



# **MetroPlan**

## **FY 2023 – 2027**

### **Transportation Improvement Program**

NOTE: All maps in this document require updating to reflect the projects in the tables.



Executive Board Approval  
June 3, 2022  
*Pending FHWA/FTA Approval*



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

**Public Process Dates**

**March X, 2022 – Ad in Daily Sun and web posting: Call for Projects**

**April 27, 2022 – TAC reviews draft**

**May 2, 2022 - Ad and posting: Call for Comments**

**May 25, 2022 – TAC recommendation to Board for TIP adoption**

**June 3, 2022 – Executive Board adoption**

**MetroPlan of Greater Flagstaff**

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**FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION**  
**FISCAL YEAR 2023`**  
**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.

MetroPlan, Greater Flagstaff, 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.

---

Paul Patane, Director, Multimodal Planning Division  
ARIZONA DEPARTMENT OF TRANSPORTATION

Date

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Jeff "Miles" Meilbeck, Executive Director  
METROPLAN – GREATER FLAGSTAFF

Date

**Resolution Number 23-01  
of the  
MetroPlan – Greater Flagstaff  
Executive Board**

**Approving the Fiscal Years 2023 – 2027 Transportation Improvement Program**

WHEREAS, MetroPlan, the Metropolitan Planning Organization for the greater Flagstaff region, ) 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, the Fixing America’s Surface Transportation Act of 2016, and the Bipartisan Infrastructure Law of 2021; and

WHEREAS, MetroPlan’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, MetroPlan 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 MetroPlan 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 2023 – 2027 Transportation Improvement Program; and

WHEREAS, The projects in this 2023 – 2027 Transportation Improvement Program, including its 2022 Annual Element, are consistent with the Flagstaff Metropolitan Planning Organization (doing business as MetroPlan) Regional Transportation Plan, adopted May 25, 2017; and

WHEREAS, MetroPlan 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 21<sup>st</sup> 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, MetroPlan 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 MetroPlan Executive Board does approve and adopt this Fiscal year 2023 – 2027 Transportation Improvement Program with its 2022 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 3<sup>rd</sup> day of June, 2022

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Jim McCarthy, City of Flagstaff Councilmember  
Chair, MetroPlan Executive Board

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# MetroPlan

2023 – 2027 Transportation Improvement Program



## Chapter I

### Introduction





## **General**

This Transportation Improvement Program (TIP) is a multi-year, multi-agency listing of transportation improvements for the MetroPlan area covering a period of five years, from 2023 through 2027.

The TIP represents the project selection document for federally funded projects in the MetroPlan 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 MetroPlan.
- Chapter III covers projects that receive funding through the federal Surface Transportation Block Grant (STBG) program. In this region, a majority of STBG funds are programmed to support general administration and planning for MetroPlan, as detailed in the Unified Planning Work Program. Occasional mini-grants for small projects will be awarded and amended to the TIP.

- 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 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 \(now MetroPlan\) Regional Transportation Plan](#), which was adopted on May 24, 2017.

## **Geographic Area**

Figure 1 on the following page illustrates the MetroPlan boundary. The area covers 525 square miles and stretches south to the unincorporated communities of Kachina Village and Mountaineer, north to the San Francisco Peaks, east to the unincorporated community of Winona, and west to the unincorporated community of Bellemont.

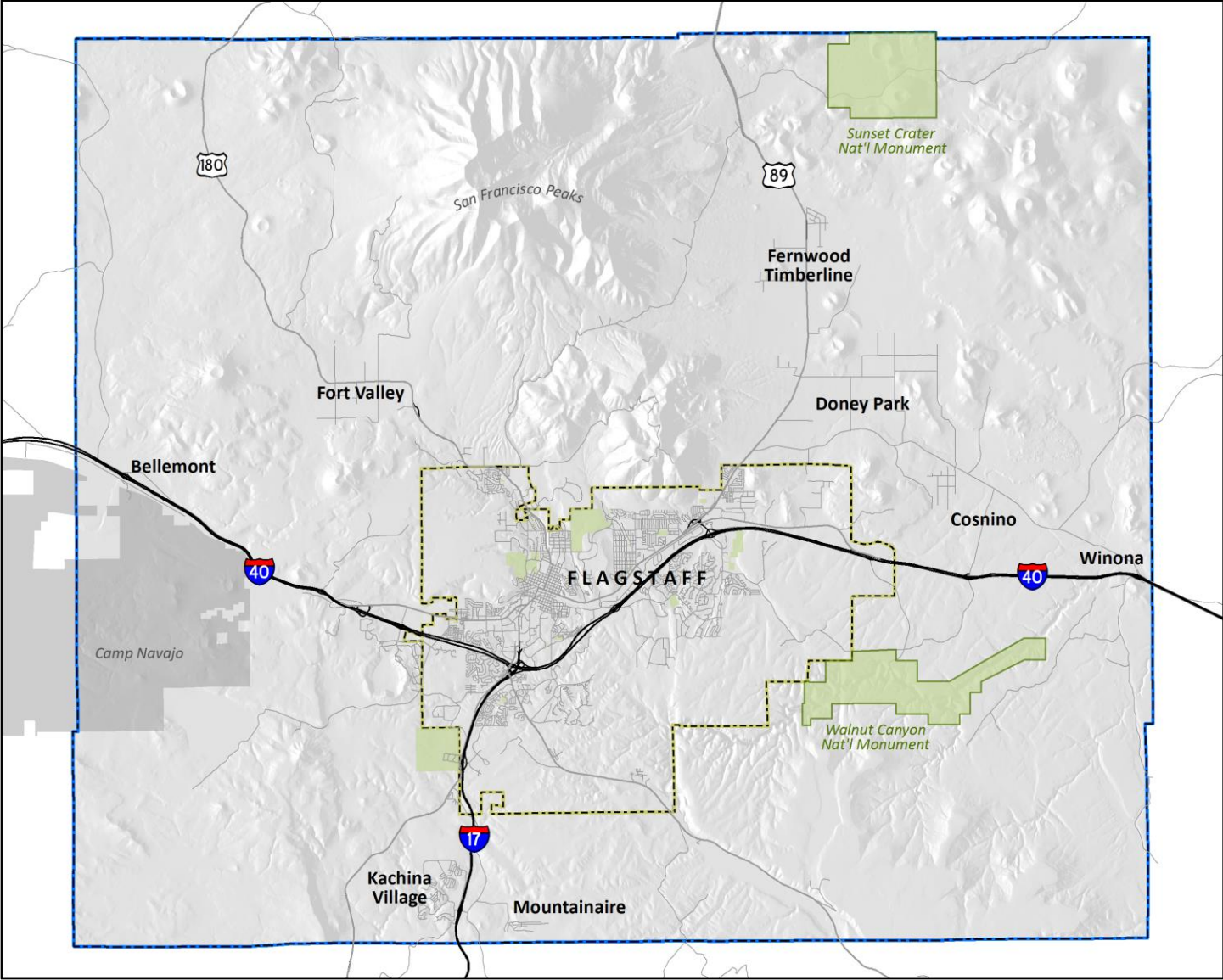


Figure 1. MetroPlan Boundaries

## **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 MetroPlan 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 at least every four years and be endorsed by MetroPlan.

The purpose of the TIP is to synthesize the short-range plans and programs of all local agencies to ensure 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 MetroPlan 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.

MetroPlan's TIP is a product of the regional transportation planning process that is carried on cooperatively by MetroPlan with the City of Flagstaff, Coconino County, Mountain Line Transit 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 comment 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 Mountain Line Transit (aka 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

MetroPlan 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. Final suballocations stemming from the BIL are pending.

*Transit Funding (5307):* These funds assume current year allocations and a 2% 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 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 21<sup>st</sup> 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.

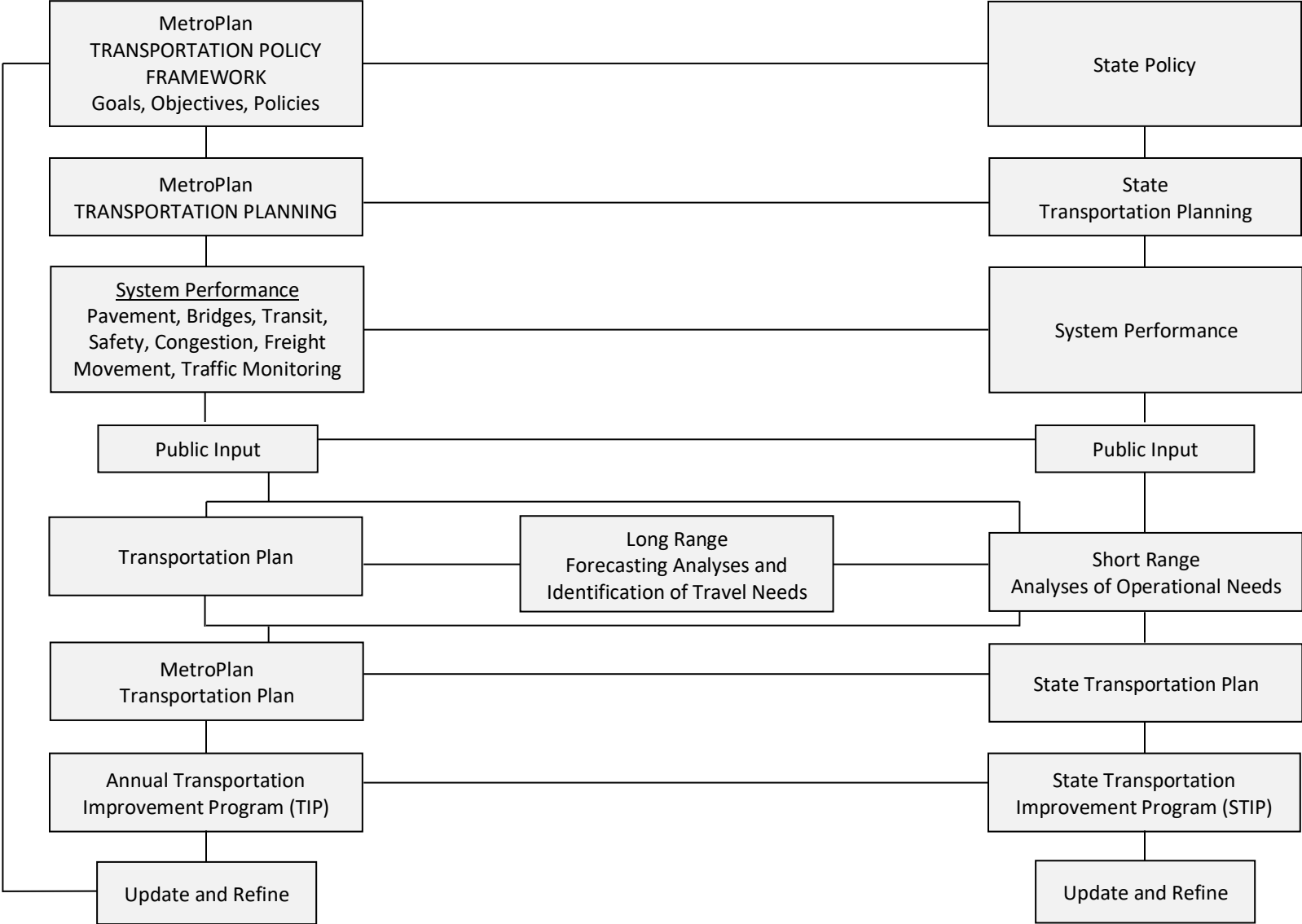
Per federal requirement the State of Arizona has adopted targets for these measures. MetroPlan adopted all the state measures except for transit. Transit goals were set in cooperation with Mountain Line Transit.

The projects in the MetroPlan TIP collectively address these goals and targets. 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. Mountain Line 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.

The Flagstaff region is in attainment, so is not modeling or monitoring air quality directly. Regardless, MetroPlan member agencies are investing heavily in bicycle, pedestrian and transit which local research shows positively contribute to economic vitality and environmental sustainability.

Figure 2.  
FMPO TRANSPORTATION PLANNING PROCESS



# MetroPlan

2023 – 2027 Transportation Improvement Program



## Chapter II

### ADOT Projects in the MetroPlan Area



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

Updated: 4-20-2022

Sponsor	Proj ID	Project name - location - description	Fund	Project cost	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total 2023-2027
ADOT	100188	<b>Airport Road TI UP</b> I-17 MP 337.3 to MP 338.3 Bridge replacement	NHPP	\$ 11,180,000	\$ 1,680,000		\$9,500,000				\$ 9,500,000
ADOT	7863	<b>B40 Rio de Flag Bridge</b> Route 66 from Humphreys to Sitgreaves Bridge replacement	NHPP	\$ 6,519,000	\$ 6,519,000						\$ 0
<b>TOTALS</b>					<b>\$ 6,519,000</b>	<b>\$ 0</b>					<b>\$ 9,500,000</b>

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**

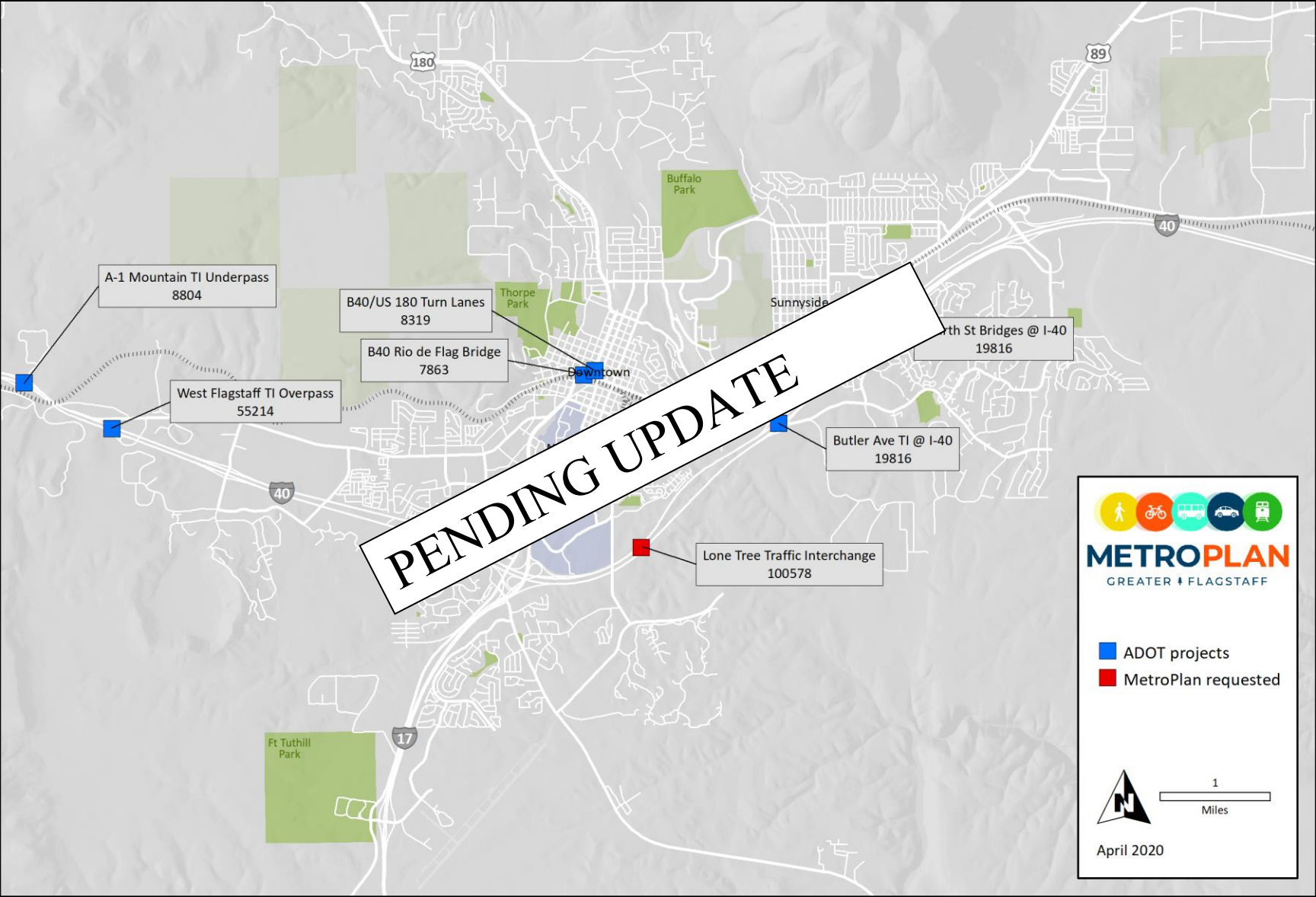
Updated 4-20-2022

Sponsor	Proj ID	Project name - location - description	Fund	Project cost	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total 2023-2027
ADOT	100578	<b>Lone Tree/I-40 Traffic Interchange</b> I-40 at MP196.5 New interchange	STP	\$ 123,623,000		-- ILLUSTRATIVE PROJECT ONLY --				\$ 123,623,000	\$ 123,623,000
										dc	
<b>TOTALS</b>										<b>\$ 123,623,000</b>	<b>\$ 123,623,000</b>

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.

### **Airport Road TI UP**

- Replacement of existing underpass structure
- 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
- Protects that infrastructure from flood damage

### **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

2023 – 2027 Transportation Improvement Program



## Chapter III

### Local Projects: Federal Aid Funds



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

Updated 4-20-2022

Sponsor	Proj ID	Project name - location - description	Fund	Project cost	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total 2022-2027
FMPO	100120	<b>General administration and planning</b> See Unified Planning Work Program	STBG	\$ 484,164	\$ 433,793						\$ 0
			Local		\$ 26,221						
FMPO	100120	<b>General administration and planning</b> See Unified Planning Work Program	STBG	\$ 484,163		\$ 456,566					\$ 484,163
			Local			\$ 27,597					
FMPO	100120	<b>General administration and planning</b> See Unified Planning Work Program	STBG	\$ 484,163			\$ 456,566				\$ 484,163
			Local				\$ 27,597				
FMPO	100120	<b>General administration and planning</b> See Unified Planning Work Program	STBG	\$ 484,163				\$ 456,566			\$ 484,163
			Local					\$ 27,597			
FMPO	100120	<b>General administration and planning</b> See Unified Planning Work Program	STBG	\$ 484,163					\$ 456,566		\$ 484,163
			Local						\$ 27,597		
FMPO	100120	<b>General administration and planning</b> See Unified Planning Work Program	STBG	\$ 456,566						\$ 456,566	\$ 484,163
			Local							\$ 27,597	
City of Flagstaff	TBD	<b>Missing Sidewalk Constuction Program</b> Various federal-aid eligible and local roads HURF Exchange	STBG	\$ 400,000			\$ 50,000				\$ 50,000
			Local			\$ 267,000	\$ 83,000				
						d,c	c				
City of	TBD	<b>Lone Tree Corridor</b>	STBG	\$ 8,000,000						\$ 8,000,000	

MetroPlan Transportation Improvement Program FY 2023-2027

Flagstaff		Zuni Drive to J.W. Powell Boulevard Improve intersections, widen roadway Authorization Request	Local								
City of Flagstaff	TBD	<b>Downtown Mile Master Plan</b> Florence/Walnut to Ponderosa Parkway Integrate rail, flood, transit, highway, transit and ped/bike designs	STBG/PL Local	\$ 2,000,000	\$ 490,000 \$ 1,510,000						
City of Flagstaff	TBD	<b>Downtown Mile*</b> Florence/Walnut to Ponderosa Parkway Construct integrated rail, flood, transit, highway, transit and ped/bike design MEGA grant	STBG Local	\$ 40,000,000					\$ 23,000,000 \$ 17,000,000	\$40,000,000	
COF	TBD	<b>Priority ITS Corridor Smart Signals</b> Corridor to be determined Smart signal and fiber communications ATCMTD grant	STBG Local 5307	\$ 3,000,000					\$ 1,500,000 \$ 1,500,000	\$ 1,500,000	
<b>TOTALS</b>					<b>\$ 2,460,014</b>	\$ 751,163	\$ 617,163	\$ 484,163	\$ 484,163	\$ 51,484,163	\$43,970,817

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

\* MEGA Grant 2022 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. Grant projects and funds will be advanced 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

### **Lone Tree Corridor**

- This corridor is a key element of the arterial network. The programmed work improves capacity.
- The programmed work enhances multimodal connectivity

### **Downtown Mile Master Plan and MEGA Grant**

- Protects rail and highway infrastructure from flooding
- Enhances pedestrian and bicycle connectivity to the Downtown Connection Center
- Improves freight connectivity by correcting a substandard height bridge

### **Smart Signal ATCMTD Grant**

- Improves efficiency of existing infrastructure

# MetroPlan

2023 – 2027 Transportation Improvement Program



## Chapter IV

### Local Projects: Non-Federal Aid Funds





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

Updated 4-20-2022

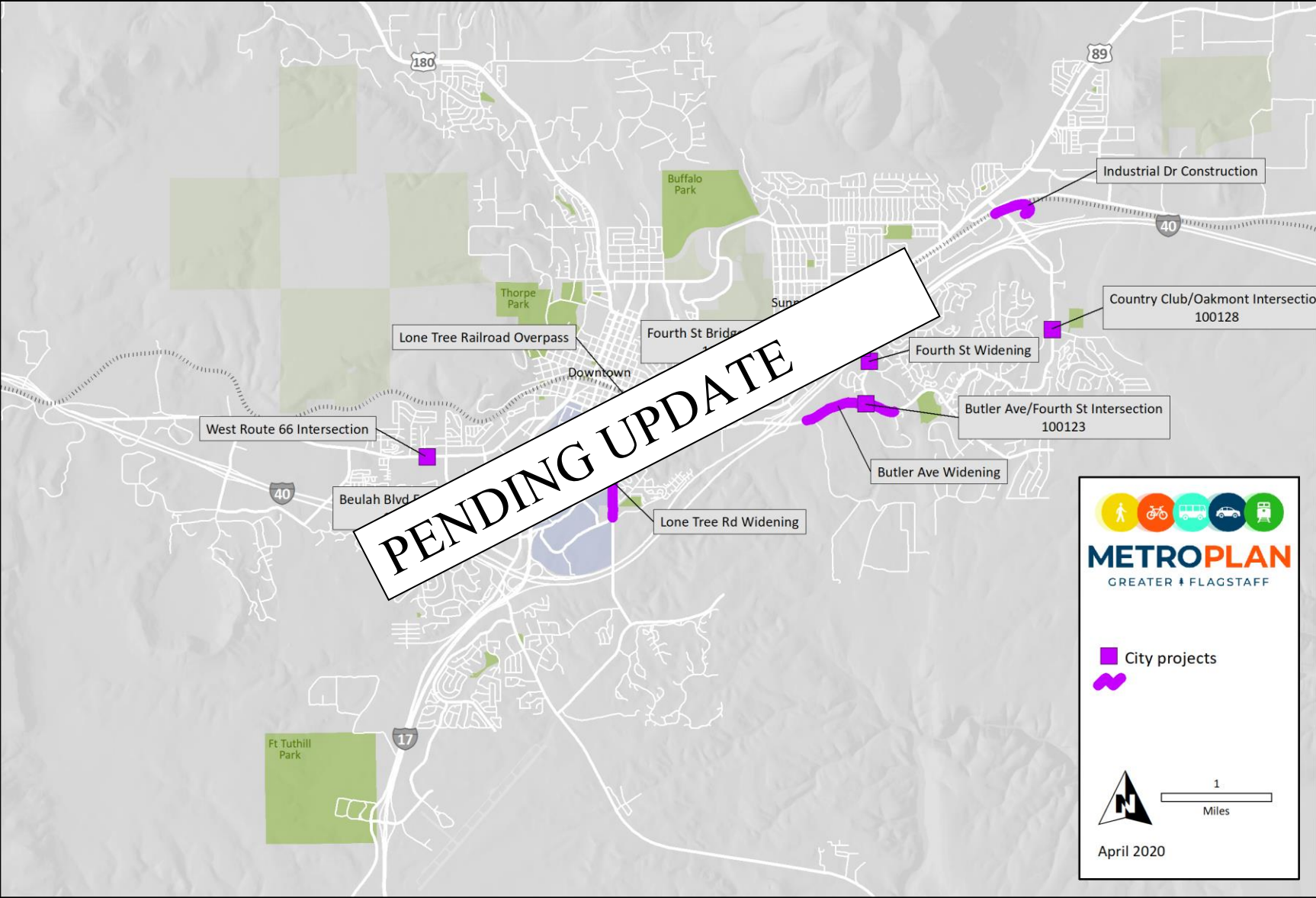
Sponsor	Proj ID	Project name - location - description	Fund	Project cost	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total 2023-2027
COF		<b>Lone Tree Railroad Overpass</b> Butler Ave to Route 66 Construct new road and railroad overpass	420	\$ 72,000,000	\$8,686,681	\$3,500,000	\$8,000,000	\$25,000,000	\$25,000,000		\$61,500,000
					d,r	d	r	c	c	c	
COF		<b>John Wesley Powell Blvd - Airport</b> Lake Mary Road to Pulliam Drive New road construction	419	\$ 14,502,000			\$502,000	\$7,000,000	\$7,000,000		\$14,502,000
							d	c	c		
COF		<b>Lone Tree Road Widening</b> Pine Knoll Dr to J.W. Powell Blvd Road widening	419	\$ 30,000,000						\$10,000,000	\$10,000,000
										d,c	
COF		<b>Lone Tree Road Widening</b> Butler Ave to Pine Knoll Dr Road widening	419	\$ 11,900,000	\$250,000	\$1,650,000	\$1,000,000	\$2,000,000	\$5,000,000	\$2,000,000	\$11,650,000
					d	d					
COF		<b>Butler Avenue Widening</b> Herold Ranch Rd to Sinagua Heights Dr Road widening	419	\$ 16,214,076	\$5,294,076	\$1,364,000	\$5,056,000	\$4,500,000			\$10,920,000
					d	dc	c	c	c		
COF		<b>Pedestrian-Bicycle-FUTS Projects</b> Various Design and construct new facilities FY23-27 expenditures are annual averages	419	\$ 14,388,000	\$7,038,000	\$1,470,000	\$1,470,000	\$1,470,000	\$1,470,000	\$1,470,000	\$7,350,000
						c	c	c	c		
COF		<b>West Route 66 Intersection</b> Intersection to be determined Intersection reconstruction	419	\$ 2,700,000			\$1,350,000		\$1,350,000		\$2,700,000
							d,c		c		
COF	100128	<b>Country Club / Oakmont Intersection</b> Country Club Dr and Oakmont Dr	419	\$ 1,115,000		\$115,000	\$500,000	\$500,000			\$1,115,000

**MetroPlan Transportation Improvement Program FY 2023-2027**

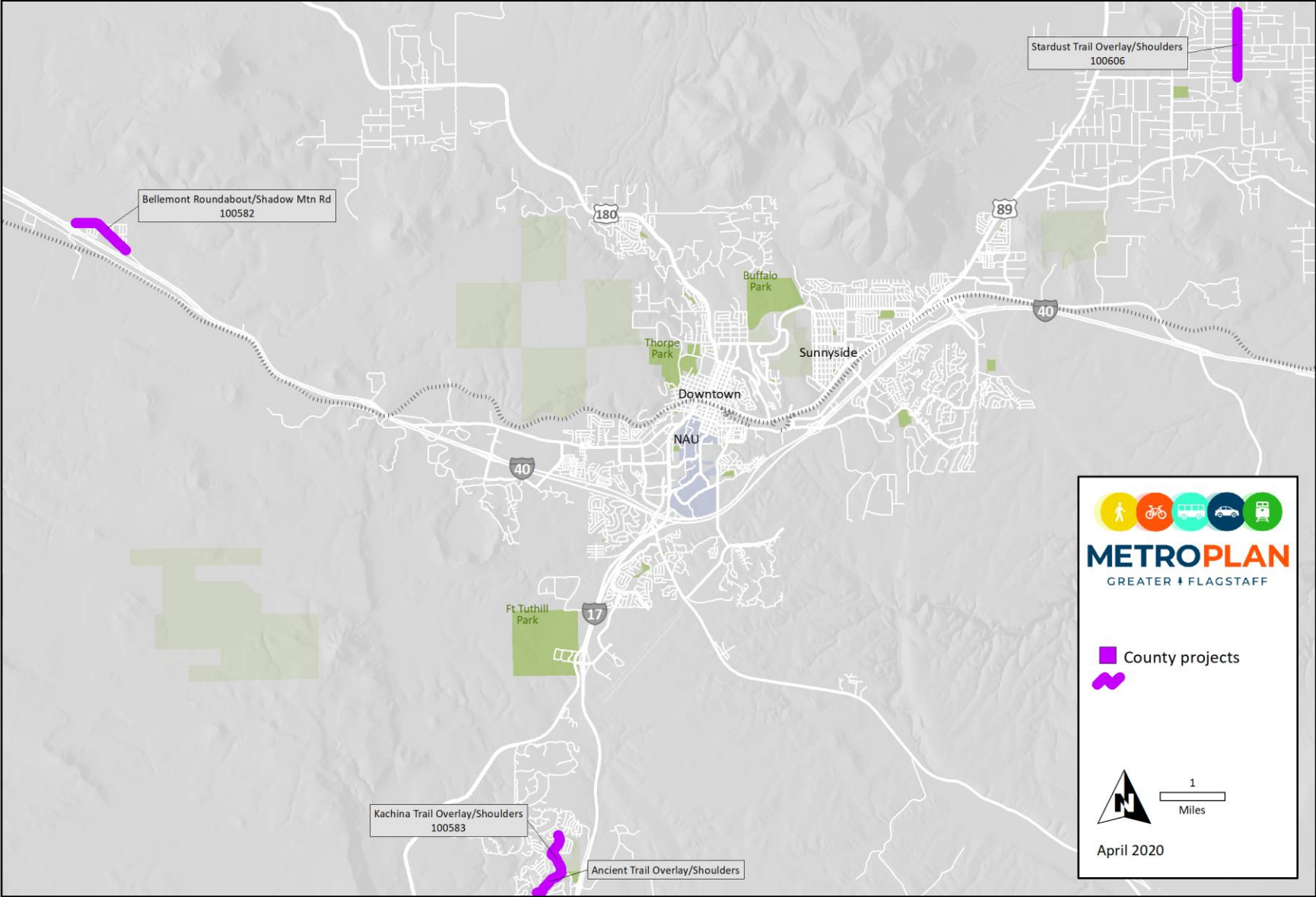
		Intersection reconstruction					d	c	c			
COF		<b>San Francisco - Franklin Signal</b> San Francisco - Franklin Install new signal	419	\$ 400,000								\$0
COF	100129	<b>Beulah Boulevard Extension</b> Forest Meadows St to Yale St Construct new street	Trans	\$ 16,520,533	\$7,355,616	\$9,164,937						\$9,164,937
					d,c	c						
CC	TBD	<b>Ancient Trail Overlay/Shoulders</b> Kachina Tr to Tonalea Tr Mill and overlay; add shoulders	CC	\$ 594,000				\$54,000	\$540,000			\$594,000
								d	c			
CC	100583	<b>Kachina Trail Overlay</b> Ancient Tr to Kona Tr Mill and overlay	CC	\$ 450,000			\$450,000					\$450,000
							c			d		
CC	100606	<b>Stardust Lane Overlay/Shoulders</b> Silver Saddle Rd to McGee Rd Mill and overlay; add shoulders	CC	\$ 2,195,000					\$2,195,000			\$2,195,000
										dc		
<b>TOTALS</b>												
					<b>\$28,624,373</b>	<b>\$17,263,937</b>	<b>\$18,328,000</b>	<b>\$40,524,000</b>	<b>\$42,555,000</b>	<b>\$13,470,000</b>	<b>\$132,140,937</b>	

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

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



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## **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 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 bikes lanes that are considered high-priority
- Completes planned FUTS trails along the street
- 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

### **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

### **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

#### **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

2023 - 2027 Transportation Improvement Program



## Chapter V

**Local Projects:  
Federal Transit Funds**



MetroPlan Transportation Improvement Program FY 2023-2027

**Table 5. FY2023-2027: Transit Projects within the FMPO-area**

updated: 24-Mar-22

Line #	Project Description	Fund Type	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Local Cost **	Federal Cost	Total Cost
1	Operating Assistance, including Project Management	5307, including STIC	\$10,324,022	\$11,136,354	\$11,855,650	\$12,088,151	\$12,325,302	\$12,567,196	\$46,948,104	\$23,348,571	\$70,296,675
2	Passenger Shelters, Signs, and Poles	5307, STBG State Flex	\$101,978	\$135,000	\$150,000	\$165,000	\$180,000	\$210,000	\$188,396	\$753,582	\$941,978
3	Preventative Maintenance	STBG Local	\$353,750	\$459,875	\$473,671	\$487,881	\$502,518	\$517,594	\$559,058	\$2,236,231	\$2,795,289
4	Downtown Connection Ctr - Construct	5339	\$31,138,260						\$15,463,260	\$15,675,000	\$31,138,260
5	Replacement Buses (Electric, total of 2)	5339	\$2,000,000						\$400,000	\$1,600,000	\$2,000,000
6	Operations Support Vehicles	5339	\$300,000						\$60,000	\$240,000	\$300,000
7	Phase 1 Campus Bus Storage: CDL Test Course and training materials	5307, 5339	\$4,375,581						\$875,116	\$3,500,465	\$4,375,581
8	Phase 1 Campus Bus Storage: CDL Test Course and training materials	Appropriation	\$3,237,500						\$647,500	\$2,590,000	\$3,237,500
9	Kaspar Electrification Infrastructure	5339	\$1,615,148						\$323,030	\$1,292,118	\$1,615,148
10	Support Vehicles	unfunded						\$300,000	\$60,000	\$240,000	\$300,000
11	Bus Training Simulator	unfunded						\$380,000	\$76,000	\$304,000	\$380,000
12	Passenger Wayfinding - Technology	unfunded						\$300,000	\$60,000	\$240,000	\$300,000
13	IT - Safety & Security Package	unfunded						\$500,000	\$100,000	\$400,000	\$500,000
14	Plans and Planning, non-operations (TOD, Corridor, Mobility/OnDemand Studies)	unfunded						\$900,000	\$180,000	\$720,000	\$900,000
15	Replacement Paratransit Vehicles	unfunded						\$1,100,000	\$220,000	\$880,000	\$1,100,000



**MetroPlan Transportation Improvement Program FY 2023-2027**

16	High-Capacity Transit Route - Engineering and Environmental	unfunded					\$2,281,919	\$580,000	\$1,701,919	\$2,281,919	
17	Acquisition of Property for Mountain Line Expansion	unfunded					\$2,500,000	\$500,000	\$2,000,000	\$2,500,000	
18	Park n Ride Transit Center	unfunded					\$3,000,000	\$600,000	\$2,400,000	\$3,000,000	
19	General Routes - Fleet Expansion	unfunded					\$5,000,000	\$1,000,000	\$4,000,000	\$5,000,000	
20	Downtown Connection Ctr - Construct	unfunded					\$6,000,000	\$1,200,000	\$4,800,000	\$6,000,000	
21	General Route Infrastructure Improvements	unfunded					\$6,400,000	\$1,280,000	\$5,120,000	\$6,400,000	
22	NAU McConnell Dr Multimodal Improvements	unfunded					\$7,000,000	\$1,400,000	\$5,600,000	\$7,000,000	
23	Electrification Infrastructure	unfunded					\$10,000,000	\$2,000,000	\$8,000,000	\$10,000,000	
24	New Bus Way - Various Locations	unfunded					\$10,000,000	\$2,000,000	\$8,000,000	\$10,000,000	
25	Kaspar Maintenance, Storage and Electrification	unfunded					\$10,000,000	\$2,000,000	\$8,000,000	\$10,000,000	
26	High-Capacity Transit - Fleet Expansion	unfunded					\$10,000,000	\$2,000,000	\$8,000,000	\$10,000,000	
27	Replacement Buses (Hybrid/Electric, total of 12)	unfunded					\$12,000,000	\$2,400,000	\$9,600,000	\$12,000,000	
28	First Last Mile Infrastructure (capital)	unfunded					\$13,100,000	\$2,620,000	\$10,480,000	\$13,100,000	
29	High-Capacity Transit - Acquisition/Design/Construction	unfunded					\$27,000,000	\$5,400,000	\$21,600,000	\$27,000,000	
30	Bus Storage Facility (Campus Location)	unfunded					\$29,000,000	\$5,800,000	\$23,200,000	\$29,000,000	
<b>TOTAL ALL CATEGORIES</b>			<b>\$53,446,239</b>	<b>\$11,731,229</b>	<b>\$12,479,321</b>	<b>\$12,741,032</b>	<b>\$13,007,820</b>	<b>\$170,056,709</b>	<b>\$96,940,463</b>	<b>\$176,521,887</b>	<b>\$273,462,350</b>

*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, NAU and other partner funds.*

**Table 6a. FTA Section 5310 transit projects within the FMPO area**

Updated 4-20-2022

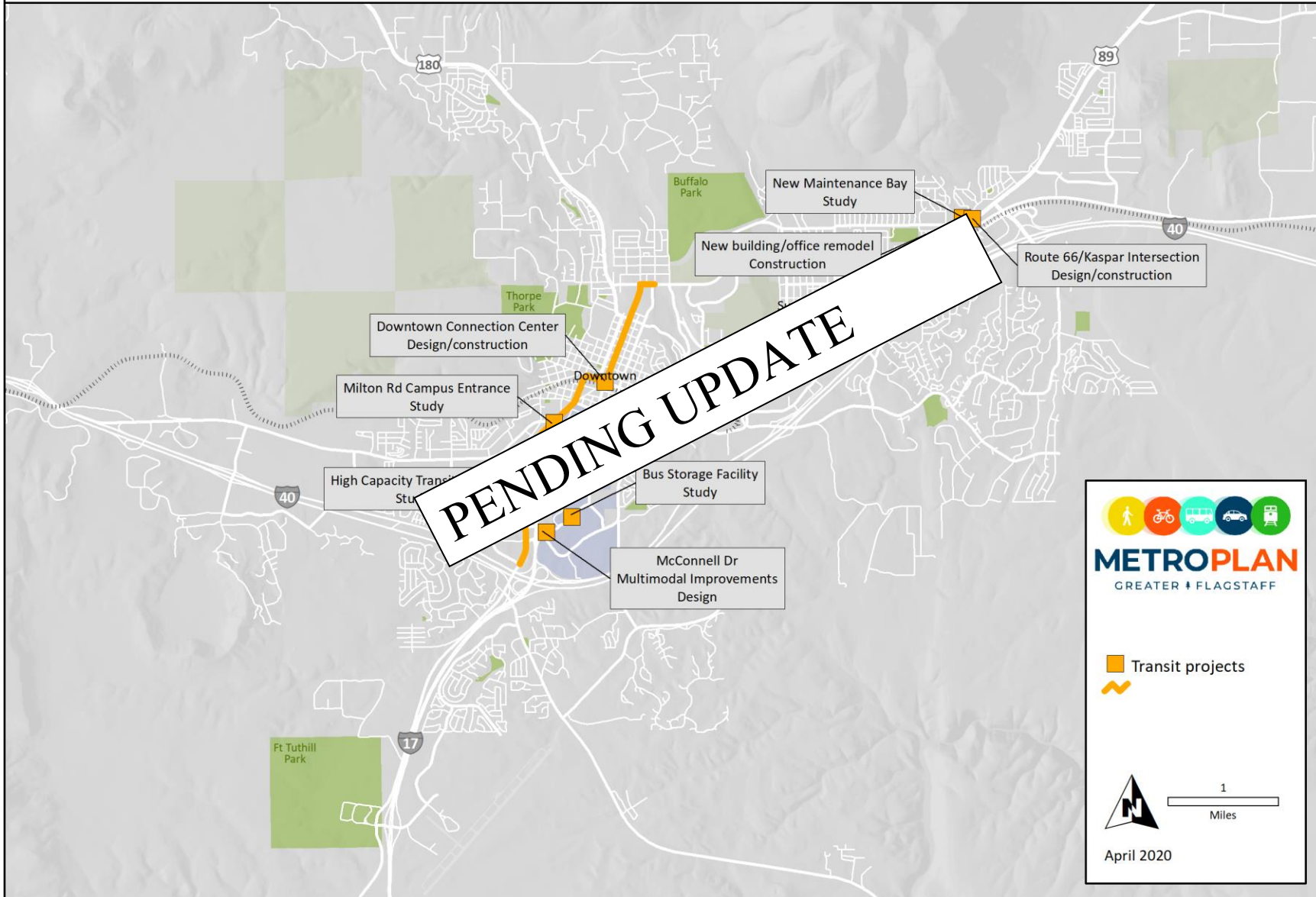
<i>Agency</i>	<i>FY - Applied</i>	<i>Location</i>	<i>Project description</i>	<i>Fund type</i>	<i>Local cost</i>	<i>Federal cost</i>	<i>Total cost</i>
Civic Service Institute - NAU	2022	Small Urban	Senior Companion Program - Door-to-door	5310 - Operating	\$ 10,000	\$ 10,000	\$ 20,000
Hozhoni Foundation, Inc.	2022	Small Urban	Vehicle Replacement - Transit Works	5310 - Capital	\$ 20,509	\$ 74,557	\$ 95,066
Quality Connections	2022	Small Urban	Vehicle Replacement - minivan with lift	5310 - Capital	\$ 12,339	\$ 44,870	\$ 57,209
NAIPTA	2022	Small Urban	Mobility management	5310 - Mbilty mgmt	\$ 26,833	\$ 107,531	\$ 134,364
Mountain Line	2022	Small Urban	ADA Plus - Year 2	5310 - Operating	\$ 115,943	\$ 115,943	\$ 231,886
Mountain Line	2022	Small Urban	Taxi voucher program	5310 - Operating	\$ 75,000	\$ 75,000	\$ 150,000
Mountain Line	2022	Small Urban	Bus stop mobility program - Year 2	5310 - Capital	\$ 20,000	\$ 80,000	\$ 100,000
Mountain Line	2022	Small Urban	Website Accessibility	5310 - Capital	\$ 10,000	\$ 40,000	\$ 50,000
<b>TOTALS</b>					\$ 290,624	\$ 547,901	\$ 838,525

**Table 6b. FTA Section 5311 transit projects within the FMPO area**

Updated 4-20-2022

<i>Agency</i>	<i>FY - Pending</i>	<i>Location</i>	<i>Project description</i>	<i>Fund type</i>	<i>Local cost</i>	<i>Federal cost</i>	<i>Total cost</i>
NAIPTA	2022	Rural	Administration	5311	Pending		
NAIPTA	2022	Rural	Vanpool Service Contract Year 2	5311	Pending		
<b>TOTALS</b>					\$ 0	\$ 0	\$ 0

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

2023 - 2027 Transportation Improvement Program



## Chapter VI

**Local Projects:  
Safety Projects**



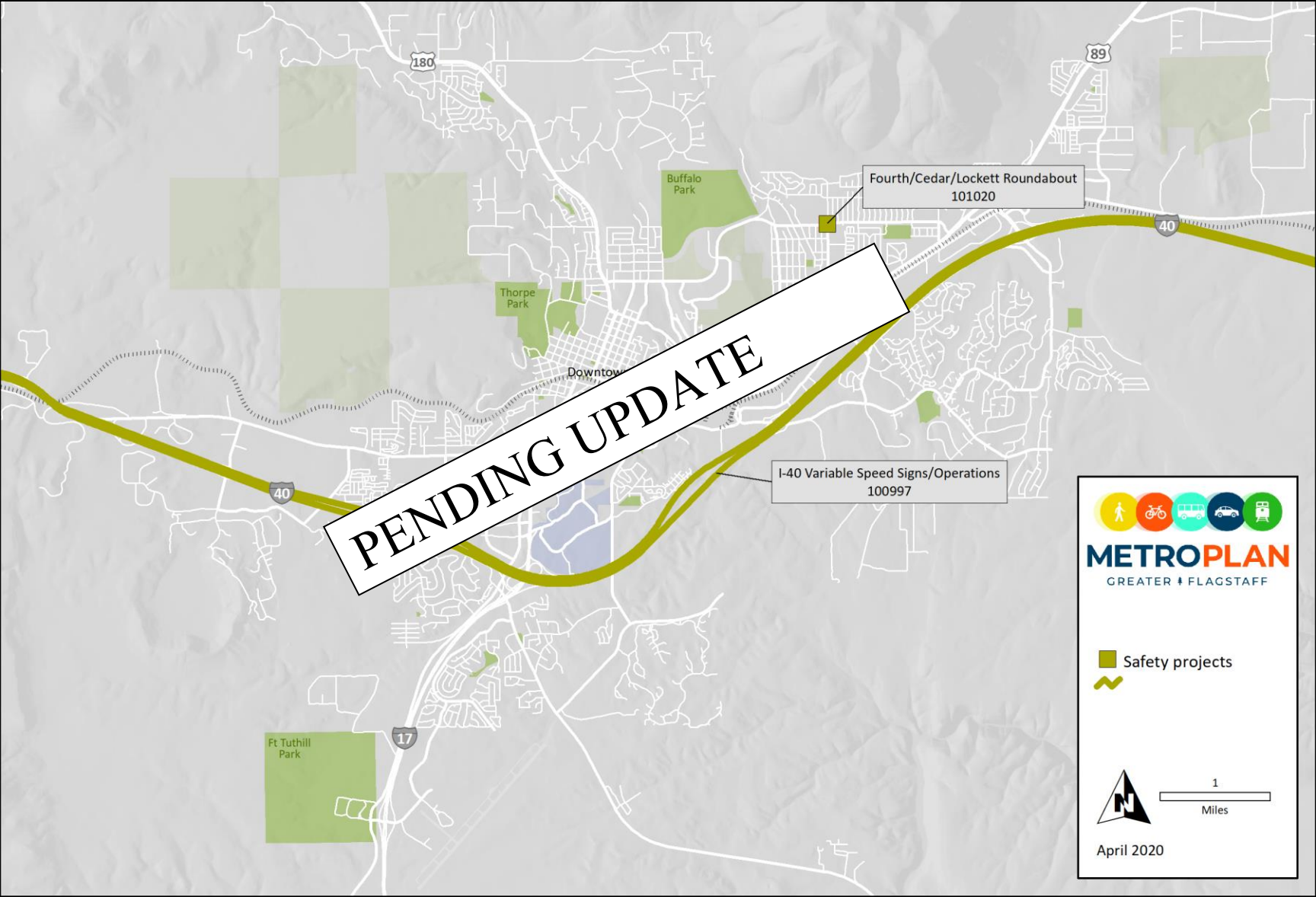
**Table 7. Safety projects with the FMPO area**

Updated 4-20-2022

Sponsor	Proj ID	Project name - location - description	Fund	Project cost	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total 2023-2027
ADOT	100997	<b>Transwestern Road/I-40 Variable Speed Signs/Operations</b> Various locations Variable speed limit signs/operations equip	HSIP	\$ 3,665,000	\$ 637,000		\$ 3,000,000				\$ 3,000,000
					d						
COF	101020	<b>Fourth/Cedar/Lockett Roundabout</b> Fourth St/Cedar Ave/Lockett Rd Reconstruct intersection as roundabout	HSIP Local	\$ 4,128,905	\$ 450,000 \$ 55,500	\$ 92,398 \$ 530,813	\$ 1,385,969 \$ 1,614,225				\$ 1,478,367 \$ 2,145,038
					ad	r	c				
<b>TOTALS</b>						<b>\$ 623,211</b>	<b>\$ 6,000,194</b>				<b>\$ 6,623,405</b>

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



# MetroPlan

2023 - 2027 Transportation Improvement Program



## Chapter VII

All Agencies:  
Pavement Preservation Projects



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

Updated 4-20-2022

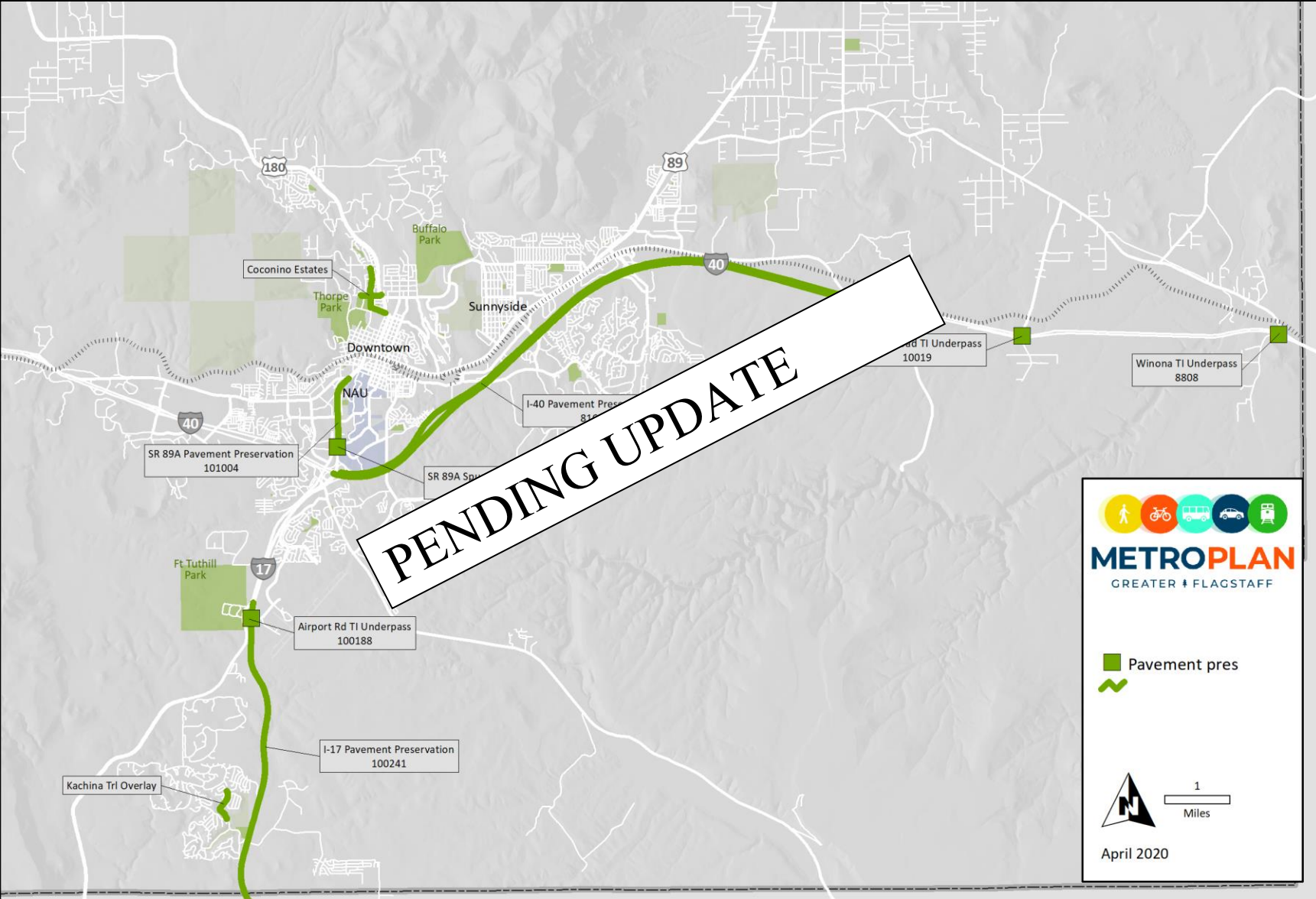
Sponsor	Proj ID	Project name - location - description	Fund	Project cost	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total 2023-2027
ADOT	100241	<b>I-17 Pavement Preservation SB</b> County line to McConnell Dr bridge Pavement preservation (in NACOG Regional TIP)	NHPP	\$36,286,000	\$35,900,000 c						\$0
ADOT	100199	<b>Cosnino Road TI Underpass</b> I-40 at Cosnino Rd Bridge rehabilitation	NHPP	\$4,500,000					\$500,000 d	c	\$500,000
ADOT	8808	<b>Winona TI Underpass</b> I-40 at Townsend-Winona Rd Bridge rehabilitation	NHPP	\$5,300,000	\$5,300,000 c						\$0
ADOT	101004	<b>SR89A to I-40B Pavement Rehab</b> MP 402 to MP 403 Pavement preservation	NHPP	\$7,287,000	\$6,877,000 c						\$0
COF	TBD	<b>Overlay - Chip Seal</b> varies	HURF	varies	\$2,785,530 c	\$2,100,000	\$2,100,000	\$2,100,000	\$2,100,000	\$2,100,000	\$10,500,000
COF	TBD	<b>Pavement Overlay</b> varies	RRSS	varies	\$1,181,451	\$5,000,000	\$6,000,000	\$6,500,000	\$7,000,000	\$7,000,000	\$31,500,000

MetroPlan Transportation Improvement Program FY 2023-2027

					c	c	c	c	c	c	
COF	TBD	<b>Pulliam Drive</b>  Road reconstruction and utility replacement	RRSS	\$1,500,000				\$1,500,000			\$1,500,000
								c		c	
COF	TBD	<b>West Flag Quadrant Repairs</b>  varies Pavement preservation	RRSS	\$3,259,480	\$3,259,480						\$0
					c						
COF	TBD	<b>Coconino Estates</b>  All roads Street reconstruction	RRSS	\$10,972,422	\$9,408,076	\$1,564,346					\$1,564,346
					c	c					
CC		<b>Kachina Trail</b>  Kona Trail to Tolani Trail Overlay					\$35,250				\$35,250
							d				
<b>TOTALS</b>					<b>\$64,711,537</b>	<b>\$8,664,346</b>	<b>\$8,100,000</b>	<b>\$10,100,000</b>		<b>\$9,100,000</b>	<b>\$45,599,596</b>

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 2023 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM**

**ADOT ACCEPTANCE**

Arizona Department of Transportation

\_\_\_\_\_  
Signature

Paul Patane  
\_\_\_\_\_  
Printed Name

ADOT MPD Director  
\_\_\_\_\_  
Title

\_\_\_\_\_  
Date