



# MetroPlan FY 2025 – 2029

## Transportation Improvement Program

**DRAFT for PUBLIC COMMENT: March 12, 2024 to April 15, 2024**

Comments may be sent to David Wessel, MetroPlan Planning Manager at [David.wessel@metroplanflg.org](mailto:David.wessel@metroplanflg.org)

NOTES: Table columns in Gray indicate federal funds that are received and obligated for expenditure. Table items in yellow are items requiring additional clarification from MetroPlan or the project sponsor. During the Public Comment Period MetroPlan may receive updated project lists from its partners as they complete their respective capital improvement program budgeting cycles: the Arizona Department of Transportation, the City of Flagstaff, Coconino County, and Mountain Line. Any project list changes will be considered by the Technical Advisory Committee on April 24, 2024 and by the Board on June 6, 2024.



## Executive Board Tentative Approval Date

June 6, 2024

*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

January 9, 2027 – Ad in Daily Sun and web posting: Call for Projects

January 24, 2024 – TAC reviews draft

March 7, 2024 – Board Release for Public Comment

March 12, 2024 - Ad and posting: Call for Comments

April 24, 2024 – TAC recommendation to Board for TIP adoption

June 6, 2024 – Executive Board adoption

### **MetroPlan of Greater Flagstaff**

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# MetroPlan

2025 – 2029 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 2025 through 2029.

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 June 1, 2023.

## **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 Mountainaire, north to the San Francisco Peaks, east to the unincorporated community of Winona, and west to the unincorporated community of Bellemont.

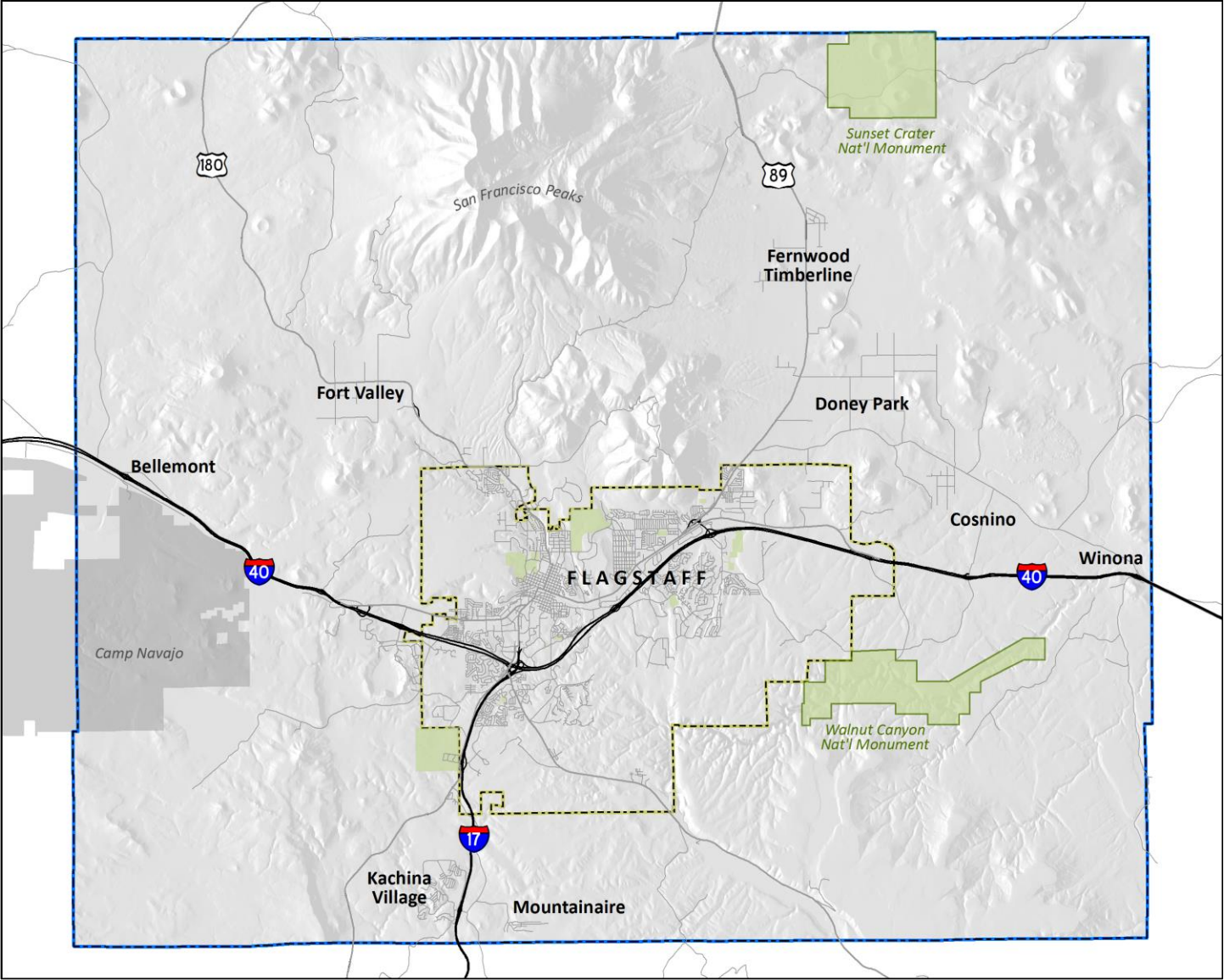


Figure 1. MetroPlan Boundaries

## **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**

The MetroPlan FY 2025-2029 TIP is fiscally constrained. 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.

*HURF* and locally dedicated funding for roads and streets maintenance help assure funds for capital projects programmed or identified in the TIP will not be shifted to general maintenance.

### 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.

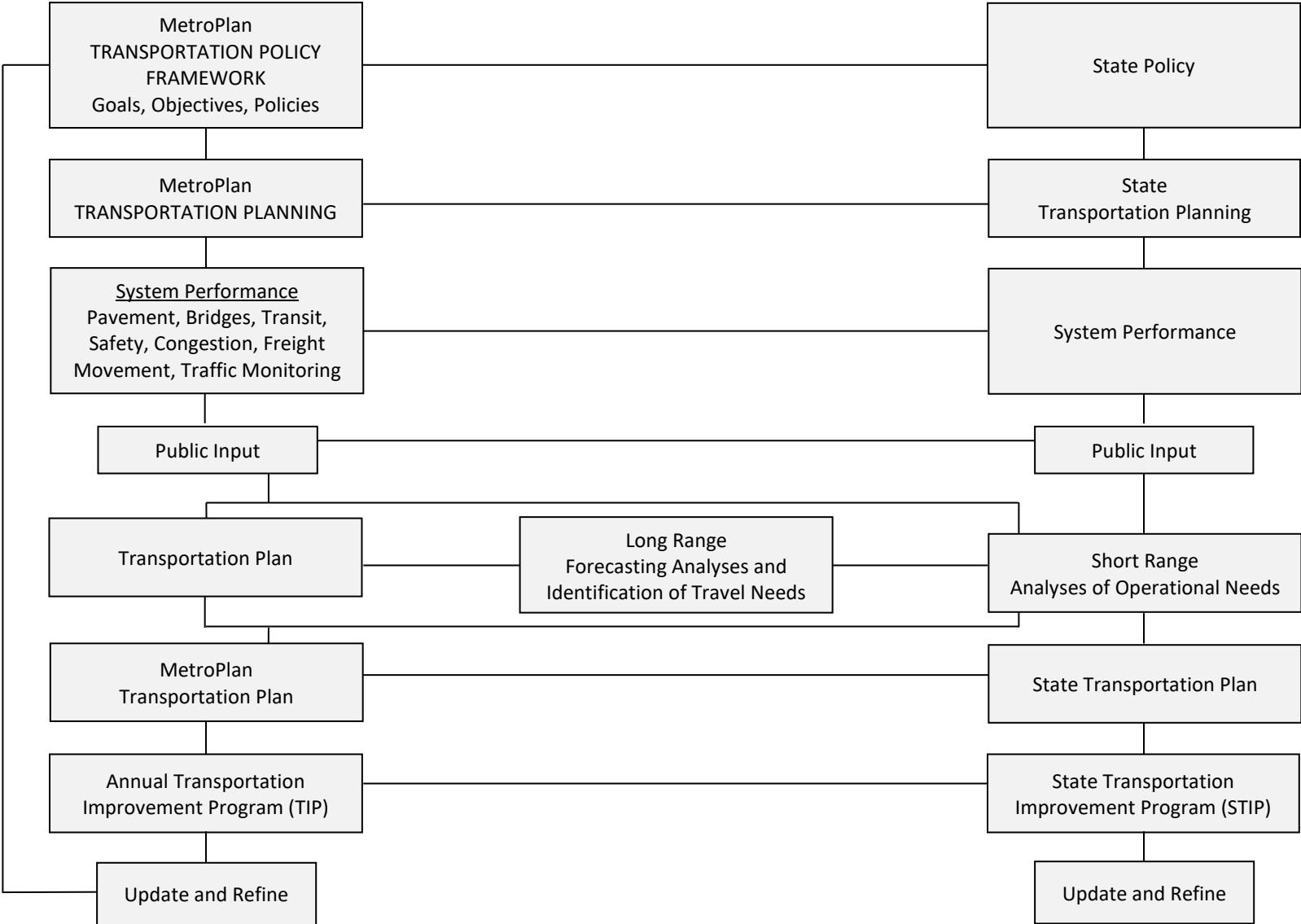
The projects in the MetroPlan TIP collectively address these goals and targets. ADOT, the City and County will invest more than millions of dollars in system preservation including many bridge rehabilitation and replacement projects. Mountain Line set its own



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. However, the City of Flagstaff adopted a Carbon Neutrality Plan and *Stride Forward*, MetroPlan's most recent regional transportation plan, focused on carbon reduction as evidence of our regional commitment to addressing climate change. So, MetroPlan member agencies are investing heavily in bicycle, pedestrian and transit which local research shows positively contribute to economic vitality and environmental sustainability.

FMPO TRANSPORTATION PLANNING PROCESS



# MetroPlan

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## Chapter II: MetroPlan Planning & Administration Funds



**Table 1. FMPO General Administration and Planning Funds (Surface Transportation Block Grant, Metro Planning, State Planning, Congestion Relief)**

Updated: 02-26-2024

| Sponsor       | MP Proj ID | ADOT Proj ID | Project name - location - description<br>Functional class - Type/Phase<br>Length - Lanes Before - Lanes After | Fund Source | Project cost | Federal Share Only<br>FY 2024 | FY 2025   | FY 2026   | FY 2027   | FY 2028   | Illustrative<br>FY 2029 | Local<br>Required<br>Match<br>(FY24<br>excluded) | Local<br>Additional<br>Match<br>(FY24<br>excluded) | Total All<br>Funds<br>2025-2028 |
|---------------|------------|--------------|---|-------------|--------------|-------------------------------|-----------|-----------|-----------|-----------|-------------------------|--|--|---------------------------------|
| FMPO          |            | 100120       | <b>General administration and planning</b>  | STBG        | \$484,163    | \$456,566                     |           |           |           |           |                         | \$27,597   |  | n/a                             |
|               | MPU-25-01  |              | See Unified Planning Work Program   |             | \$484,163    |                               | \$456,566 |           |           |           |                         | \$27,597   |  | \$484,163                       |
|               | MPU-26-01  |              |   |             | \$484,163    |                               |           | \$456,566 |           |           |                         | \$27,597   |  | \$484,163                       |
|               | MPU-27-01  |              |   |             | \$484,163    |                               |           |           | \$456,566 |           |                         | \$27,597   |  | \$484,163                       |
|               | MPU-28-01  |              |   |             | \$484,163    |                               |           |           |           | \$456,566 |                         | \$27,597   |  | \$484,163                       |
|               | MPU-29-01  |              |   |             | \$484,163    |                               |           |           |           |           | \$456,566               | \$27,597   |  | \$484,163                       |
| FMPO          |            |              | <b>General administration and planning</b>  | PL          | \$166,077    | \$156,611                     |           |           |           |           |                         | \$9,466  |  | n/a                             |
|               | MPU-25-02  |              | See Unified Planning Work Program   |             | \$166,077    |                               | \$156,611 |           |           |           |                         | \$9,466  |  | \$166,077                       |
|               | MPU-26-02  |              |   |             | \$166,077    |                               |           | \$156,611 |           |           |                         | \$9,466  |  | \$166,077                       |
|               | MPU-27-02  |              |   |             | \$166,077    |                               |           |           | \$156,611 |           |                         | \$9,466  |  | \$166,077                       |
|               | MPU-28-02  |              |   |             | \$166,077    |                               |           |           |           | \$156,611 |                         | \$9,466  |  | \$166,077                       |
|               | MPU-29-02  |              |   |             | \$166,077    |                               |           |           |           |           | \$156,611               | \$9,466  |  | \$166,077                       |
| FMPO          |            |              | <b>General administration and planning</b>  | SPR         | \$125,000    | \$125,000                     |           |           |           |           |                         |  |  | n/a                             |
|               | MPU-25-03  |              | See Unified Planning Work Program   |             | \$156,250    |                               | \$125,000 |           |           |           |                         | \$31,250   |  | \$156,250                       |
|               | MPU-26-03  |              |   |             | \$156,250    |                               |           | \$125,000 |           |           |                         | \$31,250   |  | \$156,250                       |
|               | MPU-27-03  |              |   |             | \$156,250    |                               |           |           | \$125,000 |           |                         | \$31,250   |  | \$156,250                       |
|               | MPU-28-03  |              |   |             | \$156,250    |                               |           |           |           | \$125,000 |                         | \$31,250   |  | \$156,250                       |
|               | MPU-29-03  |              |   |             | \$156,250    |                               |           |           |           |           | \$125,000               | \$31,250   |  | \$156,250                       |
| FMPO          |            |              | <b>General administration and planning</b>  | CRP         | \$212,770    | \$170,216                     |           |           |           |           |                         | \$42,554   |  | n/a                             |
|               | MPU-25-04  |              | See Unified Planning Work Program   |             | \$212,770    |                               | \$170,216 |           |           |           |                         | \$42,554   |  | \$212,770                       |
|               | MPU-26-04  |              |   |             | \$212,770    |                               |           | \$170,216 |           |           |                         | \$42,554   |  | \$212,770                       |
|               | MPU-27-04  |              |   |             | \$212,770    |                               |           |           | \$170,216 |           |                         | \$42,554   |  | \$212,770                       |
|               | MPU-28-04  |              |   |             | \$212,770    |                               |           |           |           | \$170,216 |                         | \$42,554   |  | \$212,770                       |
|               | MPU-29-04  |              |   |             | \$212,770    |                               |           |           |           |           | \$170,216               | \$42,554   |  | \$212,770                       |
| <b>TOTALS</b> |            |              |   |             | \$6,084,314  | \$908,393                     | \$908,393 | \$908,393 | \$908,393 | \$908,393 | \$908,393               | \$633,956  | \$0  | \$5,096,304                     |

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

### Support for Regional Transportation Plan Goals and Performance Measures

Planning and administration funds are programmed through the Unified Planning & Work Program. Planning projects and activities are vetted by the Technical Advisory Committee and Executive Board and are aligned directly with the Regional Transportation Plan or subsidiary plans like the Regional Transportation Safety Plan.

MetroPlan routinely adopts state performance measures with the exception of transit which are developed by Mountain Line and adopted by MetroPlan.

# MetroPlan

2025 – 2029 Transportation Improvement Program



## Chapter III: Federal & State Discretionary Grant Projects



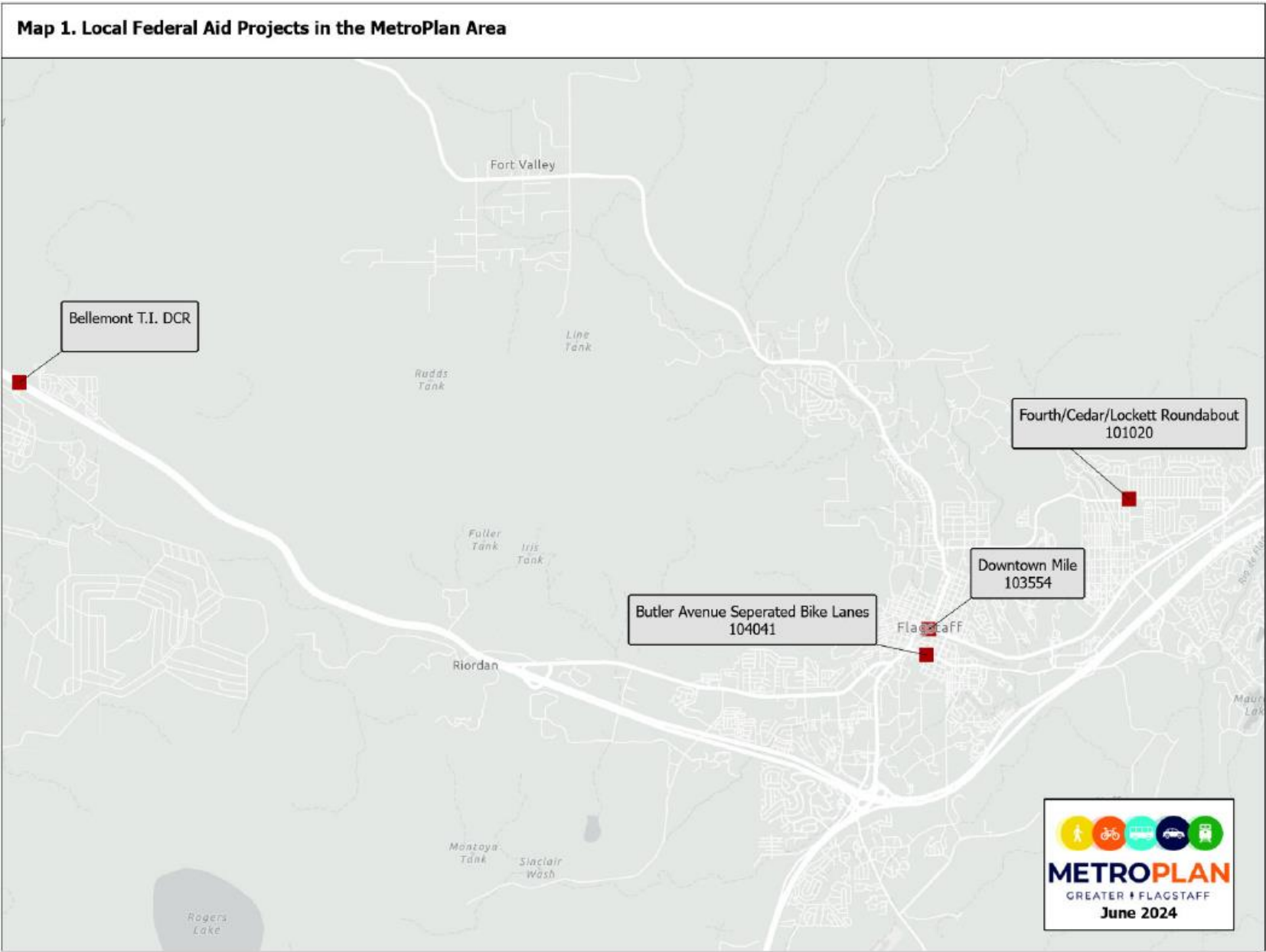
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Table 2. Other Federal and State Grant projects within the FMPO area

Updated: 02-26-2024

| Sponsor              | MP Proj ID   | ADOT Proj ID | Project name - location - description<br>Functional class - Type/Phase<br>Length - Lanes Before - Lanes After  | Fund Source | Project cost        | Federal Share Only<br>FY 2024 | FY 2025     | FY 2026     | FY 2027     | FY 2028     | Illustrative<br>FY 2029 | Local<br>Required<br>Match<br>(FY24<br>excluded) | Local<br>Additional<br>Match<br>(FY24<br>excluded) | Total All<br>Funds<br>2025-2028 |
|----------------------|--------------|--------------|--|-------------|---------------------|-------------------------------|-------------|-------------|-------------|-------------|-------------------------|--|--|---------------------------------|
| City of<br>Flagstaff |              | 103554       | <b>Downtown Mile</b><br>Florence/Walnut to Ponderosa Parkway<br>Construct integrated rail, flood, transit,<br>highway, transit and ped/bike design<br>Urban Principal Arterial   All<br>0.75   4   4 | INFRA       | \$58,460,000        |                               |             |             |             |             |                         | \$26,000,000                                     |  | \$0                             |
| City of<br>Flagstaff |              | 100124       | <b>Lone Tree Corridor</b><br>Zuni Drive to J.W. Powell Boulevard<br>Improve intersections, widen roadway<br>Congressionally Directed Spending   All<br>0.5   2   4                                   | CDS         | \$8,000,000         |                               |             |             |             |             | \$8,000,000             | n/a  |  | \$0                             |
| Coconino<br>County   |              | 104002       | <b>US 89 Flood Control PROTECT Project</b><br>MP 410 to MP420<br>Drainage improvements<br>Principal arterial   All<br>varies   4   4   | PROTECT     | \$24,000,000        |                               |             |             |             |             | \$20,000,000            | \$4,000,000                                      |  | \$0                             |
| COF                  | MFP-25-14XXX |              | <b>Butler Avenue Separated Bike Lanes</b><br>Ponderosa Parkway to Milton Road<br>Install raised bike lanes and protected<br>intersections  | TAP         | \$416,642           | \$ 392,893                    |             |             |             |             |                         |  |  | \$0                             |
| MP                   | MPP-24-10    | TBD          | MetroPlan Safe Routes To School Plan &<br>Program<br>Regional<br>Safe routes plans for regional schools and<br>Safe Routes Program<br>N/A  | TAP         | \$1,100,000         | \$ 1,037,300                  |             |             |             |             |                         |  |  | \$0                             |
| Coconino             | MCH-24-01    | TBD          | Bellemont area I-40 Design Concept<br>I-40 at Transwestern<br>Interstate/Collector Interchange   Study<br>1   2   2  | AZSmart     | \$600,000           | \$600,000                     |             |             |             |             |                         | n/a  |  | \$600,000                       |
| COF                  | MFH-25-13    | 101020       | <b>Fourth/Cedar/Lockett Roundabout</b><br>Fourth St/Cedar Ave/Lockett Rd<br>Reconstruct intersection as roundabout<br>Urban collector   All<br>0.5   2   2   | HSIP        | \$ 5,205,370        | \$ 5,205,370                  |             |             |             |             |                         | \$ 1,385,969                                     |  | \$0<br>\$0                      |
| Coconino             |              |              | Sidewalks - Skeet Dr: Silver Saddle to<br>Neptune and Neptune Dr: Skeet to Lunar<br>Rural collectors : Construction<br>1.5   2   2   |             |                     |                               |             |             |             |             |                         |  |  |                                 |
| <b>TOTALS</b>        |              |              |  |             | <b>\$ 7,322,012</b> | <b>\$ 7,235,563</b>           | <b>\$ 0</b> | <b>\$ 0</b> | <b>\$ 0</b> | <b>\$ 0</b> | <b>\$ 0</b>             | <b>\$ 1,385,969</b>                              | <b>\$ 0</b>  | <b>\$ 600,000</b>               |

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



## **Support of Regional Transportation Plan Goals and Performance Measures**

### **Downtown Mile (INFRA grant)**

The Downtown Mile project is a multimodal, interagency project involving ADOT, the City of Flagstaff, BNSF Railroad, Mountain Line, and the US Army Corps of Engineers. It addresses safety by incorporating railroad and highway pedestrian underpasses, state of good repair by replacing a functionally obsolete bridge, greenhouse gas emissions and air quality by accommodating pedestrians and bicycles and connecting them to transit. The project contributes greatly to the mobility, connectivity and accessibility of the Downtown Activity Center.

### **Butler Avenue Separated Bike Lanes (SS4A)**

This project addresses known safety issues on Butler Avenue by separating bicycle movement horizontally and vertically from vehicular traffic. It advances mode shift goals by making bicycling

more comfortable for average users. This project contributes to the functionality of the Downtown and NAU Activity Centers.

### **MetroPlan Safe Routes to School (SS4A)**

This addresses a specific safety concern: Getting school children to school. It will also contribute to mode shift and congestion if we can reduce the amount of pickup/drop off activity at schools across the region.

### **Bellefont area I-40 Design Concept (AZ Smart Fund)**

This design concept report examines access to the Bellefont rural activity center.

### **Fourth/Cedar/Lockett Roundabout (Highway Safety Improvement Program)**

This project addresses a known safety issue.



# MetroPlan

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## Chapter IV: Federal Transit Projects



| Table 3. Federal Transit Projects in the FMPO Region |            |                  |  |                       |              |                               |             |             |             |             |                         |  |  |                    |
|--|------------|------------------|--|-----------------------|--------------|-------------------------------|-------------|-------------|-------------|-------------|-------------------------|--|--|--------------------|
| Updated: 02-26-2024                                  |            |                  |  |                       |              |                               |             |             |             |             |                         |  |  |                    |
| Sponsor  | MP Proj ID | ADOT Proj ID     | Project name - location - description<br>Type/Phase                                    | Fund Source           | Project cost | Federal Share Only<br>FY 2024 | FY 2025     | FY 2026     | FY 2027     | FY 2028     | Illustrative<br>FY 2029 | Local<br>Required<br>Match<br>(FY24<br>excluded) | Local<br>Additional<br>Match<br>(FY24<br>excluded) | Total All<br>Funds |
| Mountain Line  | MMT-24-11  | 100135           | Operating Assistance, including Project Management Operations/Preserve                 | 5307, including STIC  | \$70,019,973 | \$5,568,177                   | \$5,927,825 | \$6,044,076 | \$6,162,651 | \$6,283,598 | \$6,283,598             | \$24,418,150                                     |  | \$60,688,074       |
| Mountain Line  | MMT-24-12  | 100137           | Passenger Shelters, Signs, and Poles Operations/Preserve                               | 5307, STBG State Flex | \$914,733    | \$135,000                     | \$150,000   | \$165,000   | \$180,000   | \$210,000   | \$210,000               | \$1,762,500                                      |  |                    |
| Mountain Line  | MMT-24-13  | 102356           | Preventative Maintenance Operations/Preserve   | STBG Local            | \$2,795,289  | \$459,875                     | \$473,671   | \$487,881   | \$502,518   | \$517,594   | \$517,594               | \$4,954,160                                      |  |                    |
| Mountain Line  | MMT-24-14  | 101540           | Downtown Connection Ctr Construction/Expansion   | 5339                  | \$45,343,000 | \$36,274,400                  |             |             |             |             |                         | \$9,068,600                                      |  | \$59,735,600       |
|  | MMT-24-14  | 101540           | Downtown Connection Ctr Construction/Expansion   | 5337 / 5339           | \$13,992,600 | \$11,194,000                  |             |             |             |             |                         | \$2,798,600                                      |  |                    |
|  | MMT-24-14  | 101540           | Downtown Connection Ctr - Solar Admin Bldg Construction/Expansion                      | 5337 / 5339           | \$400,000    | \$320,000                     |             |             |             |             |                         | \$80,000   |  |                    |
| Mountain Line  | MMT-24-15  | TBD              | IT - Security and Technology Upgrades Procurement/Modernization                        | 5337 / 5339           | \$1,224,096  | \$979,277                     |             |             |             |             |                         | \$244,819  |  | \$979,277          |
| Mountain Line  | MMT-24-16  | 101541           | Replacement Buses Procurement/Preservation   | 5337 / 5339           | \$8,793,062  | \$7,034,450                   |             |             |             |             |                         | \$1,758,612                                      |  | \$7,034,450        |
| Mountain Line  | MMT-24-17  | 104046           | Operations Support Vehicles Operations/Preserve  | 5337 / 5339           | \$300,000    | \$240,000                     |             |             |             |             |                         | \$60,000   |  | \$240,000          |
| Mountain Line  | MMT-24-18  | 103464<br>101536 | Phase 1 Campus Bus Storage: CDL Test Course and training materials Operations/Preserve | 5337 / 5339           | \$4,375,581  | \$3,500,465                   |             |             |             |             |                         | \$875,116  |  | \$7,613,081        |
|  | MMT-24-18  | 103464<br>101536 | Phase 1 Campus Bus Storage: CDL Test Course and training materials Operations/Preserve | Appropriation         | \$3,237,500  | \$2,590,000                   |             |             |             |             |                         | \$647,500  |  |                    |
| Mountain Line  | MMT-24-19  | 101532??         | Kaspar Electrification Infrastructure Operations/Modernization                         | 5339                  | \$1,615,148  | \$1,292,118                   |             |             |             |             |                         | \$323,030  |  | \$1,292,118        |
| Mountain Line  | MMT-24-20  |                  | Maintenance Facility Design Design/Expansion   | 5337 / 5339           | \$2,000,000  | \$1,600,000                   |             |             |             |             |                         | \$400,000  |  | \$22,447,500       |
| Mountain Line  | MMT-24-20  |                  | Kaspar Maintenance Facility Construction/Expansion                                     | 5339                  | \$20,447,500 | \$16,358,000                  |             |             |             |             |                         | \$4,089,500                                      |  |                    |

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| TRANSIT UNFUNDED PROJECTS   |  |   |          |                      |                     |                    |                    |                    |                    |                     |                     |            |                      |
|-----------------------------|--|---|----------|----------------------|---------------------|--------------------|--------------------|--------------------|--------------------|---------------------|---------------------|------------|----------------------|
| Mountain Line               |  | Support Vehicles  | unfunded | \$300,000            |                     |                    |                    |                    |                    | \$240,000           | \$60,000            |            |                      |
| Mountain Line               |  | Transit Technologies  | unfunded | \$700,000            |                     |                    |                    |                    |                    | \$560,000           | \$140,000           |            |                      |
| Mountain Line               |  | Bus Training Simulator  | unfunded | \$380,000            |                     |                    |                    |                    |                    | \$304,000           | \$76,000            |            |                      |
| Mountain Line               |  | Plans and Planning, non-operations (TOD, Corridor, Mobility/OnDemand Studies) | unfunded | \$900,000            |                     |                    |                    |                    |                    | \$720,000           | \$180,000           |            |                      |
| Mountain Line               |  | Replacement Paratransit Vehicles  | unfunded | \$1,100,000          |                     |                    |                    |                    |                    | \$880,000           | \$220,000           |            |                      |
| Mountain Line               |  | Acquisition of Property for Mountain Line Expansion                           | unfunded | \$2,500,000          |                     |                    |                    |                    |                    | \$2,000,000         | \$500,000           |            |                      |
| Mountain Line               |  | Park n Ride Transit Center  | unfunded | \$3,000,000          |                     |                    |                    |                    |                    | \$2,400,000         | \$600,000           |            |                      |
| Mountain Line               |  | General Route - Fleet Expansion   | unfunded | \$5,000,000          |                     |                    |                    |                    |                    | \$4,000,000         | \$1,000,000         |            |                      |
| Mountain Line               |  | General Route Infrastructure Improvements                                     | unfunded | \$6,400,000          |                     |                    |                    |                    |                    | \$5,120,000         | \$1,280,000         |            |                      |
| Mountain Line               |  | NAU Partnerships  | unfunded | \$7,000,000          |                     |                    |                    |                    |                    | \$5,600,000         | \$1,400,000         |            |                      |
| Mountain Line               |  | Low-No Emission Infrastructure  | unfunded | \$10,000,000         |                     |                    |                    |                    |                    | \$8,000,000         | \$2,000,000         |            |                      |
| Mountain Line               |  | New Bus Way - Various Locations   | unfunded | \$10,000,000         |                     |                    |                    |                    |                    | \$8,000,000         | \$2,000,000         |            |                      |
| Mountain Line               |  | Kaspar Bus Storage  | unfunded | \$32,000,000         |                     |                    |                    |                    |                    | \$25,600,000        | \$6,400,000         |            |                      |
| Mountain Line               |  | Replacement Buses   | unfunded | \$12,000,000         |                     |                    |                    |                    |                    | \$9,600,000         | \$2,400,000         |            |                      |
| Mountain Line               |  | First Last Mile Infrastructure (capital)                                      | unfunded | \$13,100,000         |                     |                    |                    |                    |                    | \$10,480,000        | \$2,620,000         |            |                      |
| <b>TOTAL ALL CATEGORIES</b> |  |   |          | <b>\$279,838,482</b> | <b>\$87,545,762</b> | <b>\$6,551,496</b> | <b>\$6,696,957</b> | <b>\$6,845,169</b> | <b>\$7,011,192</b> | <b>\$90,515,192</b> | <b>\$72,356,587</b> | <b>\$0</b> | <b>\$160,030,100</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.

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

**Table 3a. FTA Section 5310 transit projects within the FMPO area**

Updated: 02-26-2024

| Agency                        | MP Proj ID | ADOT Proj ID | Project name - location - description<br>Type/Phase      | Fund Source | Project Cost      | Federal Share Only<br>FY2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | Illustrative<br>FY 2029 | Local<br>Required<br>Match<br>(FY24<br>excluded) | Local<br>Additional<br>Match<br>(FY24<br>excluded) | Total All Funds<br>2025-2028 |
|-------------------------------|------------|--------------|--|-------------|-------------------|------------------------------|---------|---------|---------|---------|-------------------------|--|--|------------------------------|
| Civic Service Institute - NAU | MUT-23-02  |              | Senior Companion Program - Door-to-door Operating        | 5310        | \$23,433          | \$ 11,717                    |         |         |         |         |                         | \$ 11,716  |  |                              |
| Hozhoni Foundation, Inc.      | MOT-23-05  |              | Vehicle Replacement -9 passenger cutaway w/ lift Capital | 5310        | \$124,752         | \$ 99,802                    |         |         |         |         |                         | \$ 24,950  |  |                              |
| Quality Connections           | MOT-23-09  |              | Vehicle Replacement - maxivan with lift Capital          | 5310        | \$91,858          | \$ 73,486                    |         |         |         |         |                         | \$ 18,372  |  |                              |
| NAIPTA                        | MMT-23-06  |              | Mobility management - Year 2<br>Mobility Management      | 5310        | \$129,273         | \$ 103,418                   |         |         |         |         |                         | \$ 25,855  |  |                              |
| NAIPTA                        | MMT-23-07  |              | ADA Plus - Year 1<br>Operating                           | 5310        | \$210,000         | \$ 105,000                   |         |         |         |         |                         | \$ 105,000                                       |  |                              |
| NAIPTA                        | MMT-23-08  |              | Taxi voucher program - Year 1<br>Operating               | 5310        | \$124,000         | \$ 62,000                    |         |         |         |         |                         | \$ 62,000  |  |                              |
| Hope Lives                    | MOT-23-03  |              | Full size SUV<br>Capital                                 | 5310        | \$54,381          | \$ 43,505                    |         |         |         |         |                         | \$ 10,876  |  |                              |
| Hope Lives                    | MOT-23-04  |              | 11 passenger Maxivan<br>Capital                          | 5310        | \$91,858          | \$ 73,846                    |         |         |         |         |                         | \$ 18,012  |  |                              |
| <b>TOTALS</b>                 |            |              |  |             | <b>\$ 849,555</b> | <b>\$ 572,774</b>            |         |         |         |         |                         | <b>\$ 276,781</b>                                |  |                              |

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

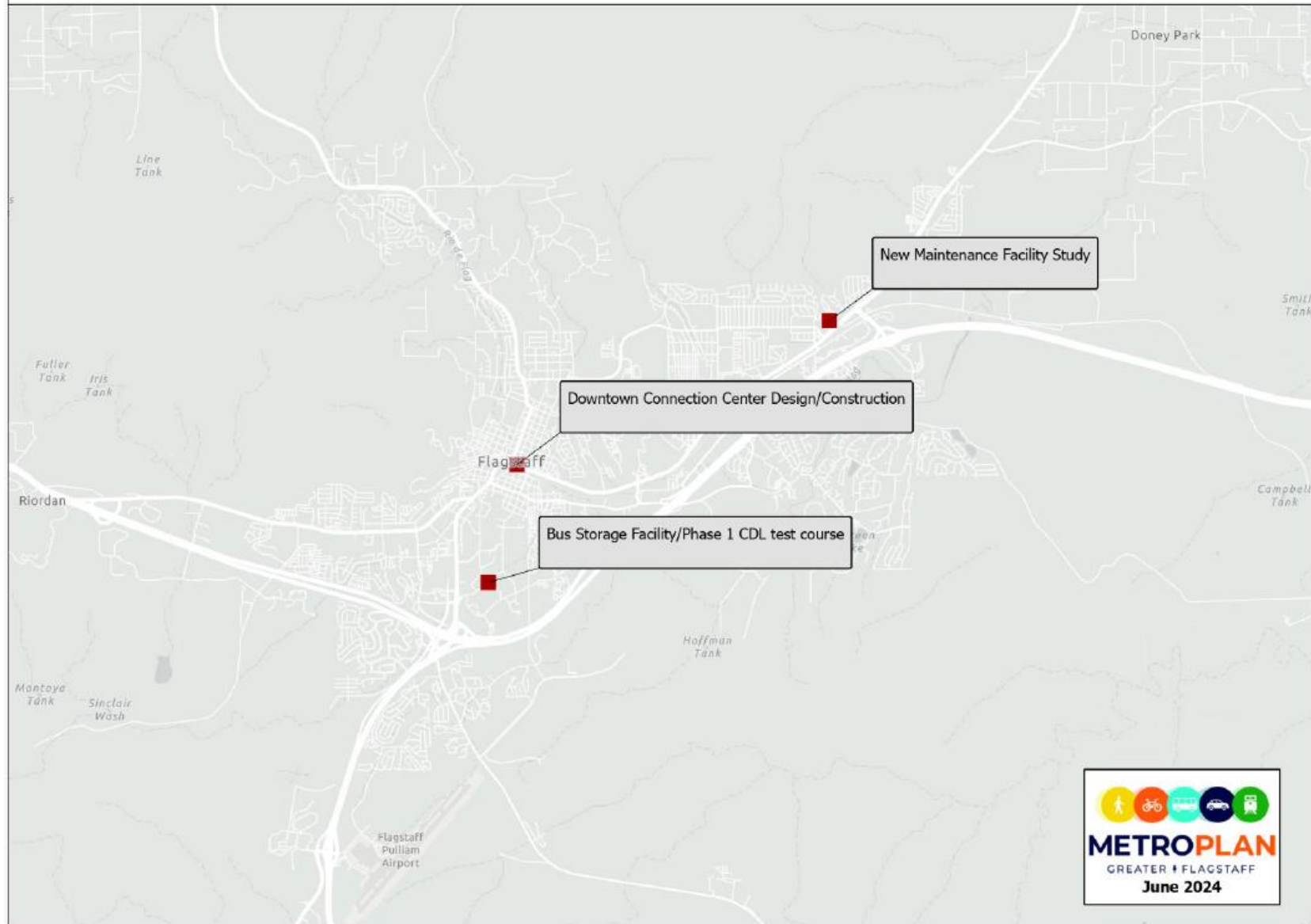
**Table 3b. FTA Section 5311 transit projects within the FMPO area**

Updated: 02-26-2024

| Agency        | MP Proj ID | ADOT Proj ID | Project name - location - description<br>Type/Phase | Fund Source | Project Cost      | FY 2024          | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | Local cost       | Total cost |
|---------------|------------|--------------|---|-------------|-------------------|------------------|---------|---------|---------|---------|---------|------------------|------------|
| NAIPTA        | MMT-22-01  |              | Administration<br>Administration                    | 5311        | \$28,598          | \$ 22,878        |         |         |         |         |         | \$ 5,720         |            |
| NAIPTA        | MMT-2202   |              | Vanpool Service Contract Year 2<br>Operating        | 5311        | \$76,800          | \$ 69,120        |         |         |         |         |         | \$ 7,680         |            |
| <b>TOTALS</b> |            |              |   |             | <b>\$ 105,398</b> | <b>\$ 91,998</b> |         |         |         |         |         | <b>\$ 13,400</b> |            |

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

**Map 2. Transit capital projects within the MetroPlan Area**



## Support of Regional Transportation Plan Goals and Performance Measures

The Regional Transportation Plan seeks to implement the land use policies of the City-County Regional Plan. That plan includes a variety of goals and policies to promote a high-quality and convenient transit system examples of which include:

- Policy E.1.5. Promote and encourage the expansion and use of energy-efficient modes of transportation: Public transportation
- 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 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.

Capital projects including a downtown connection center, CDL training course, bus storage, and bus replacement will enhance operations and state of good repair, contribute to safe operations and assist Mountain Line continue to meet its performance goals.

The operations and capital expenditures identified in this Transportation Improvement Program are consistent with Mountain Line's most recently adopted 5-year Transit Plan, *Flagstaff in Motion*. 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.

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# MetroPlan

2025 – 2029 Transportation Improvement Program



## Chapter V: Local Non-Federal Aid Projects





MetroPlan Transportation Improvement Program FY 2025-2029

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

Updated: 02-26-2024

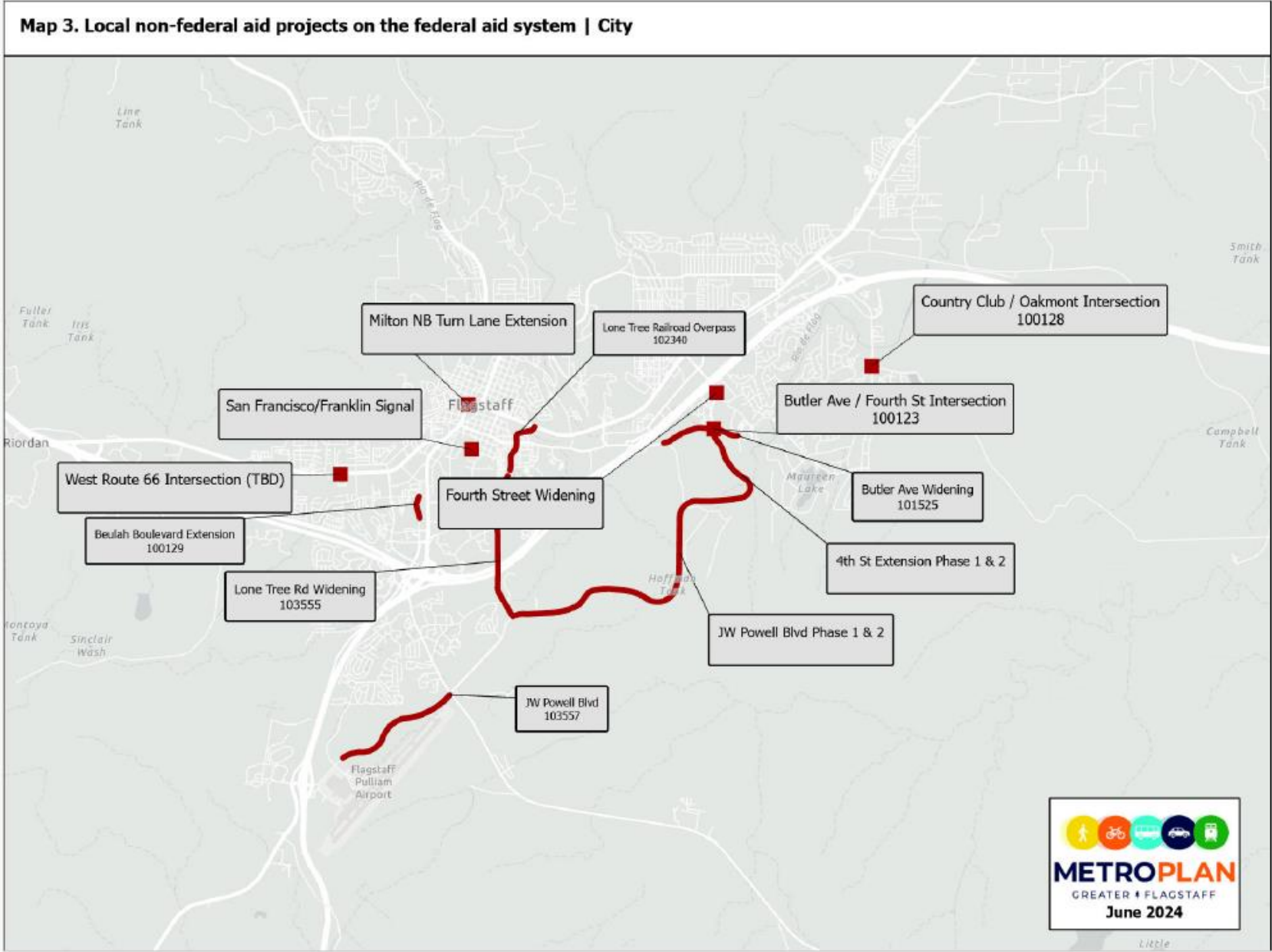
|         |            |              |  |             |               |              |              |              |             |             |                     |                                      |  | LOCAL FUNDS ONLY          |  |  |  |  |  |
|---------|------------|--------------|--|-------------|---------------|--------------|--------------|--------------|-------------|-------------|---------------------|--------------------------------------|--|---------------------------|--|--|--|--|--|
| Sponsor | MP Proj ID | ADOT Proj ID | Project name - location - description<br>Functional class - Type/Phase<br>Length - Lanes Before - Lanes After  | Fund Source | Project cost  | FY2024       | FY2025       | FY2026       | FY2027      | FY2028      | Illustrative FY2029 | Local Required Match (FY24 excluded) | Local Additional Match (FY24 excluded) | Total All Funds 2025-2028 |  |  |  |  |  |
| COF     | MFH-25-01  | 102340       | <b>Lone Tree Railroad Overpass</b><br>Franklin Ave to Route 66<br>Construct new road and railroad overpass<br>Urban minor arterial   All<br>.5   0   4 | 420         | \$ 98,116,159 | \$30,564,159 | \$37,184,000 | \$30,284,000 | \$84,000    |             |                     | n/a                                  |  | \$67,552,000              |  |  |  |  |  |
| COF     | MFH-25-02  |              | <b>Fourth Street Extension Ph I &amp; II</b><br>Whetstone Dr to Harold Ranch Rd???   | 419         | \$ 21,766,000 | \$500,000    | \$10,000,000 | \$11,266,000 |             |             |                     | n/a                                  |  | \$21,266,000              |  |  |  |  |  |
| COF     | MFH-25-03  |              | <b>John Wesley Powell Blvd - Ph I &amp; II</b><br>Pine Canyon to Harold Ranch Rd???  | 419         | \$ 23,326,432 | \$636,057    | \$10,000,000 | \$12,690,375 |             |             |                     | n/a                                  |  | \$22,690,375              |  |  |  |  |  |
| COF     | MFH-25-04  | 103557       | <b>John Wesley Powell Blvd - Airport</b><br>Lake Mary Road to Pulliam Drive<br>New road construction<br>Urban minor arterial   All<br>1.35   0   2     | 419         | \$ 0          |              |              |              |             |             |                     | n/a                                  |  | \$0                       |  |  |  |  |  |
| COF     | MFH-25-05  | 103555       | <b>Lone Tree Road Widening</b><br>Pine Knoll Dr to J.W. Powell Blvd<br>Road widening<br>Urban minor arterial   All<br>1.02   2   4                     | 419         | \$ 30,000,000 |              |              |              |             |             |                     | n/a                                  |  | \$0                       |  |  |  |  |  |
| COF     | MFH-25-06  | 101523       | <b>Lone Tree Road Widening</b><br>Butler Ave to Pine Knoll Dr<br>Road widening<br>Urban minor arterial   All<br>.73   2   4                            | 419         | n/a           | \$26,325     |              |              | \$5,078,000 | \$8,108,000 |                     | n/a                                  |  | \$13,186,000              |  |  |  |  |  |
| COF     | MFH-25-07  | 101525       | <b>Butler Avenue Widening</b><br>Herold Ranch Rd to Sinagua Heights Dr ???<br>Road widening<br>Urban minor arterial   All<br>.84   2   4               | 419         | \$ 15,473,573 | \$2,087,231  | \$10,000,000 | \$3,386,342  |             |             |                     | n/a                                  |  | \$13,386,342              |  |  |  |  |  |

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

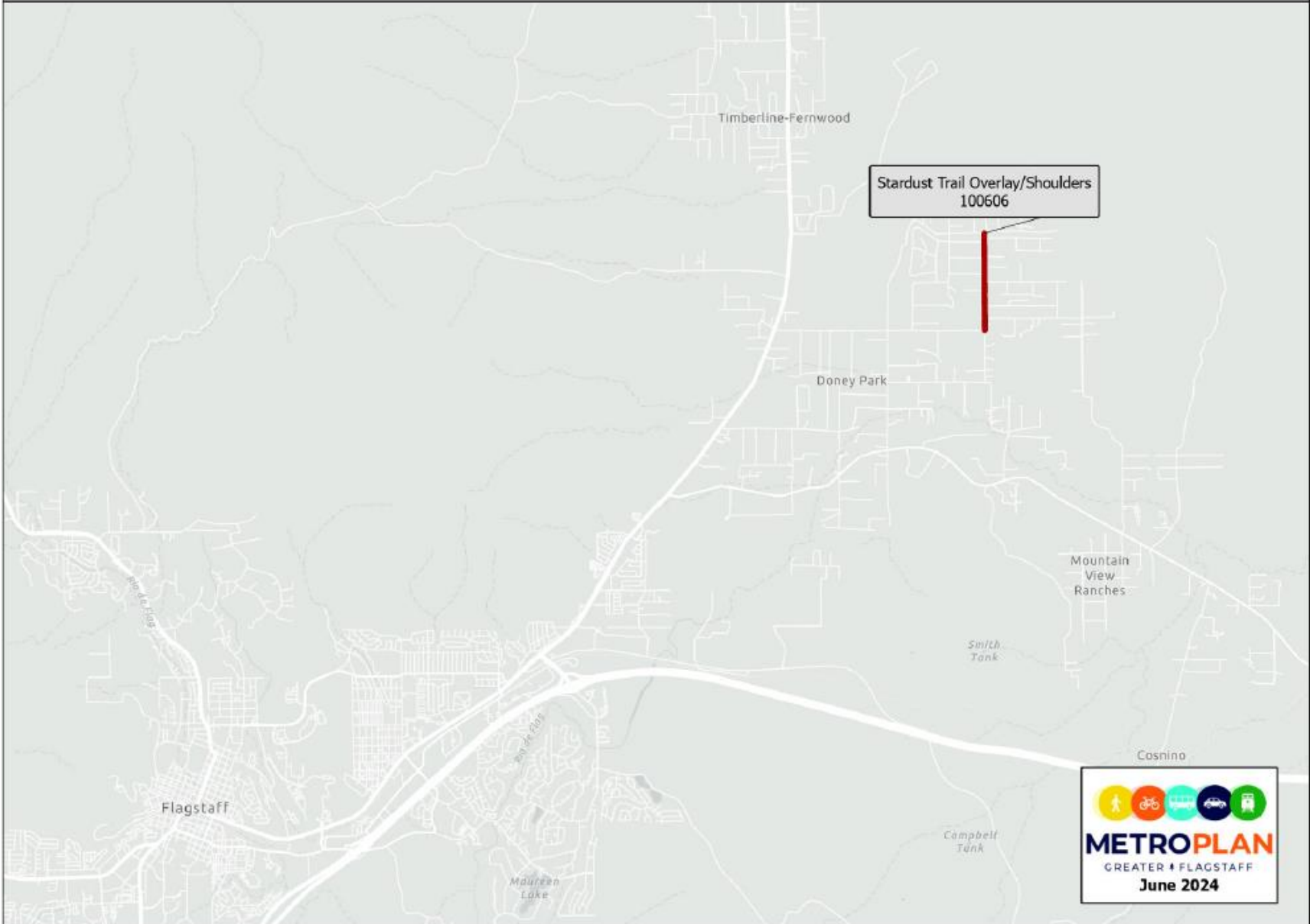
Updated: 02-26-2024

|               |            |              |   |             |                      |                     |                     |                     |                    |                    |                      |                                      |  | LOCAL FUNDS ONLY          |  |  |  |  |
|---------------|------------|--------------|---|-------------|----------------------|---------------------|---------------------|---------------------|--------------------|--------------------|----------------------|--------------------------------------|--|---------------------------|--|--|--|--|
| Sponsor       | MP Proj ID | ADOT Proj ID | Project name - location - description<br>Functional class - Type/Phase<br>Length - Lanes Before - Lanes After   | Fund Source | Project cost         | FY 2024             | FY 2025             | FY 2026             | FY 2027            | FY 2028            | Illustrative FY 2029 | Local Required Match (FY24 excluded) | Local Additional Match (FY24 excluded) | Total All Funds 2025-2028 |  |  |  |  |
| COF           | MFH-25-08  | 101527       | <b>Pedestrian-Bicycle-FUTS Projects</b><br>Various<br>Design and construct new facilities<br>Expenditures are annual averages<br>n/a   n/a   n/a              | 419         | \$ 5,880,000         | \$1,470,000         | \$1,470,000         | \$1,470,000         | \$1,470,000        |                    |                      | n/a                                  |  | \$4,410,000               |  |  |  |  |
| COF           | MFH-25-09  | 102347???    | <b>West Route 66 Intersection???</b> (struck intersection)<br>Reconstructed Intersection to be determined<br>Urban minor arterial   All<br>?   ?   ?          | 419         | \$ 2,700,000         |                     | \$1,350,000         |                     | \$1,350,000        |                    |                      | n/a                                  |  | \$2,700,000               |  |  |  |  |
| COF           | MFH-25-10  | 100128       | <b>Country Club / Oakmont Intersection</b><br>Country Club Dr and Oakmont Dr<br>Intersection reconstruction<br>Urban collector   All<br>.5   2   2            | 419         | \$ 1,215,000         | \$115,000           | \$500,000           | \$600,000           |                    |                    |                      | n/a                                  |  | \$1,100,000               |  |  |  |  |
| COF           | MFH-25-11  | 103559       | <b>San Francisco - Franklin Signal</b><br>San Francisco - Franklin<br>Install new signal<br>Urban collector   All<br>.1   2   2                               | 419         | \$ 400,000           |                     | \$400,000           |                     |                    |                    |                      | n/a                                  |  | \$400,000                 |  |  |  |  |
| COF           | MFH-25-12  | 100129       | <b>Beulah Boulevard Extension/University Dr</b><br>Forest Meadows St to Yale St<br>Construct new street & intersection<br>Urban collector   All<br>.4   0   4 | Trans       | \$ 18,639,900        | \$10,800,000        | \$7,839,900         |                     |                    |                    |                      | n/a                                  |  | \$7,839,900               |  |  |  |  |
| CC            | MCH-25-1   |              | <b>Townsend-Winona Road</b><br>US 89 to Koch Field<br>Auxiliary lane and widen shoulders<br>Urban collector   All<br>2.43   2   2                             | CC          | \$ 250,000           |                     |                     |                     |                    |                    | \$250,000            | n/a                                  |  | \$250,000                 |  |  |  |  |
| CC            | MCH-25-2   | 100606       | <b>Stardust Lane Overlay/Shoulders</b><br>Silver Saddle Rd to McGee Rd<br>Mill and overlay; add shoulders<br>Collector<br>1.0   2   2                         | CC          | \$ 1,900,000         | \$1,900,000         |                     |                     |                    |                    |                      | n/a                                  |  | \$0                       |  |  |  |  |
| <b>TOTALS</b> |            |              |   |             | <b>\$219,667,064</b> | <b>\$48,098,772</b> | <b>\$78,743,900</b> | <b>\$59,696,717</b> | <b>\$7,982,000</b> | <b>\$8,108,000</b> | <b>\$250,000</b>     |                                      |  | <b>\$154,780,617</b>      |  |  |  |  |

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



Map 4. Local non-federal aid projects on the federal aid system | County



## **Support of Regional Plan Goals and Performance Measures**

### **Fourth Street Phase I&II and J.W. Powell Phase I&II**

- Creates a connection between Lake Mary Road and Butler Avenue
- Offers alternative route to I-40
- Opens significant areas for needed residential development and will be built in partnership with the private sector.

### **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
- Completes planned FUTS trails along the street
- Reconstructs the intersection at Butler Ave and Fourth St
- Facilitates flow eliminating existing bottleneck
- The intersection will be raised by several feet to eliminate flooding and provide a separated grade crossing.

### **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
- 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

**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

2025 - 2029 Transportation Improvement Program



## Chapter VI: ADOT Projects



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

Updated: 02-26-2024

| Sponsor       | MP Proj ID | ADOT Proj ID | Project name - location - description<br>Functional class - Type/Phase<br>Length - Lanes Before - Lanes After  | Fund Source | Project cost        | Federal Share Only<br>FY 2024 | FY 2025            | FY 2026          | FY 2027    | FY 2028    | Illustrative<br>FY 2029 | State<br>Required<br>Match<br>(FY24<br>excluded) | State<br>Additional<br>Match<br>(FY24<br>excluded) | Total All Funds<br>2025-2028 |
|---------------|------------|--------------|--|-------------|---------------------|-------------------------------|--------------------|------------------|------------|------------|-------------------------|--|--|------------------------------|
| ADOT          | n/a<br>n/a | 100188       | <b>Airport Road TI UP</b><br>I-17 MP 337.3 to MP 338.3<br>Bridge replacement<br>Interstate / Minor arterial   Bridge   All<br>1   4   4  | NHPP        | \$ 14,134,875       | \$10,943,440                  |                    |                  |            |            |                         |  |  | \$ 0                         |
| ADOT          | n/a        | 100997       | <b>I-40 Intelligent Transportation Systems</b><br>Transwestern - I-17/I-40 TI<br>Variable Speed Limit Signs and Supporting<br>ITS Infrastructure<br>Interstate   ITS   All<br>Varies   4   4 | HSIP        | \$ 3,665,000        | \$2,830,200                   |                    |                  |            |            |                         |  |  | \$ 0                         |
| ADOT          | n/a        | 103296       | <b>I-17 Intelligent Transportation Systems</b><br>Sunset Point - I-17/I-40 TI<br><br>Interstate   ITS   All<br>90   varies   varies  | NHPP        | \$ 4,275,000        | \$4,033,035                   |                    |                  |            |            |                         |  |  | \$ 0                         |
| ADOT          | n/a        | 103298       | <b>I-40 Intelligent Transportation Systems</b><br>I-17 to Country Club<br>Install Conduit, 288 Strand Fiber, DMS, and<br>CCTV Devices<br>Interstate   ITS   All<br>6   4   4                 | NHPP        | \$ 4,340,001        |                               | \$3,811,336        |                  |            |            |                         | \$228,665  |  | \$ 4,040,001                 |
| ADOT          | n/a        | 103709       | <b>Install LED Lighting</b><br>Various locations<br>Install LED lighting<br>Varies   Modern   All<br>Varies   Varies   Varies  | CRP         | \$ 2,637,000        | \$2,074,600                   |                    |                  |            |            |                         |  |  | \$ 0                         |
| ADOT          | n/a        | 103904       | <b>US 180 Drainage Improvements</b><br>Schultz Creek between N Creekside Dr and<br>N Quintana Dr<br>Drainage Improvement<br>Minor Arterial   Drainage   All<br>1   2   2                     | STBG        | \$ 3,000,000        | \$2,829,000                   |                    |                  |            |            |                         |  |  | \$ 0                         |
| ADOT          | n/a        | 100199       | <b>Cosnino Road TI Underpass</b><br>I-40 at Cosnino Rd<br>Bridge rehabilitation<br>Interstate/rural collector  | NHPP        | \$4,500,000         |                               |                    | \$471,700        |            |            | \$3,773,600             | \$254,700  |  | \$471,700                    |
| <b>TOTALS</b> |            |              |  |             | <b>\$36,551,876</b> | <b>\$22,710,275</b>           | <b>\$3,811,336</b> | <b>\$471,700</b> | <b>\$0</b> | <b>\$0</b> | <b>\$3,773,600</b>      | <b>\$483,365</b>                                 | <b>\$0</b>   | <b>\$4,511,701</b>           |

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

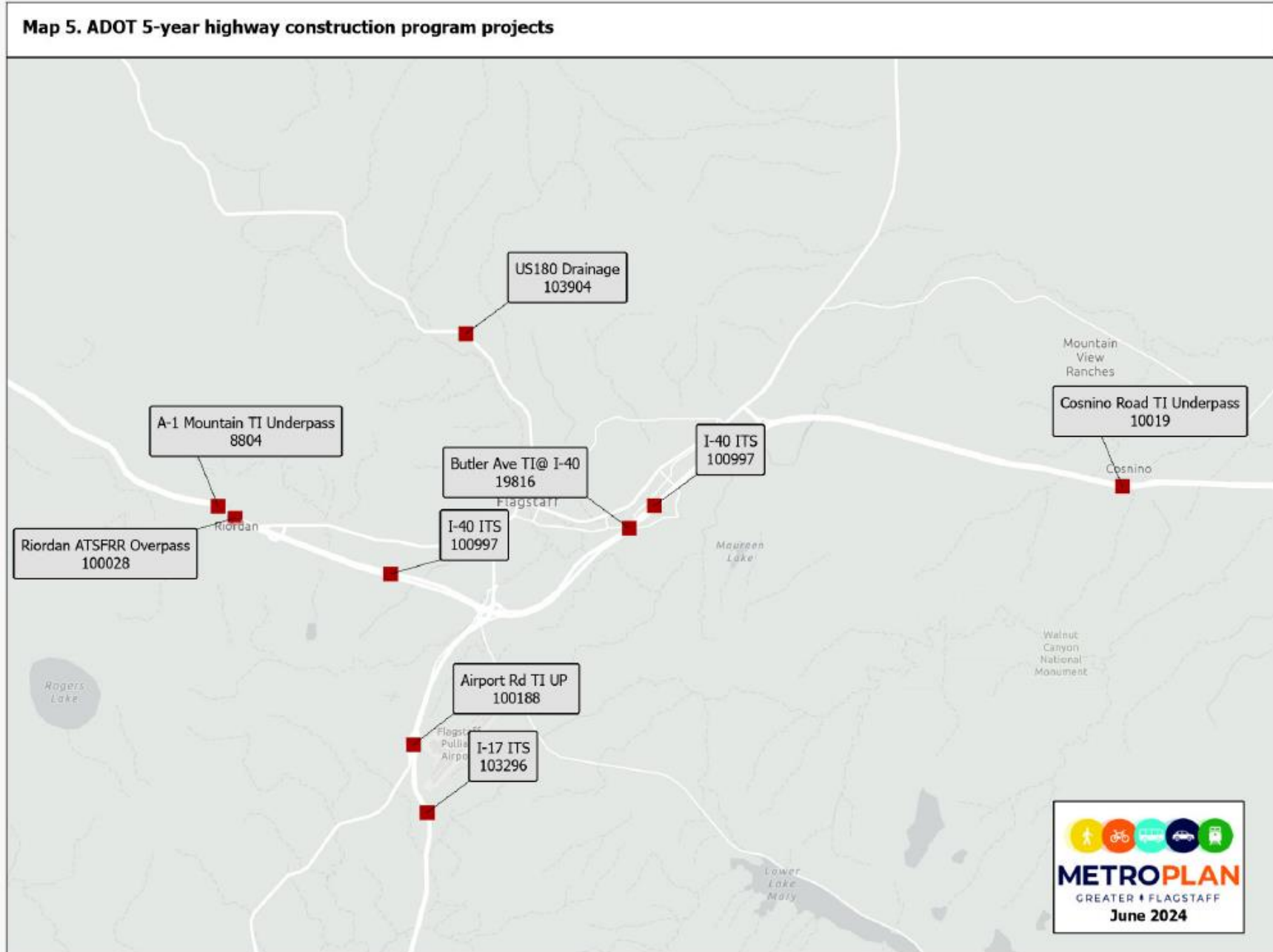


**Table 6. FMPO proposed and unfunded projects on Arizona Department of Transportation system**

Updated: 02-26-2024

| Sponsor       | MP Proj ID | ADOT Proj ID | Project name - location - description<br>Functional class - Type/Phase<br>Length - Lanes Before - Lanes After                             | Fund Source | Project cost   | Federal Share Only |                                 |         |         |         | State                   |  | Total All Funds<br>2025-2028 |  |    |   |    |   |
|---------------|------------|--------------|---|-------------|----------------|--------------------|---------------------------------|---------|---------|---------|-------------------------|--|------------------------------|--|----|---|----|---|
|               |            |              |   |             |                | FY 2024            | FY 2025                         | FY 2026 | FY 2027 | FY 2028 | Illustrative<br>FY 2029 | State<br>Required<br>Match<br>(FY24<br>excluded) |                              | State<br>Additional<br>Match<br>(FY24<br>excluded) |    |   |    |   |
| ADOT          | MAH-25-01  | 100578       | <b>Lone Tree/I-40 Traffic Interchange</b><br>I-40 at MP196.5<br>New interchange<br>Interstate/Urban principal arterial   All<br>2   3   3 | TBD         | \$ 129,882,000 |                    | -- ILLUSTRATIVE PROJECT ONLY -- |         |         |         |                         | \$ 129,882,000                                   |                              | \$ 0   |    |   |    |   |
| <b>TOTALS</b> |            |              |   |             | ##### \$       | -                  | \$                              | -       | \$      | -       | \$                      | -  | ##### \$                     | -  | \$ | - | \$ | - |

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



MetroPlan concurs with the ADOT projects in the Statewide TIP. Projects listed are from the adopted 5-year construction program and include pavement preservation, bridge, safety, and other project types.

**Airport Road TI UP**

- Replacement of existing underpass structure

- Keeps the region’s transportation infrastructure in a state of good repair

**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

2025 - 2029 Transportation Improvement Program



## Chapter VII: Local Agency Pavement Preservation Projects



Table 7. Pavement preservation & Bridge Repair projects within the FMPO area

Updated: 02-26-2024

| Sponsor       | MP Proj ID | ADOT Proj ID | Project name - location - description<br>Functional class - Type/Phase<br>Length - Lanes Before - Lanes After                                   | Fund Source | Project cost | Federal Share Only<br>FY2024 | FY2025              | FY2026              | FY2027             | FY2028              | Illustrative<br>FY2029 | Local<br>Required<br>Match<br>(FY24<br>excluded) | Local<br>Additional<br>Match<br>(FY24<br>excluded) | Total All Funds<br>2025-2028 |
|---------------|------------|--------------|---|-------------|--------------|------------------------------|---------------------|---------------------|--------------------|---------------------|------------------------|--|--|------------------------------|
| COF           | MFH-25-15  | 104203       | <b>Overlay - Chip Seal</b><br>varies<br>varies<br>varies  | HURF        | varies       | \$2,100,000                  | \$2,100,000         | \$2,100,000         | \$2,100,000        | \$2,100,000         | \$2,100,000            | n/a  |  | \$10,500,000                 |
| COF           | MFH-25-16  | 100155       | <b>Pavement Overlay</b><br>varies<br>varies<br>varies   | RRSS        | varies       | \$7,000,000                  | \$7,000,000         | \$7,000,000         | \$7,000,000        | \$7,000,000         | \$7,000,000            | n/a  |  | \$35,000,000                 |
| COF           | MFH-25-17  | 103563       | <b>Pulliam Drive</b><br>J.W. Powell to airport terminal<br>Road reconstruction and utility<br>replacement<br>Urban collector   All<br>1   2   2 | RRSS        | \$1,500,000  |                              |                     | \$1,500,000         |                    |                     |                        | n/a  |  | \$1,500,000                  |
| CC            | MCH-25-3   |              | <b>Copeland Lane Reconstruction</b><br>Schultz Pass Rd - Larkspur Ln<br>Deep Mill & Fill 2.5-3"<br>Rural Collector   All<br>1.25   1   1        | CC          | \$2,021,420  |                              |                     |                     | \$114,420          | \$1,907,000         |                        | n/a  |  | \$2,021,420                  |
| CC            | MCH-25-4   |              | <b>Mount Elden Lookout Rd</b><br>Schultz Pass Rd - Larkspur Ln<br>Deep Mill & Fill 2.5-3"<br>Local   All<br>1   1   1                           | CC          | \$1,600,000  |                              |                     | \$1,600,000         |                    |                     |                        | n/a  |  | \$1,600,000                  |
| CC            | MCH-25-5   |              | <b>Canyon Loop Reconstruction</b><br>Canyon Loop<br>Full depth reconstruction<br>Local   All<br>0.75   1   1                                    | CC          | \$1,750,000  |                              | \$1,750,000         |                     |                    |                     |                        | n/a  |  | \$1,750,000                  |
| CC            | MCH-25-6   | 104085       | <b>Kachina Trail</b><br>Kona Trail to Tolani Trail<br>Overlay<br>Local   Design<br>0.75   1   1   | CC          |              | \$35,250                     |                     |                     |                    |                     |                        | n/a  |  | \$35,250                     |
| <b>TOTALS</b> |            |              |   |             |              | <b>\$9,135,250</b>           | <b>\$10,850,000</b> | <b>\$12,200,000</b> | <b>\$9,214,420</b> | <b>\$11,007,000</b> | <b>\$9,100,000</b>     | <b>\$0</b>                                       | <b>\$0</b>   | <b>\$52,406,670</b>          |

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

## **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.