planning process is being carried on in conformance with all applicable requirements of 23 U.S.C. 134, and as amended by the Intermodal Surface Transportation Efficiency Act of 1991, the Transportation Efficiency Act for the 21st Century of 1998, the Moving Ahead for Progress in the 21st Century of 2012, the Fixing America's Surface Transportation Act of 2016 the 1990 American with Disabilities Act; and the 1990 Clean Air Act Amendments; and

WHEREAS, The FMPO FURTHER CERTIFIES that the metropolitan planning program is being performed to satisfy the following federal regulations:

1. Statewide/Metropolitan Planning, Final Rule, October 28, 1993.
2. Management and Monitoring Systems, Interim Final Rule, December 1, 1993; now

HEREBY, The Executive Board of the FMPO does approve and adopt this Fiscal year 2021 – 2025 Transportation Improvement Program with its 2020 Annual Element composed of project input from the City of Flagstaff, Coconino County, the Northern Arizona Intergovernmental Public Transportation Authority and the Arizona Department of Transportation.

As adopted this 3rd day of June, 2020

Coral Evans, City of Flagstaff Mayor
Chair, MetroPlan Executive Board

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MetroPlan

2021 – 2025 Transportation Improvement Program



Chapter I

Introduction



General

This Transportation Improvement Program (TIP) is a multi-year, multi-agency listing of transportation improvements for the Flagstaff Metropolitan Planning Organization's (FMPO) area covering a period of five years, from 2021 through 2025.

The TIP represents the project selection document for federally funded projects in the FMPO region. Project priorities are indicated by the year the project is programmed. For federally funded projects, the year programmed as indicated in the TIP refers to the state fiscal year ending June 30. Last year's improvements are the Annual Listing of Projects. These are projects successfully obligated that year. They are shown on each table in a gray-shaded column.

- Chapter II includes projects on state highways identified by the Arizona Department of Transportation (ADOT) that are recommended for consideration and funding by the Arizona State Transportation Board. These projects are taken from the [ADOT's tentative five-year plan](#). Chapter II also lists one project – the Lone Tree Traffic Interchange – which does not appear on ADOT's 5-year plan but is proposed by the FMPO.
- Chapter III covers projects that receive funding through the federal Surface Transportation Block Grant (STBG) program. In this region, all STBG funds are programmed to support general administration and planning for the FMPO, as detailed in the Unified Planning Work Program.
- Chapter IV lists projects on the federal-aid system routes that are locally funded and administered by either the City of Flagstaff or Coconino County.

- Chapter V provides an accounting of planned transit projects in the FMPO region. All of these projects are proposed by Mountain Line, also known as the Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA).
- Chapter VI includes safety-related projects funded via the federal Highway Safety Improvement Program.
- Chapter VII includes pavement preservation projects on federal-aid system routes for ADOT, Coconino County, and the City of Flagstaff.

Each of the projects proposed for implementation in this TIP are consistent with the [FMPO Regional Transportation Plan](#), which was adopted on May 24, 2017.

Geographic Area

Figure 1 on the following page illustrates the boundaries for the Flagstaff Metropolitan Planning Organization. The area covers 525 square miles and stretches south to the unincorporated communities of Kachina Village and Mountainaire, north to the San Francisco Peaks, east to the unincorporated community of Winona, and west to the unincorporated community of Bellemont.

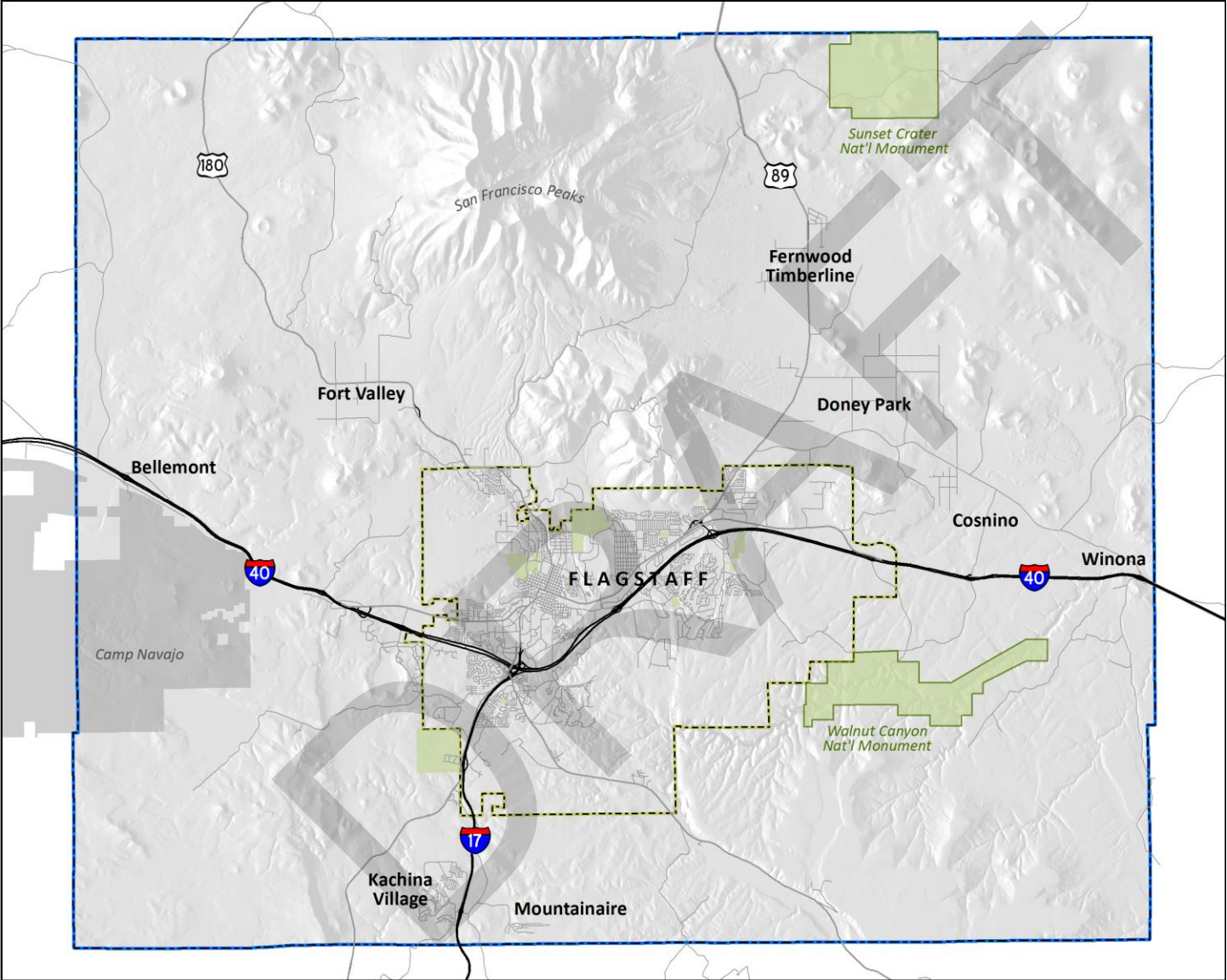


Figure 1. FMPO Boundaries

Statutory Requirements

Under federal guidelines, the TIP is a staged, four or five-year program of transportation projects that is consistent with and implements the FMPO Regional Transportation Plan. The TIP must be prepared in such detail as to identify projects (or groupings of projects of similar types), to assign these projects to appropriate staging periods, and to identify costs and funding sources. Further, it must be revised as least biannually and be endorsed by the FMPO.

The purpose of the TIP is to synthesize the short-range plans and programs of all local agencies to insure coordination, to schedule projects of area-wide significance, which are recommended in the Regional Transportation Plan, and to provide systems level overview of the proposed improvements for the entire area. Further, the TIP is a central program management tool for structuring metropolitan transportation programs and reflects the integrated nature of the regional transportation system.

The TIP must be approved by the FMPO Executive Board and the Governor of Arizona or his/her designee. Following such approvals, the TIP shall be included in the Statewide Transportation Improvement Program (STIP) prepared by the Arizona Department of Transportation.

FMPO'S TIP is a product of the regional transportation planning process that is carried on cooperatively by FMPO with the City of Flagstaff, Coconino County, Northern Arizona Intergovernmental Public Transportation Agency and ADOT. Working together, these agencies plan and sponsor projects that carry out the policies and recommendations of the regional plan. This process is detailed in Figure 2.

The public input process consists of a "Call for Projects" and a public review period. Meetings at which the Technical Advisory Committee and Executive Board review drafts, recommend adoption and adopt the program are open to the public. Projects submitted by the public would be compared against the fiscally constrained budget and other projects in the program for priority and scored against the criteria contained in our TIP prioritization process (available upon request). Comments received by the public will be presented to the Technical Advisory Committee and Executive Board, addressed in the meeting minutes, and appropriate changes, if any, to the program or process will be made.

The Transportation Improvement Program (TIP) includes Northern Arizona Intergovernmental Public Transportation Authority 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

TIP Prioritization Process

The TIP prioritization process is described in the [Regional Transportation Plan: Blueprint 2040](#). In overview, the process establishes a scoring system for broad modal and safety categories. Criteria and their respective potential scores within each category are related to the RTP goals and objectives.

Fiscal Constraint Analyses

There are several aspects of fiscal constraint applied to this year's TIP.

Cost estimation

Cost estimates have been reviewed by the sponsoring agencies and updated in the document.

Inflation

FMPO applies a 2.5% inflation per year out to year-of-expenditure.

Funding Estimates

Surface Transportation Block Grant Program (STBG): FMPO uses current ADOT ledger estimates. It also assumes a decrease in funds starting in year 2021 due to projected changes in population share resulting from the 2020 Census.

Transit Funding (5307): These funds assume current year allocations and a 3% per year increase.

Transit Funding (local taxation): In 2016, City of Flagstaff voters approved the consolidation and extension to 2030 of several initiatives passed in 2008. These include support for existing service, purchase of hybrid buses, expansion of service into new neighborhoods, and increase of frequency on existing routes. Delivery of these services has been adapted to correspond with projected revenues.

Local Projects (local taxation): In 2000, City of Flagstaff voters passed several initiatives to pay for road construction, transit service (superseded by the 2008 and 2016 votes referenced above), and bicycle and pedestrian improvements.

In 2018, voters approved an extension of the road and pedestrian bicycle taxes in a combined tax (Proposition 419) and approved

Proposition 420, which will fund the Lone Tree Railroad Overpass. As revenue projections change over time, the City has made necessary adjustments to its capital program.

In 2014, the City and County passed local sales tax measures of 0.30% and 0.33% respectively to pay for road repair. The County tax also supports operations.

Highway User Revenue Funds (HURF): These funds are predominantly used by the City and County for maintenance operations. They will occasionally be used as match against federal projects.

Federal Performance Targets

Federal Performance Targets

Moving Ahead for Progress in the 21st Century (MAP-21) identified the following national transportation system goal areas:

- Safety,
- Infrastructure Conditions,
- Congestion Reduction,
- System Reliability,
- Freight Movement & Economic Vitality, and
- Environmental Sustainability.

Per federal requirement the State of Arizona has adopted targets for these measures. The FMPO adopted all the state measures except for transit. Transit goals were set in cooperation with NAIPTA.

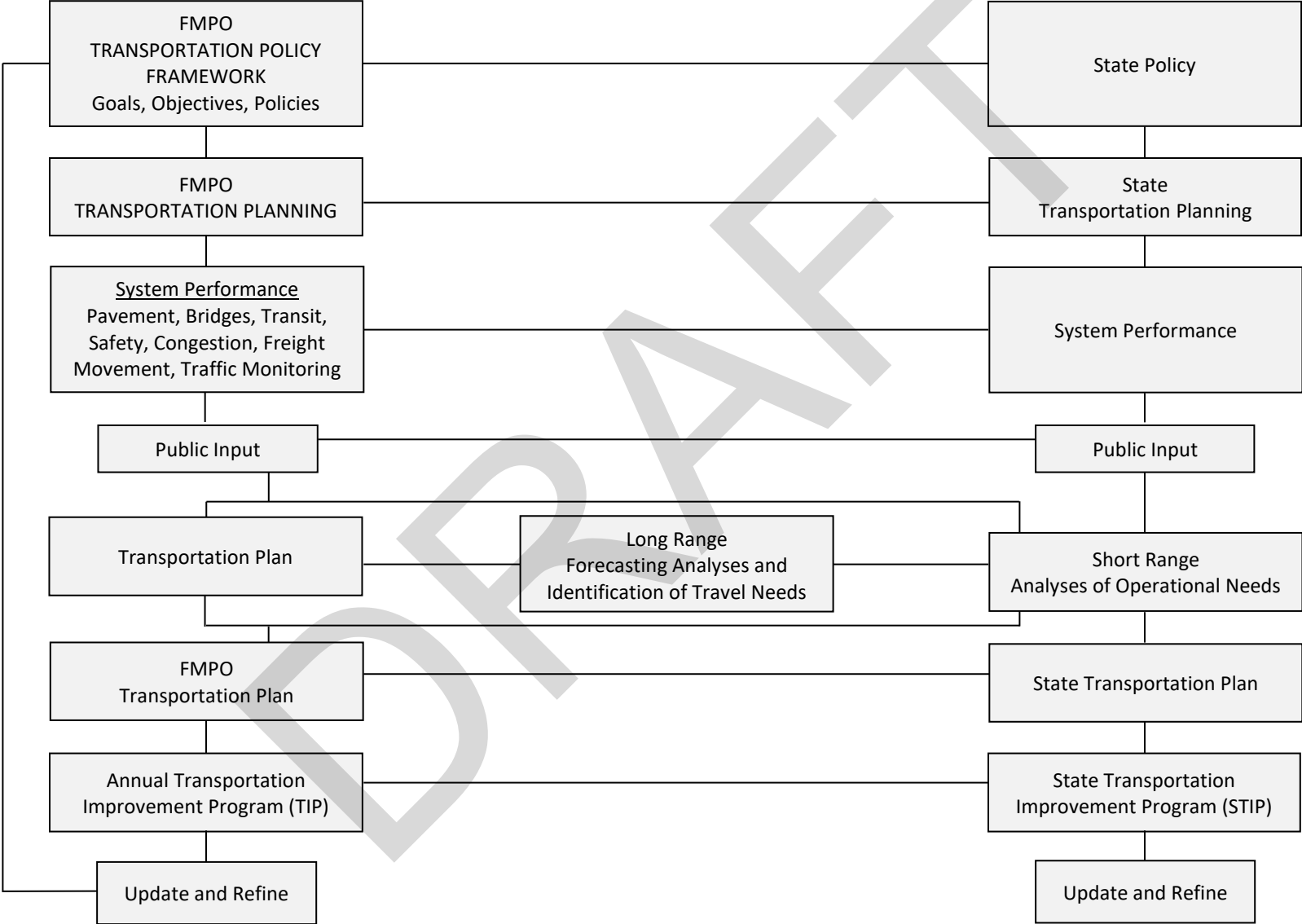
The projects in the FMPO TIP collectively address these goals. ADOT, the City and County will invest more than \$86,000,000 (including

illustrative projects) in system preservation including many bridge rehabilitation and replacement projects. NAIPTA set its own transit asset management goals and documents the investments to keep it on target. The City and ADOT have HSIP projects to address known safety concerns and the City's larger corridor improvement projects like Lone Tree Road, Butler Avenue and Fourth Street will address safety issues in their respective designs. Those same corridor projects are building capacity, resiliency and redundancy into the arterial network that will make the system more reliable. Congestion and reliability on the National Highway System in the region is not a concern with two exceptions regarding freight: US 89 movement to I-40 in front of the Flagstaff Mall and at the I-17/I-40 system interchange. The TIP does not address these. There is

indirect investment in the I-40 corridor where the City of Flagstaff is partnering with ADOT to widen and lengthen the Fourth Street bridges over I-40. Discussions are beginning for similar treatment of the Lone Tree bridges over I-40. Both projects prepare for future I-40 widening. The Flagstaff region is in attainment, so is not modeling or monitoring air quality directly. Regardless, FMPO member agencies are investing heavily in bicycle, pedestrian and transit which local research shows positively contribute to economic vitality and environmental sustainability.

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Figure 2.
FMPO TRANSPORTATION PLANNING PROCESS



MetroPlan

2021 – 2025 Transportation Improvement Program



Chapter II

**ADOT Projects
in the FMPO Area**



Table 1. Arizona Department of Transportation: Tentative 5-Year Highway Construction Program

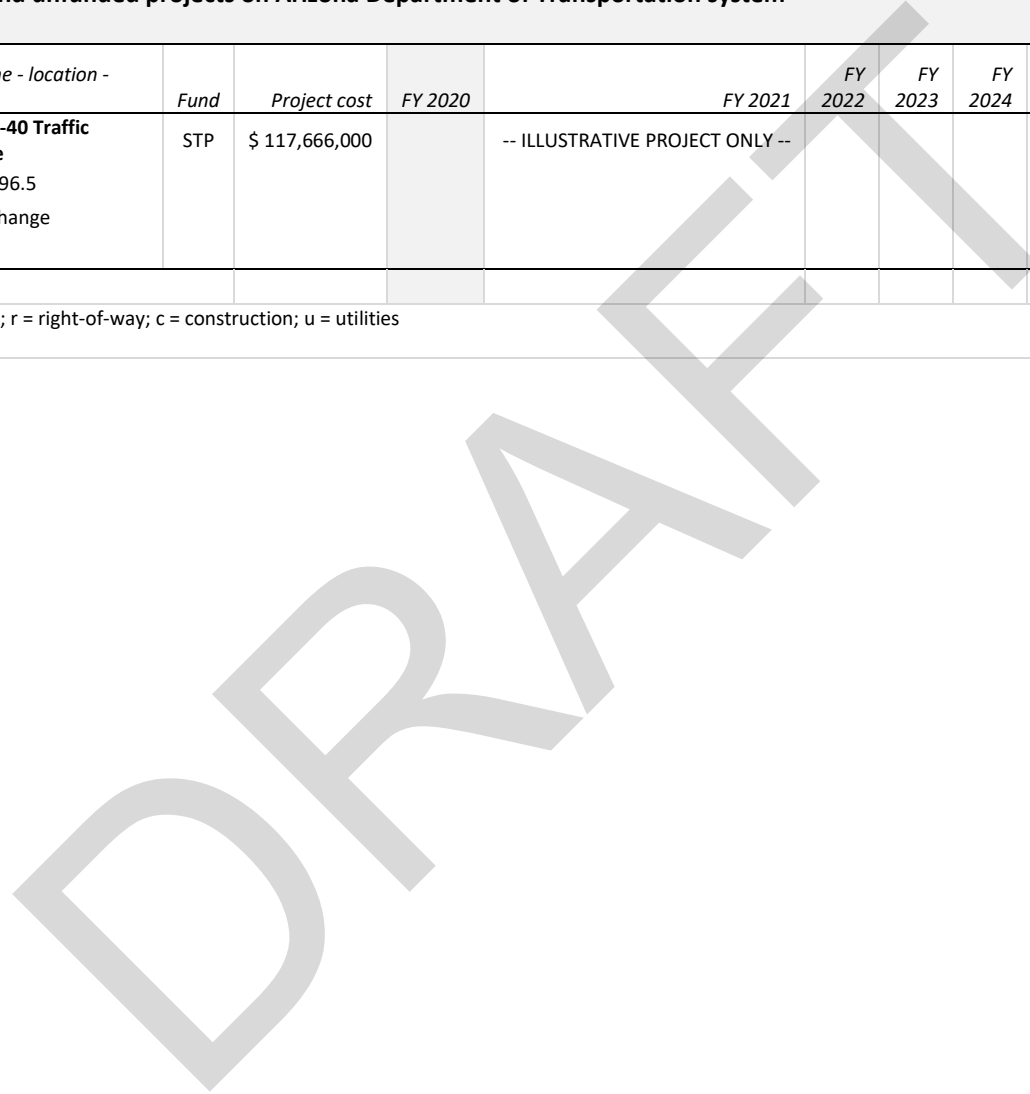
<i>Sponsor</i>	<i>Proj ID</i>	<i>Project name - location - description</i>	<i>Fund</i>	<i>Project cost</i>	<i>FY 2020</i>	<i>FY 2021</i>	<i>FY 2022</i>	<i>FY 2023</i>	<i>FY 2024</i>	<i>FY 2025</i>	<i>Total 2021-2025</i>
ADOT	8804	A-1 Mountain TI Underpass I-40 at A-1 Mtn Rd (MP 190-191) Bridge replacement	NHPP	\$ 6,841,000	\$ 641,000		\$ 6,200,000				\$ 6,200,000
ADOT	55214	West Flagstaff TI Overpass EB/WB I-40 at Route 66 (MP 191-192) Bridge replacement	NHPP	\$ 7,000,000	\$ 7,000,000						\$ 0
ADOT COF	19816	Butler Ave TI/Fourth St Overpass @ I-40 I-40 at Butler/Fourth (MP 198-200) Bridge rehabilitation and replacement	NHPP City	\$ 17,052,062	\$ 8,197,418 \$8,854,644						\$ 17,052,062
ADOT	7863	B40 Rio de Flag Bridge Route 66 from Humphreys to Sitgreaves Bridge replacement	NHPP	\$ 4,376,000	\$ 4,000,000						\$ 0
ADOT	8319	B40/US 180 Turn Lanes Humphreys St from Route 66 to Aspen Construct NB and SB turn lanes	NHPP	\$ 1,000,000	\$ 700,000	\$ 1,340,000					\$ 300,000
TOTALS					\$ 29,393,062	\$ 1,340,000					\$ 23,552,062

Phase Codes: s = study; d = design; r = right-of-way; c = construction; u = utilities

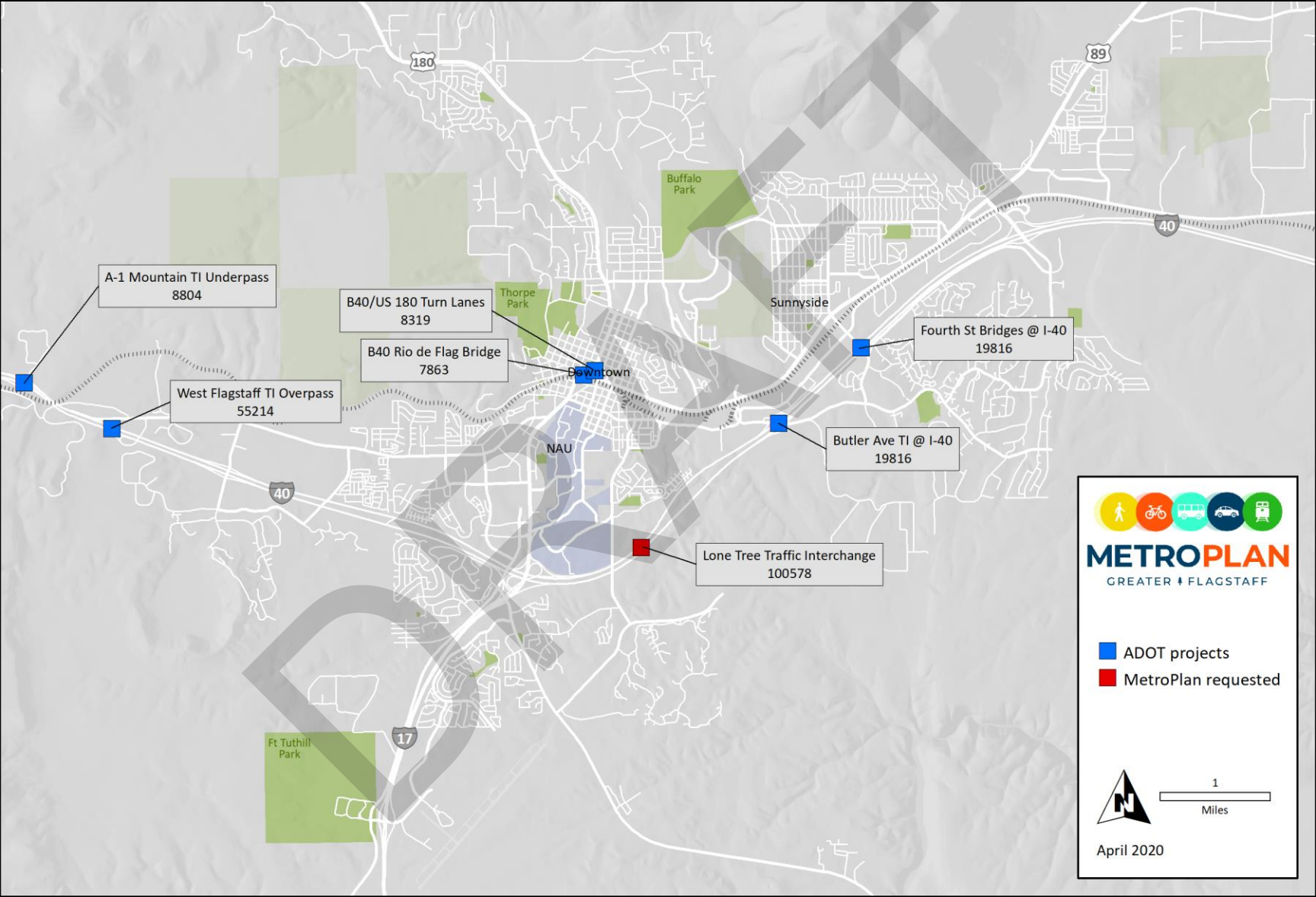
Table 2. FMPO proposed and unfunded projects on Arizona Department of Transportation system

<i>Sponsor</i>	<i>Proj ID</i>	<i>Project name - location - description</i>	<i>Fund</i>	<i>Project cost</i>	<i>FY 2020</i>	<i>FY 2021</i>	<i>FY 2022</i>	<i>FY 2023</i>	<i>FY 2024</i>	<i>FY 2025</i>	<i>Total 2021-2025</i>	
ADOT	100578	Lone Tree/I-40 Traffic Interchange I-40 at MP196.5 New interchange	STP	\$ 117,666,000		-- ILLUSTRATIVE PROJECT ONLY --				\$ 117,666,000	\$ 117,666,000	
										dc		
TOTALS											\$ 117,666,000	\$ 117,666,000

Phase Codes: s = study; d = design; r = right-of-way; c = construction; u = utilities



Map 1. ADOT tentative 5-year highway construction program projects



ADOT Project Support of Regional Plan Goals

Chapter X of the [Flagstaff Regional Plan 2030: Place Matters](#) describes a number of goals and policies for the region's transportation system. This section describes how proposed projects in the TIP support the stated goals and policies of the Regional Plan.

Riordan ATSF Overpass

- Capital improvement intended to reduce on-going maintenance costs
- Keeps the region's transportation infrastructure in a state of good repair
- Supports movement of freight by both interstate and rail

A-1 Mountain TI Underpass

- Replacement of existing underpass structure
- Keeps the region's transportation infrastructure in a state of good repair

West Flagstaff TI Overpass

- Replacement of existing underpass structure
- Keeps the region's transportation infrastructure in a state of good repair

Butler Ave TI/Fourth St Overpass @ I-40

- Replacement existing bridges over I-40 at Fourth Street
- Facilitates flow of traffic by reducing existing bottleneck from 4 to 2 lanes

- Promotes multimodal transportation options by adding missing bike lanes and sidewalks to this section of Fourth Street
- Completes a missing segment of FUTS trail along the west side of Fourth Street
- Improves an important connection across a transportation barrier (I-40)
- Supports connectivity to and from the Country Club area
- Keeps the region's transportation infrastructure in a state of good repair

B40 Rio de Flag Bridge

- Replacement of the existing bridge structure on Route 66 over the Rio de Flag
- Accommodates future construction of a FUTS underpass at Route 66 and the BNSF tracks
- Keeps the region's transportation infrastructure in a state of good repair

B40/US180 Turn Lanes

- Intersection reconstruction to add dual-right and dual-left turn lanes at Route 66 and Humphreys Street
- Facilitates flow of traffic at an existing point of congestion

Lone Tree/I-40 Traffic Interchange

- This project is proposed by the FMPO. It is unfunded and is not included in the list of projects proposed by ADOT
- The interchange is an integral part of improving arterial network connectivity and spacing – a deficiency described in the text of the plan.

MetroPlan

2021 – 2025 Transportation Improvement Program



Chapter III

**Local Projects:
Federal Aid Funds**



Table 3. FMPO Surface Transportation Block Grant (STBG) projects

Updated March 26, 2020

Sponsor	Proj ID	Project name - location - description	Fund	Project cost	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total 2021-2025
FMPO	100120	General administration and planning See Unified Planning Work Program	STBG Local	\$ 456,566	\$ 430,542	\$430,542 \$26,042					\$ 430,542
FMPO	100120	General administration and planning See Unified Planning Work Program	STBG Local	\$ 456,566			\$430,542 \$26,042				\$ 430,542
FMPO	100120	General administration and planning See Unified Planning Work Program	STBG Local	\$ 456,566				\$430,542 \$26,042			\$ 430,542
FMPO	100120	General administration and planning See Unified Planning Work Program	STBG Local	\$ 456,566					\$430,542 \$26,042		\$ 430,542
FMPO	100120	General administration and planning See Unified Planning Work Program	STBG Local	\$ 456,566						\$ 430,542 \$ 26,042	\$ 430,542
COF	TBD	Fourth Street Complete Street Corridor BUILD Grant* Fourth/Huntington to Fourth/Butler Bridge replacement, corridor widening, intersection	STBG Local 5307	\$ 24,086,817	\$6,367,491 \$6,878,004					\$7,111,436 \$ 3,529,843 \$200,000	\$ 7,111,436
TOTALS					\$13,676,037	\$456,584	\$456,584	\$456,584	\$ 456,584	\$ 11,297,906	\$ 20,738,326

Phase Codes: s = study; d = design; r = right-of-way; c = construction; u = utilities

* BUILD grant FY20 funds are budgeted local tax funds and secured or in process private development funds. ADOT funds for bridge replacement are budgeted and shown as STBG \$2.6M.

Actual source of other federal funds may change. FY24 illustrative year \$1.7M (county) and \$15.8M (city) are requested BUILD funds and will be advanced to FY20 and FY21 if awarded.

Local Surface Transportation Projects Support of Regional Plan Goals

General Administration and Planning

- Planning projects are included in the FMPO Unified Planning Work Program
- Identified tasks support Regional Plan goals and policies, and are consistent with the objectives of the Regional Transportation Plan
- Traffic counts and other data collection efforts will occasionally be a part of that regime

City BUILD Grant – Fourth St and I-40 to Butler

- Safety and mobility

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2021 – 2025 Transportation Improvement Program



Chapter IV

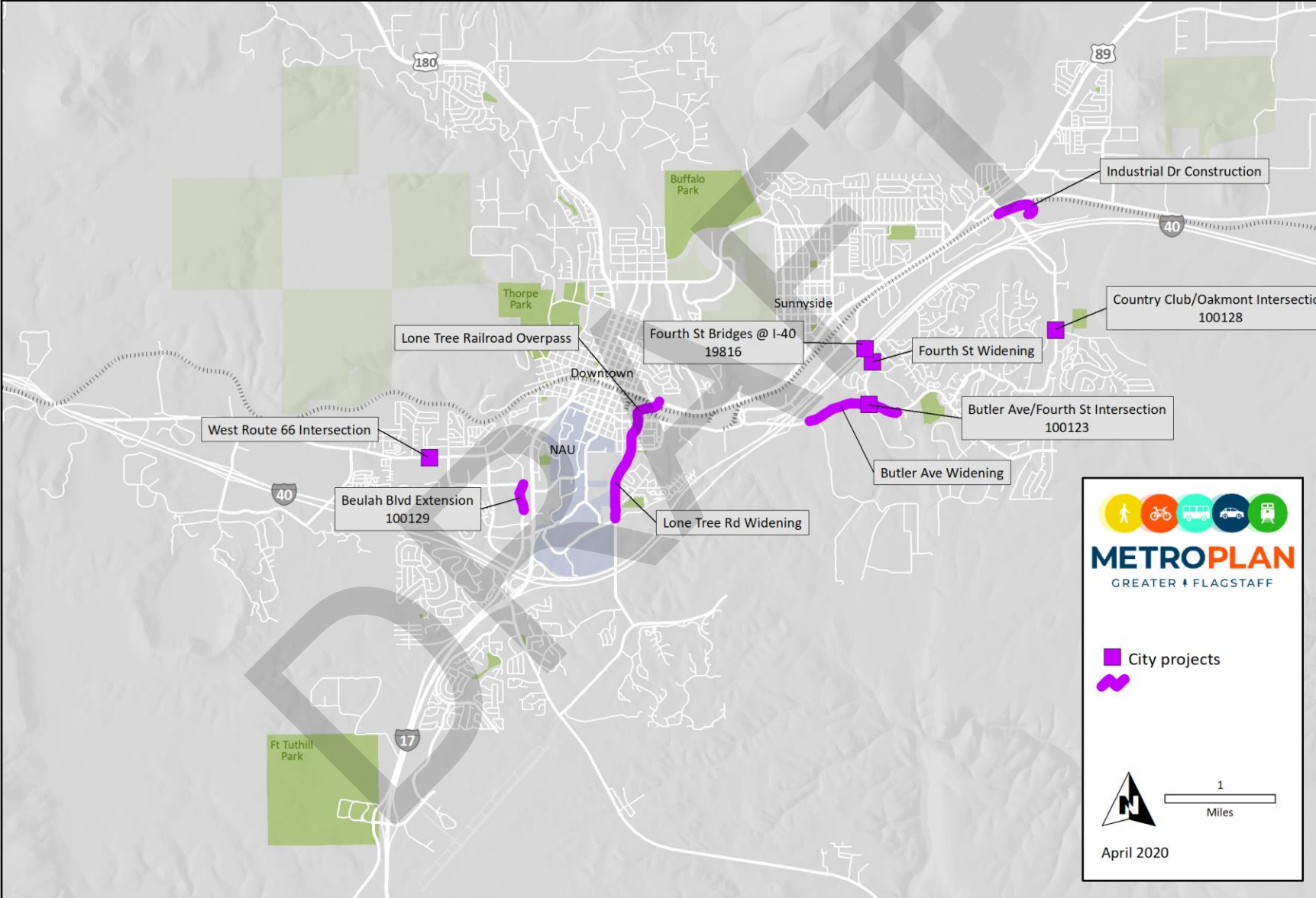
Local Projects: Non-Federal Aid Funds



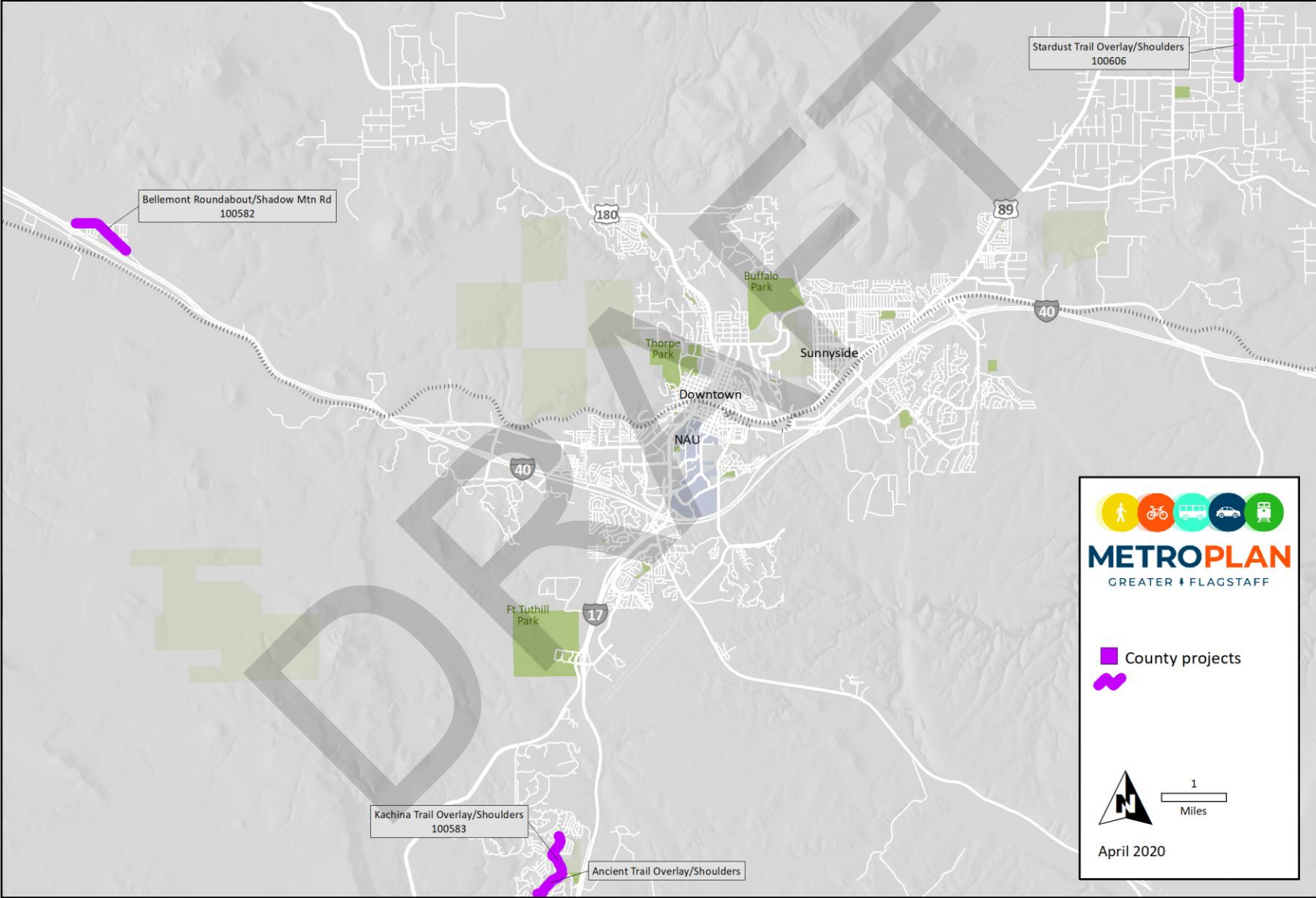
Table 4. Non-Federal Aid Projects on the Federal Aid System

Sponsor	Proj ID	Project name - location - description	Fund	Project cost	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total 2021-2025
COF		Lone Tree Railroad Overpass Butler Ave to Route 66 Construct new road and railroad overpass	420	\$26,392,000	\$2,392,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 10,000,000	\$ 24,000,000
					d	d	r	c	c	c	
COF		Lone Tree Road Widening Butler Ave to Pine Knoll Dr Road widening	419	\$ 3,468,000					\$ 3,468,000		\$ 3,468,000
									dc		
COF	100123	Butler Ave / Fourth St Intersection Butler Ave and Fourth St Reconstruct/raise intersection	Trans	\$ 2,288,121	\$ 2,288,121						\$ 0
					dc						
COF		Butler Avenue Widening Herold Ranch Rd to Sinagua Heights Dr Road widening	419	\$ 7,840,000		\$ 500,000	\$ 2,420,000	\$ 2,364,000	\$ 1,056,000	\$ 1,500,000	\$ 7,840,000
					d	dc	c	c	c		
COF		Fourth Street Widening Soliere Dr to Sparrow Ave Road widening	Trans	\$ 1,563,906	\$ 1,013,906						\$ 0
					d	c					
COF		Pedestrian-Bicycle-FUTS Projects Various Construct new facilities expenditures are approximate	419	\$ 10,000,000		\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 10,000,000
						c	c	c	c		
COF		West Route 66 Intersection Intersection to be determined Intersection reconstruction	419	\$ 2,794,999		\$ 585,000	\$ 850,000		\$ 1,359,999		\$ 2,794,999
						dc	c	c			
COF	100128	Country Club / Oakmont Intersection	419	\$ 1,115,000				\$ 115,000	\$ 500,000	\$ 500,000	\$ 1,115,000

Map 2. Local non-federal aid projects on the federal aid system | City



Map 3. Local non-federal aid projects on the federal aid system | County



Local, Non-federal Projects Support of Regional Plan Goals

Lone Tree Railroad Overpass

- Extension of Lone Tree Road from Butler Avenue to Route 66, including a bridge structure over the BNSF tracks
- Provides an important transportation connection over a transportation barrier (BNSF tracks)
- Improves circulation for the entire central area
- Creates a potential alternative to Milton Road
- Promotes multimodal transportation options by adding important sidewalk, bike lane, and FUTS trails links along the road and over the railroad tracks

Lone Tree Road Widening

- Widens Lone Tree Road from 2 to 4 lanes between Butler Avenue and Pine Knoll Drive
- Improves circulation for the entire central area
- Creates a potential alternative to Milton Road
- Promotes multimodal transportation options by adding missing bike lanes and sidewalks to the intersection
- Completes a planned FUTS along the west side of Lone Tree Road

Butler Ave / Fourth St Intersection

- Reconstruction of the intersection at Butler Avenue and Fourth Street
- Facilitates flow of traffic by reducing existing bottleneck from 4 to 2 lanes
- The intersection will be raised by several feet, which improves safety by eliminating non-complying street grades into intersection

- Raising also helps alleviate drainage problems by creating additional room for the Switzer Wash to flow under the intersection
- Promotes multimodal transportation options by adding missing bike lanes and sidewalks to the intersection
- Completes missing segments of FUTS trail through the intersection

Butler Avenue Widening

- Widens Butler Avenue from 2 to 4 lanes between Little America and Sinagua Heights
- Improves access to the Country Club area
- Provides transportation infrastructure support for development of Canyon del Rio
- Promotes multimodal transportation options by adding missing bike lanes and sidewalks along the street
- Adds missing bike lanes that are considered high-priority
- Completes planned FUTS trails along the street

Fourth Street Widening

- Widens Fourth Street from 2 to 4 lanes between Soliere Road and Sparrow Avenue
- Facilitates flow of traffic by reducing existing bottleneck from 4 to 2 lanes
- Promotes multimodal transportation options by adding missing bike lanes and sidewalks along the road

Fourth Street Bridges @ I-40

- Replacement existing bridges over I-40 at Fourth Street

- Facilitates flow of traffic by reducing existing bottleneck from 4 to 2 lanes
- Promotes multimodal transportation options by adding missing bike lanes and sidewalks to this section of Fourth Street
- Completes a missing segment of FUTS trail along the west side of Fourth Street
- Improves an important connection across a transportation barrier (I-40)
- Supports connectivity to and from the Country Club area

Pedestrian-Bicycle-FUTS Projects

- Funds a variety of multimodal projects, including missing sidewalks, missing bike lanes, pedestrian/bicycle crossings, and FUTS trails
- Promotes multi-modal transportation options by completing and enhancing networks for walking and biking

Milton to Butler NB Turn Lane Extension

- Lengthens the existing right-turn lane from north bound Route 66 to eastbound Butler Avenue
- Facilitates traffic flow, reduces delay by reducing backups caused by right-turning vehicles blocking the through lane

West Route 66 Intersection:

- Intersection reconstruction for a single intersection along West Route 66
- Which intersection will be determined in a subsequent planning study
- Facilitates traffic flow along a major street corridor in a rapidly-developing area of the city

Country Club / Oakmont Intersection

- Reconstruction of the intersection at Country Club Drive and Oakmont Drive
- Facilitates traffic flow by adding traffic signal, through and turn lanes to intersection
- Promotes multimodal transportation options by adding missing bike lanes and sidewalks to the intersection
- Completes missing segments of FUTS trail through the intersection

Beulah Boulevard Extension

- Extension of Beulah Boulevard from Forest Meadows to University Avenue; realignment of University Avenue to fourth leg of Route 66/University Drive intersection; construction of roundabout at Beulah/University intersection
- Done in conjunction with the Mill Town P3 project
- Provides an alternate route parallel to south Milton
- Connects an existing offset intersection
- Facilitates traffic flow through a variety of
- Promotes multimodal transportation options by adding missing bike lanes and sidewalks to the intersection
- Adds segments of FUTS trail along Beulah and University

Bellemont Roundabout/Shadow Mountain Rd Overlay/Shoulders

- Construction of roundabout at Transwestern Road and Shadow Mountain Road
- Add shoulders, mill and overlay on Shadow Mountain Road from Transwestern to Alpine
- Facilitates traffic flow by replacing a stop-controlled intersection with a roundabout

- Promotes multimodal transportation between residential and commercial areas of Bellemont by providing space on the new shoulder of the roadway for pedestrian and bicyclists
- Supports movement of trucks and freight at an important interstate interchange

Ancient Trail Overlay/Shoulders

- Adds shoulders, mill and overlay on Ancient Trail from Kachina Trail to Tonalea Trail
- Promotes multimodal transportation by providing space on the new shoulder of the roadway for pedestrian and bicyclists
- Keeps the region's transportation infrastructure in a state of good repair

Kachina Trail Overlay/Shoulders

- Adds shoulders, mill and overlay on Kachina Trail from Ancient Trail to Kona Trail
- Promotes multimodal transportation by providing space on the new shoulder of the roadway for pedestrian and bicyclists
- Keeps the region's transportation infrastructure in a state of good repair

Stardust Lane Overlay/Shoulders

- Adds shoulders, mill and overlay on Kachina Trail from Ancient Trail to Kona Trail
- Promotes multimodal transportation by providing space on the new shoulder of the roadway for pedestrian and bicyclists
- Keeps the region's transportation infrastructure in a state of good repair

MetroPlan

2021 - 2025 Transportation Improvement Program



Chapter V

**Local Projects:
Federal Transit Funds**



Table 5. FY2021-2025: Transit Projects within the FMPO-area

updated: February 13, 2020

Line #	Project Description	Fund Type	Current Year	2021	2022	2023	2024	2025	Local Cost **	Federal Cost	Total Cost
1	Operating Assistance, including Project Management	5307, including STIC	\$9,190,562	\$9,462,373	\$9,649,861	\$9,841,098	\$10,036,160	\$10,036,160	\$44,923,702	\$13,292,512	\$58,216,214
2	Passenger Shelters, Signs, and Poles	5307, STBG State Flex	\$103,291	\$103,291	\$103,291	\$103,291	\$103,291	\$103,291	\$123,949	\$495,797	\$619,746
3	High-Capacity Transit Route - Engineering and Environmental	5307	\$2,281,919						\$580,000	\$1,701,919	\$2,281,919
4	Building Construction - Office Remodel	5339	\$500,000						\$100,000	\$400,000	\$500,000
5	Downtown Connection Ctr - Acquire/Design/Construct	5307, 5339	\$6,827,938						\$1,365,588	\$5,462,350	\$6,827,938
6	Preventative Maintenance	STBG Local	\$353,750						\$70,750	\$283,000	\$353,750
7	Planning, Transportation Improvement Plan (CYMPO)	5307	\$264,000						\$44,000	\$220,000	\$264,000
8	Route 66/Kaspar Intersection - Design/Construction	5307, 5339	\$2,777,814						\$555,563	\$2,222,251	\$2,777,814
9	NAU Milton Rt 66 Campus Entry Study	5339	\$150,000						\$30,000	\$120,000	\$150,000
10	NAU McConnell Dr. and Sidewalk Multimodal Improv. - Design	5339	\$444,750						\$88,950	\$355,800	\$444,750
11	Replacement Paratransit Vehicles (2 Cutaway Buses)	5307	\$240,000						\$48,000	\$192,000	\$240,000
12	Downtown Connection Ctr - Construct	5339	\$31,138,260						\$15,463,260	\$15,675,000	\$31,138,260
13	Replacement Buses (Electric, total of 2)	5339	\$2,000,000						\$400,000	\$1,600,000	\$2,000,000
14	Kaspar Master Plan - Expansion of Maintenance Facility	5307	\$250,000						\$50,000	\$200,000	\$250,000

MetroPlan Transportation Improvement Program FY 2021-2025

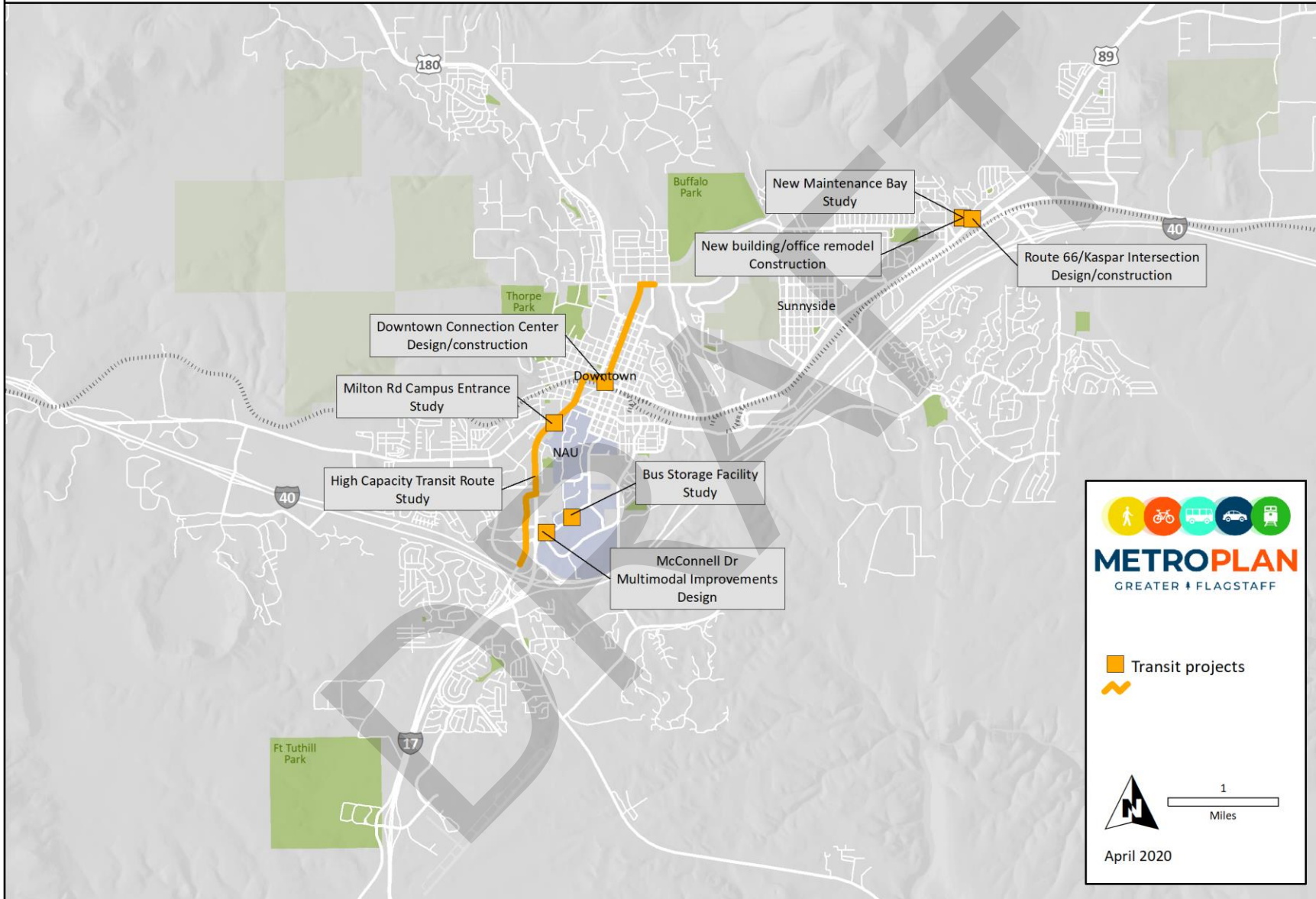
15	Bus Storage Facility (Campus Location)	5307, 5339	\$1,421,391					\$284,278	\$1,137,113	\$1,421,391	
16	Electrification Infrastructure	unfunded					\$2,000,000	\$400,000	\$1,600,000	\$2,000,000	
17	Plans and Planning, non-operations (TOD, Corridor, Mobility/OnDemand Studies)	unfunded					\$1,000,000	\$200,000	\$800,000	\$1,000,000	
18	Bus Support Equip - Fare Collection	unfunded					\$250,000	\$50,000	\$200,000	\$250,000	
19	Acquisition of Property for NAIPTA Expansion	unfunded					\$2,500,000	\$500,000	\$2,000,000	\$2,500,000	
20	NAU McConnell Dr Multimodal Improvements	unfunded					\$7,000,000	\$1,400,000	\$5,600,000	\$7,000,000	
21	NAU - Milton Campus Entry	unfunded					\$3,500,000	\$700,000	\$2,800,000	\$3,500,000	
22	Kaspar Master Plan - Remodel and Electrification	unfunded					\$6,000,000	\$1,200,000	\$4,800,000	\$6,000,000	
23	Bus Storage Facility (Campus Location)	unfunded					\$16,638,328	\$3,327,666	\$13,310,662	\$16,638,328	
24	CDL Training and Testing Facility	unfunded					\$1,000,000	\$200,000	\$800,000	\$1,000,000	
25	High-Capacity Transit - Acquisition/Construction	unfunded					\$27,000,000	\$5,400,000	\$21,600,000	\$27,000,000	
26	High-Capacity Transit - Fleet Expansion	unfunded					\$10,000,000	\$2,000,000	\$8,000,000	\$10,000,000	
27	Route and Route Infrastructure Improvements (capital)	unfunded					\$6,400,000	\$1,280,000	\$5,120,000	\$6,400,000	
28	Park n Ride Transit Center	unfunded					\$3,000,000	\$600,000	\$2,400,000	\$3,000,000	
29	Replacement Buses (Hybrid/Electric, total of 12)	unfunded					\$12,000,000	\$2,400,000	\$9,600,000	\$12,000,000	
30	Replacement Paratransit Vehicles (Cutaway Buses, total of 4)	unfunded					\$1,000,000	\$200,000	\$800,000	\$1,000,000	
	TOTAL ALL CATEGORIES		\$57,943,675	\$9,565,664	\$9,753,152	\$9,944,389	\$10,139,451	\$109,427,779	\$83,985,705	\$122,788,404	\$206,774,110

Fiscal Year is local fiscal year of July 1 thru June 30 to express year of obligation.

**Local Match increases by an average of 2% annually. Local match is combination of City taxes and University IGA funds

Table 6. FTA Section 5310 transit projects within the FMPO area							
Updated March 18, 2020							
<i>Agency</i>	<i>FY - Award</i>	<i>Location</i>	<i>Project description</i>	<i>Fund type</i>	<i>Local cost</i>	<i>Federal cost</i>	<i>Total cost</i>
Civic Service Institute - NAU	2020	Small Urban	Senior Companion Program	5310 - Operating	\$ 15,000	\$ 15,000	\$ 30,000
NAIPTA	2020	Small Urban	ADA Plus	5310 - Operating	\$ 75,000	\$ 75,000	\$ 150,000
NAIPTA	2020	Small Urban	Taxi voucher program	5310 - Operating	\$ 45,000	\$ 45,000	\$ 90,000
NAIPTA	2020	Small Urban	Bus stop mobility program	5310 - Capital	\$ 15,000	\$ 60,000	\$ 75,000
NAIPTA	2020	Small Urban	Mobility management	5310 - Mblty mgmt	\$ 22,500	\$ 90,000	\$ 112,500
					\$ 172,500	\$ 285,000	\$ 457,500
	<i>FY - Pending</i>						
Civic Service Institute - NAU	2021	Small Urban	Senior Companion Program	5310 - Operating	\$ 40,000	\$ 40,000	\$ 80,000
Quality Connections, Inc	2021	Small Urban	Replacement mini-vans with ramp	5310 - Capital	\$ 10,230	\$ 37,200	\$ 47,430
Quality Connections, Inc	2021	Small Urban	Replacement mini-vans with ramp	5310 - Capital	\$ 10,230	\$ 37,200	\$ 47,430
NAIPTA	2021	Small Urban	Mobility management	5310 - Mblty mgmt	\$ 22,500	\$ 90,000	\$ 112,500
NAIPTA	2021	Small Urban	ADA Plus	5310 - Operating	\$ 115,943	\$ 115,943	\$ 231,886
NAIPTA	2021	Small Urban	Taxi voucher program	5310 - Operating	\$ 75,000	\$ 75,000	\$ 150,000
NAIPTA	2021	Small Urban	Bus stop mobility program	5310 - Capital	\$ 20,000	\$ 80,000	\$ 100,000
					\$ 293,903	\$ 475,343	\$ 769,246
TOTALS					\$ 466,403	\$ 760,343	\$ 1,226,746

Map 4. Transit capital projects within the MetroPlan area



Transit Projects Support of Regional Plan Goals

The Regional Plan includes a variety of goals and policies to promote a high-quality and convenient transit system:

- Policy E.1.5. Promote and encourage the expansion and use of energy-efficient modes of transportation:
Public transportation
Bicycles
Pedestrians
- Goal LU.12. Accommodate pedestrians, bicyclists, transit riders, and private cars to supplement downtown’s status as the best-served and most accessible location in the region.
- Policy LU.12.8. Provide for strong connections from the Flagstaff Medical Campus to the Northern Arizona University campus via pedestrian paths, bicycle connections, streets, and transit service.
- Policy LU.13.2. Consider public transit connections in suburban development.
- Policy LU.15.4. Accommodate safe and convenient walking, biking, and transit facilities in existing and proposed employment centers.
- Policy T.2.4. Consider dedicated transit ways where appropriate.
- Policy T.3.8. Promote transportation options such as increased public transit and more bike lanes to reduce congestion, fuel consumption, and overall carbon emissions and promote walkable community design.

- Goal T.7. Provide a high-quality, safe, convenient, accessible public transportation system, where feasible, to serve as an attractive alternative to single-occupant vehicles.
- Policy T.7.1. Cooperate with NAIPTA in developing and implementing the five-year transit master planning goals and objectives to continuously improve service, awareness, and ridership
- Policy T.10.2. Improve multimodal access and service to and from the airport including transit, bicycle, and parking services.
- Policy NH.1.4. Foster points of activities, services, increased densities, and transit connections in urban and suburban neighborhoods.
- Policy NH.4.6. Consider and integrate public transportation when possible in planning housing developments, to help reduce a household’s transportation costs and minimize impact on the community’s roads and transportation system.

The operations and capital expenditures identified in this Transportation Improvement Program are consistent with NAIPTA’s most recently adopted 5-year Transit Plan. They support a transit system that provides effective geographic coverage of the region and existing and planned concentrations of residents and their places of employment.

Several transit projects have been added to illustrative year 2024 including a downtown connection center and high capacity transit route that will connect people between major activity and employment centers.

MetroPlan

2021 - 2025 Transportation Improvement Program



Chapter VI

**Local Projects:
Safety Projects**



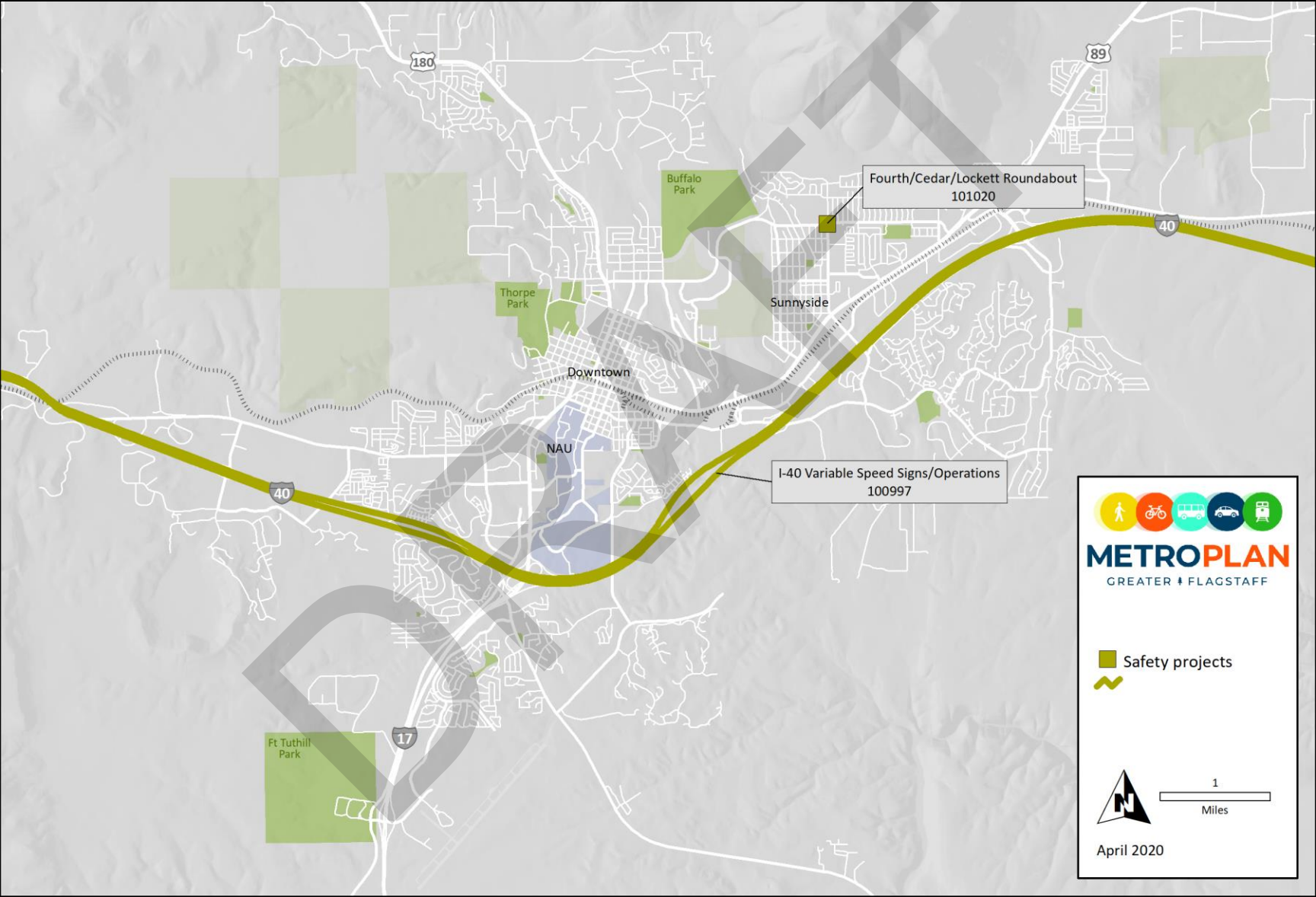
Table 7. Safety projects with the FMPO area

Sponsor	Proj ID	Project name - location - description	Fund	Project cost	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total 2021-2025
ADOT	100997	I-40 Variable Speed Signs/Operations I-40 from MP 186 to 206 Var speed limit signs/operations equip	HSIP	\$ 6,105,000	\$ 469,000	\$ 5,636,000					\$ 5,636,000
						d	c				
COF	101020	Fourth/Cedar/Lockett Roundabout Fourth St/Cedar Ave/Lockett Rd Reconstruct intersection as roundabout	HSIP	\$ 1,989,179	\$ 450,000	\$ 92,398	\$ 1,385,968				\$ 1,478,366
			Local		\$ 30,000	\$ 30,813					\$ 30,813
					ad	r	c				
TOTALS						\$ 5,759,211	\$ 1,385,968				\$ 7,145,179

Phase Codes: a = ADOT administration fee; s = study; d = design; r = right-of-way; c = construction; u = utilities



Map 5. Safety projects with the MetroPlan area



Safety Projects Support for the Regional Plan

Goal T.2 of the Regional Plan, as well as the five policies under the goal, address transportation safety:

- Goal T.2. Improve transportation safety and efficiency for all modes.

Projects included in this chapter are specifically intended to address identified safety concerns.

Fourth/Cedar/Lockett Roundabout:

- Conversion of an existing signalized intersection to a roundabout
- There have been several serious-injury crashes at this location, as well as a fatal crash

I-40 Signing/Operations:

- Funding supports variable speed limit signs and other operations to promote safety through an urban section of an interstate highway

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MetroPlan

2021 - 2025 Transportation Improvement Program



Chapter VII

All Agencies:
Pavement Preservation Projects



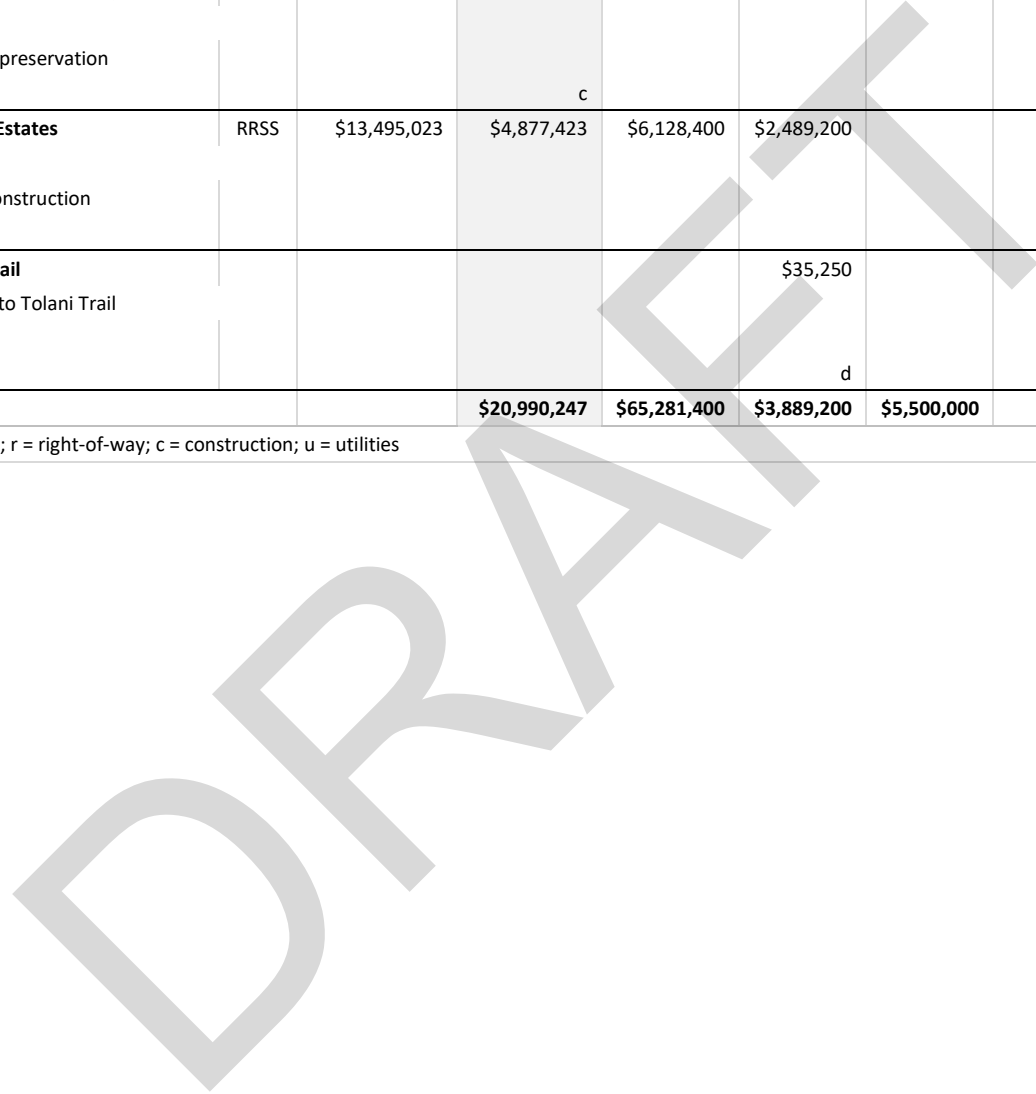
Table 8. Pavement preservation & Bridge Repair projects within the FMPO area

<i>Sponsor</i>	<i>Proj ID</i>	<i>Project name - location - description</i>	<i>Fund</i>	<i>Project cost</i>	<i>FY 2020</i>	<i>FY 2021</i>	<i>FY 2022</i>	<i>FY 2023</i>	<i>FY 2024</i>	<i>FY 2025</i>	<i>Total 2021-2025</i>
ADOT	100028	Riordan ATSFRR Overpass I-40 at BNSF tracks (MP 190) Construct scour retrofit	NHPP	\$300,000	\$300,000						\$0
ADOT	100241	I-17 Pavement Preservation SB County line to McConnell Dr bridge Pavement preservation	NHPP	\$36,286,000	\$386,000	\$35,900,000					\$35,900,000
ADOT	8162	I-40 Pavement Preservation I-17 to Walnut Canyon Rd Pavement preservation	NHPP	\$21,773,000	\$320,000	\$21,453,000					\$21,453,000
ADOT	100199	Cosnino Road TI Underpass I-40 at Cosnino Rd Bridge rehabilitation	NHPP	\$2,600,000				\$500,000		\$4,000,000	\$4,500,000
ADOT	8808	Winona TI Underpass I-40 at Townsend-Winona Rd Bridge rehabilitation	NHPP	\$5,300,000	\$5,300,000						\$0
ADOT	100188	Airport Rd TI Underpass I-17 at J.W. Powell Blvd Bridge rehabilitation	NHPP	\$4,800,000		\$800,000		\$4,000,000			\$4,800,000
COF	TBD	Pavement Overlay varies	RRSS	varies	\$4,088,988	\$1,000,000	\$1,000,000	\$1,000,000	\$4,000,000	\$4,000,000	\$11,000,000
COF	TBD	Aztec Street Road reconstruction and utility replacement	RRSS	\$1,442,922	\$1,442,922						\$0

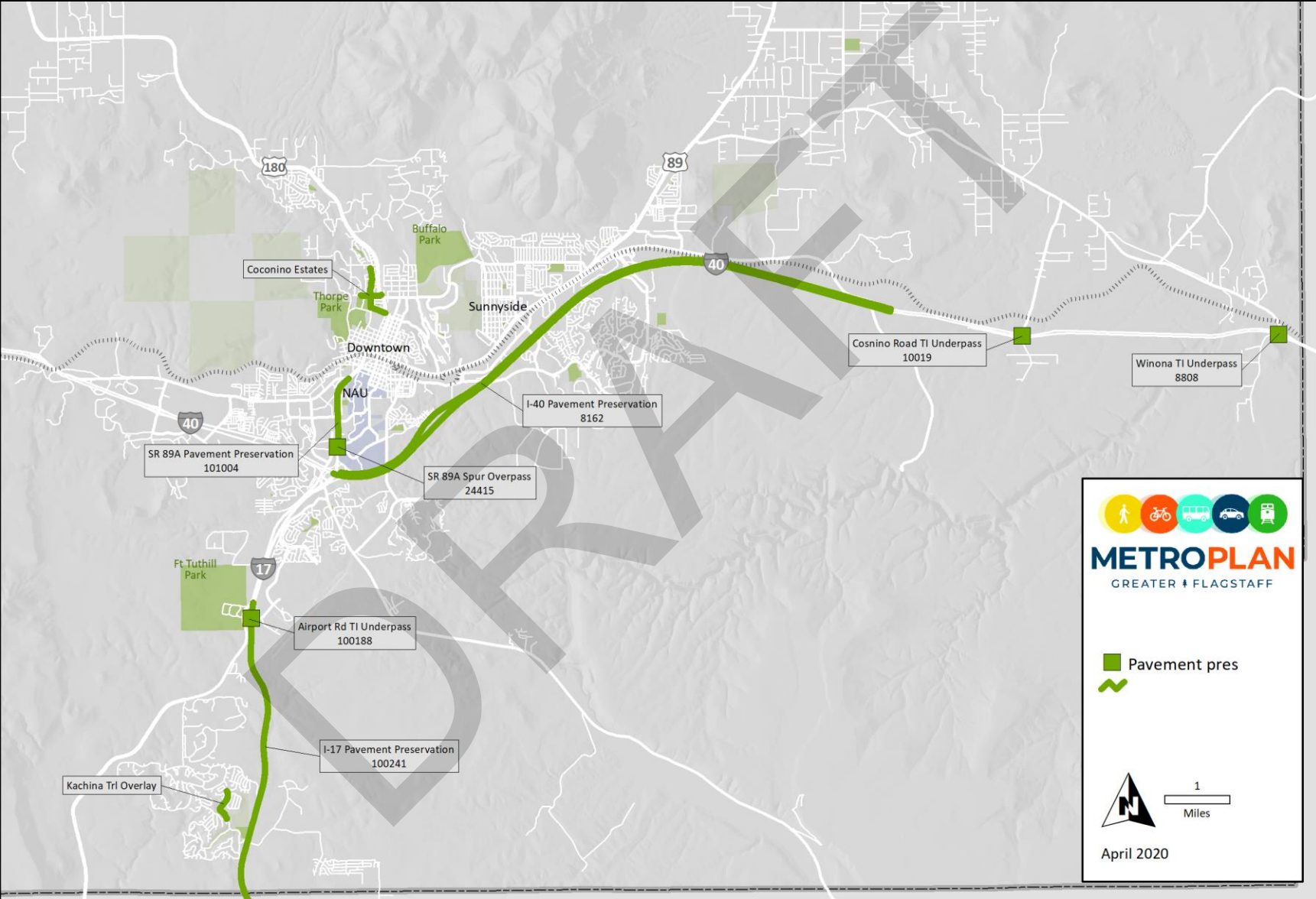
MetroPlan Transportation Improvement Program FY 2021-2025

							d		c		
COF	TBD	West Flag Quadrant Repairs varies Pavement preservation	RRSS	\$4,974,914	\$4,574,914		\$400,000			\$400,000	
					c						
COF	TBD	Coconino Estates All roads Street reconstruction	RRSS	\$13,495,023	\$4,877,423	\$6,128,400	\$2,489,200			\$8,617,600	
CC		Kachina Trail Kona Trail to Tolani Trail Overlay					\$35,250				
							d				
TOTALS					\$20,990,247	\$65,281,400	\$3,889,200	\$5,500,000		\$8,000,000	\$86,670,600

Phase Codes: s = study; d = design; r = right-of-way; c = construction; u = utilities



Map 6. Pavement preservation projects within the MetroPlan area



Pavement Preservation Projects Support for the Regional Plan

Roadway operations and maintenance are handled individually by each agency and under their respective policies. The Regional Plan – and more particularly the FMPO Regional Transportation Plan – speak to the need for proper maintenance of our transportation systems.

ADOT’s Northcentral District and Northern Arizona Region Traffic office is responsible for operations and maintenance of roads in the region on the state highway system, including Interstate 40, Interstate 17, US Highway 89, State Route 89A, Business 40, and US Highway 180. ADOT maintains Intergovernmental Agreements (IGA) with the City of Flagstaff for maintenance of street lights, sidewalks and FUTS trails.

The City of Flagstaff is responsible for all streets within City limits not on the state highway system, including a number of federal-aid eligible roads

Coconino County’s boundaries extend well beyond the FMPO’s 525-square mile area. Major roads within the FMPO region under the County’s jurisdiction are Lake Mary Road, Townsend-Winona Road, Leupp Road, Silver Saddle Road, Koch Field Road, Stardust Trail, Campbell Avenue, Copeland Avenue, Kachina Village Boulevard, Mountaineer Road and many rural minor collectors.

**FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION (dba MetroPlan)
FY 2021 - 2025 TRANSPORTATION IMPROVEMENT PROGRAM**

ADOT ACCEPTANCE

Arizona Department of Transportation

Signature

Gregory Byres
Printed Name

ADOT MPD Director
Title

Date

DRAFT