

MEETING PACKET

Executive Board Meeting

1:00 – 3:00 PM

November 2, 2023

Teams Virtual Meeting

Join on your computer, mobile app or room device.

[Click here to join the meeting](#)

Meeting ID: 263 499 516 188

Passcode: zcASgQ

Mountain Line

VERA room

3773 N. Kaspar Dr

Regular meetings and work sessions are open to the public. Persons with a disability may request a reasonable accommodation by contacting MetroPlan via email at planning@metroplanflg.org. The MetroPlan complies with [Title VI of the Civil Rights Act](#) of 1964 to involve and assist underrepresented and underserved populations (age, gender, color, income status, race, national origin, and LEP – Limited English Proficiency.) Requests should be made as early as possible to allow time to arrange the accommodation.

PURSUANT TO A.R.S. §38-431.02, notice is hereby given to the members of the MetroPlan Executive Board and to the general public that the following Notice of Possible Quorum is given because a majority of the MetroPlan Executive Board members are present; however, no formal discussion/action will be taken by members in their role as MetroPlan Technical Advisory Committee.

Public Questions and Comments must be emailed to planning@metroplanflg.org prior to the meeting or presented during the public call for comment.



METROPLAN

GREATER FLAGSTAFF NOTICE OF OPTION TO RECESS INTO EXECUTIVE SESSION

Pursuant to A.R.S. §38-431.02, notice is hereby given to the members of the MetroPlan Executive Board and to the general public that, at this regular meeting, the MetroPlan Executive Board may vote to go into executive session, which will not be open to the public, for legal advice and discussion with the MetroPlan Executive Board's attorneys for legal advice on any item listed on the following agenda, pursuant to A.R.S. §38-431.03(A)(3).

EXECUTIVE BOARD MEMBERS

- Jim McCarthy, Flagstaff City Council, Chair
- Jeronimo Vasquez, Coconino County Board of Supervisors, Vice-Chair
- Patrice Horstman, Coconino County Board of Supervisors
- Austin Aslan, Vice Mayor of Flagstaff
- Tony Williams, Mountain Line Board of Directors
- Miranda Sweet, Flagstaff City Council
- Jesse Thompson, Arizona State Transportation Board Member
- Judy Begay, Coconino County Board of Supervisors (*alternate*)
- Becky Daggett, Mayor of Flagstaff (*alternate*)

METROPLAN STAFF

- Kate Morley, Executive Director
- David Wessel, Planning Manager
- Mandia Gonzales, Transportation Planner
- Sandra Tavel, Transportation Planner
- Karen Moeller, Administrative Assistant & Clerk of the Board
- Ty Holliday, Montoya Fellow



METROPLAN

GREATER † FLAGSTAFF

A. PRELIMINARY GENERAL BUSINESS

- A CALL TO ORDER
- B ROLL CALL
- C PUBLIC COMMENT

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

D APPROVAL OF MINUTES

Executive Board Regular Meeting Minutes of October 5, 2023 (Pages 5-12)

B. CONSENT AGENDA

Items on the consent agenda are routine in nature and/or have already been budgeted or discussed by the Executive Board.

C. GENERAL BUSINESS

- A CONSIDER MISSION, VISION, AND VALUES (Pages 13-18)

MetroPlan Staff: Kate Morley

Recommendation: Consider adopting a new Mission, Vision, and Values

- B APPROVE INVITATION LETTER TO NORTHERN ARIZONA UNIVERSITY (NAU) (Pages 19-23)

MetroPlan Staff: Kate Morley

Recommendation: Approve the letter inviting Northern Arizona University (NAU) to participate in MetroPlan as a full member

- C CONSIDER ADOPTION OF THE 2023 PUBLIC PARTICIPATION PLAN (PPP) (Pages 24-26)

MetroPlan Staff: Mandia Gonzales

Recommendation: Adopt MetroPlan's 2023 Public Participation Plan as presented.

- D [METROPLAN'S REGIONAL TRANSPORTATION MODEL OVERVIEW](#) (Pages 27-37)
MetroPlan Staff: Kate Morley
Recommendation None. This item is for information and discussion only.
- E [ROUTE TRANSFER STUDY UPDATE](#) (Pages 38-41)
MetroPlan Staff: David Wessel
Recommendation: None. This item is for information and discussion only.
- F [CREATIVE LOCAL MATCH OPTION – CANNABIS TAX](#) (Pages 42-44)
MetroPlan Staff: Sandra Tavel
Recommendation: None. This item is for information and discussion only.
- G [FY2023 FINANCIAL REPORT – 1ST QUARTER](#) (Pages 45-46)
MetroPlan Staff: Kate Morley
Recommendation: None. This item is for information and discussion only.
- I [METROPLAN HAPPENINGS](#) (Pages 47-48)
MetroPlan Staff: Kate Morley
Recommendation: None. This item is for information and discussion only.

D. CLOSING BUSINESS

A ITEMS FROM THE BOARD

Board members may make general announcements, raise items of concern, or report on current topics of interest to the Board. Items are not on the agenda, so discussion is limited, and action not allowed.

B NEXT SCHEDULED EXECUTIVE BOARD MEETING

December 7, 2023

C ADJOURN

The Transportation Improvement Program (TIP) includes the Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA) final program of projects for Sections 5307 and 5339 funding under the Federal Transit Administration unless amended. Public notice for the TIP also satisfies FTA public notice requirements for the final program of projects. The MetroPlan Public Participation Plan (PPP) provides public participation notices and processes for NAIPTA as required to meet federal and state requirements for public participation and open meetings.

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at www.metroplanflg.org on October 30, 2023 at 12:00 pm.

Karen Moeller, Clerk of the Board/Admin. Assistant

Dated this 30th day of October, 2023.

MINUTES

Executive Board Meeting

1:00 – 3:00 PM

October 5, 2023



METROPLAN
GREATER † FLAGSTAFF

Teams Virtual Meeting

Join on your computer, mobile app or room device.

[Click here to join the meeting](#)

Meeting ID: 263 499 516 188

Passcode: zcASgQ

In-Person Location

Mountain Line

VERA room

3773 N. Kaspar Dr

Flagstaff, AZ 86004

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PURSUANT TO A.R.S. §38-431.02, as amended, NOTICE IS HEREBY GIVEN to the general public that the following Notice of Possible Quorum is given because there may be a quorum of MetroPlan's Technical Advisory Committee present; however, no formal discussion/action will be taken by members in their role as MetroPlan Technical Advisory Committee.

Public Questions and Comments must be emailed to planning@metroplanflg.org prior to the meeting or presented during the public call for comment.

NOTICE OF OPTION TO RECESS INTO EXECUTIVE SESSION

Pursuant to A.R.S. §38-431.02, notice is hereby given to the members of the MetroPlan Executive Board and to the general public that, at this regular meeting, the MetroPlan Executive Board may vote to go into executive session, which will not be open to the public, for legal advice and discussion with the MetroPlan Executive Board's attorneys for legal advice on any item listed on the following agenda, pursuant to A.R.S. §38-431.03(A)(3).

EXECUTIVE BOARD MEMBERS

- Jim McCarthy, Flagstaff City Council, Chair
- Jeronimo Vasquez, Coconino County Board of Supervisors, Vice-Chair
- Patrice Horstman, Coconino County Board of Supervisors
- Austin Aslan, Vice Mayor of Flagstaff
- Tony Williams, Mountain Line Board of Directors
- Miranda Sweet, Flagstaff City Council
- Jesse Thompson, Arizona State Transportation Board Member [left at 1:58 pm; returned at 2:28 pm](#)
- Judy Begay, Coconino County Board of Supervisors (*alternate*)
- Becky Daggett, Mayor of Flagstaff (*alternate*)

METROPLAN STAFF

- x Kate Morley, Executive Director
- x David Wessel, Planning Manager
- Mandia Gonzales, Transportation Planner
- x Sandra Tavel, Transportation Planner
- x Karen Moeller, Administrative Assistant & Clerk of the Board
- Ty Holliday, Montoya Fellow

Others in attendance: Greg Nelson, Government Affairs
Manager, Coconino County

A. PRELIMINARY GENERAL BUSINESS

A CALL TO ORDER

Meeting was called to order by Chair Jim McCarthy at 1:01 PM

B ROLL CALL

C PUBLIC COMMENT

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

D APPROVAL OF MINUTES

Executive Board Regular Meeting Minutes of Sept. 7, 2023

(Pages 5-12)

The motion to approve the Executive Board Regular Meeting Minutes of September 7, 2023 was made by Member Horstman and Seconded by Vice-Chair Vasquez. The motion carried unanimously.

B. CONSENT AGENDA

Items on the consent agenda are routine in nature and/or have already been budgeted or discussed by the Executive Board.

C. GENERAL BUSINESS

A CONSIDER METROPLAN SUBRECIPIENT POLICY AND RISK TOOL

(Pages 13-22)

MetroPlan Staff: Kate Morley

Recommendation: Staff recommends the Board adopt MetroPlan Subrecipient Policy and Risk Tool.

Chair McCarthy noted that an amended Subrecipient Policy was sent on Tuesday, 10/3/2023 to all Board Members. These were not substance corrections rather these correction for formatting. Executive Director Morley presented the Sub-recipient Policy and Risk Assessment Tool as well as the meaning of the ratings of the tool.

The motion was made to adopt MetroPlan Subrecipient Policy and Risk Tool as sent on 10/3/2023 by Member Williams and seconded by Member Horstman. The motion carried unanimously.

B CONSIDER NORTHERN ARIZONA UNIVERSITY SUBRECIPIENT AGREEMENT

(Pages 23-70)

MetroPlan Staff: David Wessel

Recommendation: Staff recommends the Board delegate authority to Executive Director to enter a Subrecipient Agreement with Northern Arizona University.

Planning Manager Wessel presented the aspects of the Subrecipient Agreement with Northern Arizona University (NAU). Executive Director Morley presented the results of NAU Subrecipient

Risk Tool. The results indicated that The State of Arizona is delinquent in their submission of their single audit report, thus resulting in NAU being deemed ineligible unless the Board chose to document a justification to change the determination. If this result of the audit report was removed NAU would be a low-risk candidate for a subrecipient agreement. Member Horstman stated that even though NAU did not meet the audit requirement of the risk assessment the information that State is audit is the holdup is would not be a reason not to proceed.

The motion was made to recommend the Board of Directors delegate authority to the Executive Director to enter a Subrecipient Agreement with Northern Arizona University by Member Horstman and seconded by Member Williams. The Board concurred with the justification to modify the eligibility of NAU based on the State audit. The motion carried unanimously.

C CONSIDER LEGISLATIVE AGENDA

(Pages 71-73)

MetroPlan Staff: Kate Morley

Recommendation: Staff recommends the Board adopt the proposed legislative priorities.

Executive Director Morley presented the proposed legislative priorities and why this is positive for MetroPlan. Morely shared a comment from CEO/General Manager of Mountain Line Heather Dalmolin to include transit in the state funding and charging rates for transits related to the Mountain Line transitioning to an electric fleet. Chair McCarthy stated he and Member Sweet and Member Dagget had a meeting with Amtrak, and the senate is very supportive of increasing funding whereas the House wants to cut funding for Amtrak. Chair McCarthy wants to add a bullet for support funding for long-distance Amtrak routes.

The motion was made to adopt the proposed legislative priorities as presented with the three additions above by Chair McCarthy and seconded by Member Horstman.

Discussion-Member Thompson stated that we all realize we have very limited dollars in each of the five categories that have been identified as recipients. Member Thompson stated he appreciated the continuing effort to seek SMART funds. The success of this effort will really depend upon the communication to the legislature about how the SMART funds have been and will continue to be used.

The motion was carried unanimously.

Planning Manager Wessel stated there is an All-Aboard Conference in November and the Amtrak funding will likely be a part of this conference.

D CONSIDER MISSION, VISION, AND VALUES

(Pages 74-76)

MetroPlan Staff: Kate Morley

Recommendation: Staff recommends the Board adopt a new Mission, Vision, and Values

Executive Director Morley stated a correction to the presented slide which should include the opportunity for the Board to adopt the new Mission, Vision, and Values. Kate Morley presented the reasoning behind the development and update of the Mission, Vision, and Values connecting the development of these items to the Strategic Advance brainstorming from this previous summer.

Chair McCarthy stated he had a meeting with Jeff Bauman and Michelle McNulty from the City of Flagstaff regarding the Mission, Vision, and Values, which resulted in some of the suggestions for updating and changes.

Member Horstman agreed suggested that #2 did not need "Our Vision" rather just state it at the top. She further stated all looked very good and would be appropriate to look over and discuss.

Chair McCarthy confirmed Member Horstman's suggestion and the changes will be made to state the Vision at the heading position and complete the sentence below.

Chair McCarthy stated the City of Flagstaff wanted to add "comprehensive" to the planning, which has a very specific meaning for the State of Arizona and would not be appropriate to include in the vision.

Chair McCarthy confirmed that the statement of #3 and #4 on the Mission does not include "The Mission of MetroPlan" in the statement, yet only have Mission above.

Member Williams stated he did not fully understand the need for "enthusiastic" pursuit, because all fund-seeking should be enthusiastic. He further stated the shorter a vision or mission statement, the more it sticks and would be good to eliminate some extra wording.

Chair McCarthy confirmed with the Board wanted to remove "enthusiastic." Vice-Chair Vasquez suggested the replacement of "strategic" pursuit of funding. Planning Manager Wessel further supported this substitution.

Executive Director Morley stated the values included Option 1, which was the initial version and the City of Flagstaff suggested the changes made in Option 2. Chair

McCarthy presented the changes and reasoning behind the changes made by the City of Flagstaff for Option 2. Vice-Chair Vasquez confirmed that he likes the changes made in Option 2 which more accurately reflect what our community wants to present.

The motion to adopt a new Mission, Vision, and Valued statement was tabled to until the November 2, 2023 meeting so the final draft could be written down and reviewed by the Board.

E FY23 YEAR END FINANCIAL REPORT

(Pages 77-80)

MetroPlan Staff: Kate Morley

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

Executive Director Morley presented the FY2023 amended budget to the actual year-end report. Kate Morley presented the reasons for budget savings in this report. The explanation included what will likely occur in FY2024 as MetroPlan has returned to full staffing this year.

F STRATEGIC GRANTS PROCESS

(Pages 81-83)

MetroPlan Staff: David Wessel and Sandra Tavel

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

Transportation Planner Tavel reported on the development of the process related to the discussion from the Strategic Advance this summer. Transportation Planner Tavel stated she has reached out to stakeholders to determine which fund and unfunded projects are on the table. Further what has been heard from the Federal Highway Administration about what they want to see in projects was explored.

Executive Director Morley stated she is very excited about this process and how we will get projects initiated and completed. She said this is at a very “easy” stage right now and we are setting the stage for future challenging conversations. Transportation Planner Tavel stated we are working to collaborate and establish merit to projects.

G UPDATE ON KEY PERFORMANCE INDICATORS (KPIs)

(Pages 84-88)

MetroPlan Staff: Kate Morley

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

Executive Director Morley shared the Key Performance Indicators (KPI) were adopted on June 1, 2023, this quarter is the first reporting of these KPIs. Kate shared the Goals and the work completed thus far. She shared that Management Committee suggested the Regional perspective for Goal #1 is shown so the full picture is available. Executive Director Morley stated likely more community demographics will be available after the Transportation Demand Management position is staff and the work on this Goal #2 will begin. There was no discussion from the Board.

H CREATIVE LOCAL MATCH OPTION-TRANSPORTATION REINVESTMENT ZONE (TRZ)

(Pages 89-92)

MetroPlan Staff: Sandra Tavel

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

Transportation Planner Tavel shared the option of a Transportation Reinvestment Zone as a fund seeking method.

Member Williams confirmed that this presentation was given to support using the TRZ again and stated the City is in favor of this method of seeking revenues.

Executive Director Morley gave a specific example of John Wesley Powell Blvd. (JWP) being a place a district could be drawn and take the revenue which could be developed by investing in JWP. The revenue could be drawn down and used from such investments. Transportation Planner Tavel stated this type of funding is a long-game and could be worked on now and in coming years.

Planning Manager Wessel stated there would be some dissemination around the state of all creative local match options.

Transportation Planner Tavel said Texas and Utah use this method and it took 5 years for Texas to roll out such a plan.

Member Williams asked if the that the TRZ does require the TIF? Transportation Planner Tavel confirmed this fact.

No further discussion by the Board.

I METROPLAN HAPPENINGS

(Pages 93-95)

MetroPlan Staff: Kate Morley

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

Executive Director Morley highlighted the National Week without Driving, Rural Transportation Summit, AMPO Conferences and the CRISI Grant the City of Flagstaff applied for, yet did not receive, for BNSF improvement.

D. CLOSING BUSINESS

A ITEMS FROM THE BOARD

Board members may make general announcements, raise items of concern, or report on current topics of interest to the Board. Items are not on the agenda, so discussion is limited, and action not allowed.

Chair McCarthy went to the Transportation meeting on 10/4/2023. At the meeting they discussed the possible roundabout at Butler and Fourth where there were divided opinions on the type of intersection which might be placed in this area.

Member Williams wanted to recognize that last Friday CCC had its Presidential Investiture and MetroPlan was represented at that event. MetroPlan was represented by Executive Director Morley and other members of the Board were present at the evening event.

Member Thompson stated that his term was reinstated by Chair McCarthy, and he was awaiting the replacement of his position. Chair McCarthy stated that Charlie Odegaard had applied for the position. Member Horstman stated she understands that Member Thompson would like to be replaced in the position, and the Board should take a more active role in finding a replacement. He appreciates being a part of the Board and will work as long as he is able with the Board.

Vice-Chair Vasquez stated that he was the point on the Transportation Board, and he stated we do need to be more proactive in seeing this through. They will be reaching out further soon.

B NEXT SCHEDULED EXECUTIVE BOARD MEETING

November 2, 2023

C ADJOURN

The meeting was adjourned by Chair McCarthy at 2:37 pm

The Transportation Improvement Program (TIP) includes the Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA) final program of projects for Sections 5307 and 5339 funding under the Federal Transit Administration unless amended. Public notice for the TIP also satisfies FTA public notice requirements for the final program of projects. The MetroPlan Public Participation Plan (PPP) provides public participation notices and processes for NAIPTA as required to meet federal and state requirements for public participation and open meetings.

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at www.metroplanflg.org on October 3, 2023 at 12:00 pm.

Karen Moeller, Clerk of the Board/Admin. Assistant

Dated this 3th day of October, 2023.



METROPLAN

GREATER † FLAGSTAFF

STAFF REPORT

REPORT DATE: October 9, 2023

MEETING DATE: November 2, 2023

TO: Honorable Chair and Members of the Executive Board

FROM: Kate Morley, Executive Director

SUBJECT: Consider Mission, Vision, and Values

1. RECOMMENDATION:

Staff recommends the Board consider adopting new Mission, Vision, and Values statements.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 3: Build MetroPlan's Visibility in the Community

Objective 3.3: Promote the value MetroPlan brings to the community.

3. BACKGROUND:

In 2017, MetroPlan updated its Mission and Vision:

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

Mission: Leverage corporation to maximize financial and pollical resources for a premier transportation system.

MetroPlan kept the mission and vision through its transition to independence. MetroPlan's Strategic Plan tasks staff with building MetroPlan's identity and promoting the value MetroPlan brings to the community. However, staff received feedback that the mission and vision of the organization does not clearly communicate what MetroPlan does. Staff used information received at the Advance to draft options for the Board to consider at their October 5, 2023 meeting, see staff report attached. At the October 5, 2023 meeting, the Board leaned towards the following mission, vision and values and asked staff to bring them back for potential adoption at this meeting.

Vision

A vision should identify future aspirations.



METROPLAN

GREATER † FLAGSTAFF

Proposed Vision:

The region is joined together by a transportation system that prioritizes the wellbeing of people and the environment.

Mission

A mission should clearly identify what the organization is specifically doing to achieve its vision.

Proposed Mission:

To facilitate improvements and programs for all transportation modes through collaborative priority setting, planning, and the strategic pursuit of funding.

Transportation Values

The idea of transportation values is new to MetroPlan. Adopting values can help MetroPlan get clear about how to prioritize projects for funding and connects to the creation of a strategic grant seeking process. Common themes of the “why’s” of the West 66 Exercise were used to develop these.

- *Zero Deaths and Serious Injuries*
- *Public Support*
- *Efficient and Effective Use of Funds*
- *Stewardship of the Natural and Built Environment*
- *Health and Social Connections*
- *Economic Vitality*
- *Community Character*

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

5. FISCAL IMPACT:

There is no fiscal impact to updating the mission and vision.

6. ALTERNATIVES:

Recommended: Staff recommend that the Board adopt new Mission, Vision, and Values statements. The Board may choose to make additional modifications to the proposed versions.



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Not Recommended: If the options provided do not meet the desires of the Board, the Board can provide additional direction to staff.

7. ATTACHMENTS:

October 5 Executive Board Meeting Staff Report- Mission, Vision, and Values



METROPLAN

GREATER † FLAGSTAFF

STAFF REPORT

REPORT DATE: September 27, 2023

MEETING DATE: October 5, 2023

TO: Honorable Chair and Members of the Executive Board

FROM: Kate Morley, Executive Director

SUBJECT: Consider Mission, Vision, and Values

1. RECOMMENDATION:

Staff recommends the Board consider adopting a new Mission, Vision and Values.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 3: Build MetroPlan's Visibility in the Community

Objective 3.3: Promote the value MetroPlan brings to the community.

3. BACKGROUND:

In 2017, MetroPlan updated its Mission and Vision:

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

Mission: Leverage corporation to maximize financial and pollical resources for a premier transportation system.

MetroPlan kept the mission and vision through its transition to independence. MetroPlan's Strategic Plan tasks staff with building MetroPlan's identity and promoting the value MetroPlan brings to the community. However, staff received feedback that the mission and vision of the organization does not clearly communicate what MetroPlan does. At the May 2023 Advance, the Technical Advisory Committee (TAC), Management Committee, and Executive Board completed an exercise to drill down on the purpose of transportation system improvements using West Route 66 visioning as an example. The exercise asked members to identify why features were important for example, sidewalks being important for affordability, health, and social connection. After the Advance, staff used information received in this exercise to brainstorm new options for the mission and vision.



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GREATER † FLAGSTAFF

Vision

A vision should identify future aspirations. Two versions have been drafted.

Proposed:

- 1. Our region joined together by a multimodal transportation system that prioritizes the wellbeing of people and the natural environment.*
- 2. Our vision is that the region will be joined together by an efficient, multimodal transportation system that prioritizes the wellbeing of people and the natural environment.*

People being connected was a key “why” we heard in the West 66 exercise. “Our region joined” seeks to emphasize that social purpose. Wellbeing of people includes physical safety, social connection, economic health, opportunity, and availability of options, while wellbeing of the environment captures carbon neutrality goals, wildlife safety and connectivity and designs that consider forest health, storm water, protection of open space and efficient use of land.

Mission

A mission should clearly identify what the organization is specifically doing to achieve its vision. Also imperative is that a new mission is written in a way that members of the public can succinctly understand what MetroPlan does. This is the core purpose of updating the mission and vision. Staff had a wider variety of ideas for clearly explaining what MetroPlan’s role in the transportation system is and developed several options:

- 1. To inspire better multimodal transportation through collaborative priority setting, principled planning, mode choice programs, and the enthusiastic pursuit of funding.*
- 2. Advancing multimodal transportation through collaborative priority setting, planning, pursuit of funding and mode choice programs.*
- 3. The mission of MetroPlan is to facilitate multimodal transportation improvements for all transportation modes through collaborative priority setting, principled planning, mode choice programs, and the enthusiastic pursuit of funding.*

Key points staff felt were important to highlight were the collaborative nature of MetroPlan, MetroPlan’s key tasks of transportation planning, prioritizing projects for funding, actively pursuing funding, and filling a gap to implement demand management programs such as Safe Routes to School programs.

Transportation Values

The idea of transportation values is new to MetroPlan. Adopting values can help MetroPlan get very clear about how to prioritize projects for funding and connects to the creation of a strategic grant seeking process. Common themes of the “why’s” of the West 66 Exercise were used to develop these.

- 1. Vision Zero Deaths and Serious Injuries*



METROPLAN

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2. *Efficient and Effective Use of Funds*
3. *Environmental Stewardship*
4. *Health and Social Connection*
5. *Economic Vitality*
6. *Community Character and Beauty*
7. *Public Support*

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

The TAC provided input on the mission and vision. They felt adding the word “multimodal” was important to highlight MetroPlan is about all modes and that environment should be clarified with the word “natural.” The TAC leaned towards the simplified version of the mission in number 2 and preferred “mode choice” over “transportation demand management.” Management Committee concurred transportation demand management should be replaced with “mode choice” or “active transportation.” These changes have been made in this report.

5. FISCAL IMPACT:

There is no fiscal impact to updating the mission and vision.

6. ALTERNATIVES:

Recommended: Staff recommend the Board consider adopting a new Mission, Vision and Values. No particular recommendation on which of the options is provided by staff and the Board may choose to make additional modifications to proposed versions. If none of the options provided meet desires of the Board, the Board can provide additional director to staff in the development of these items.

Not Recommended: None at this time based upon desires of the Board.

7. ATTACHMENTS:

None.



METROPLAN

GREATER † FLAGSTAFF

STAFF REPORT

REPORT DATE: October 9, 2023

MEETING DATE: November 2, 2023

TO: Honorable Chair and Members of the Executive Board

FROM: Kate Morley, Executive Director

SUBJECT: Approve Invitation Letter to Northern Arizona University (NAU)

1. RECOMMENDATION:

Staff recommends the Board approve the letter inviting Northern Arizona University (NAU) to participate in MetroPlan as a full member.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 2: Deliver Plans that Meet Partner and Community Needs

Objective 2.2: Expand inclusion of transportation disadvantaged community members and organizations in the planning process from setting planning priorities to implementing outcomes.

3. BACKGROUND

MetroPlan's bylaws and operating procedures establish the Executive Board which acts as a policy body and manages the business and affairs of the organization. The Executive Board includes three seats from the City of Flagstaff, two seats from Coconino County, a State Transportation Board member, and Mountain Line member.

The Management Committee is established to advise the Executive Director and Executive Board. The primary area of emphasis is on the policy direction of the respective jurisdictions and any bearing that direction has on Metroplan's work program or implementation. Seats are held by the leadership of the agencies represented on the Executive Board; however, the Management Committee also includes a member of the President's office of NAU. The seat is currently held by Josh Maher, Associate VP for Community Relations.



METROPLAN

GREATER † FLAGSTAFF

The Technical Advisory Committee (TAC) is made of technical and/or managerial staff of participating agencies and includes one (1) voting seat for NAU that is currently vacant and has been for more than a year.

NAU is the only agency that does not have parallel structure within the MetroPlan organization by not having representation on the Board but enjoying positions on Management Committee and TAC. The parallel TAC, Management Committee and Board structure is intentional in ensuring that technical analysis, resources, and policy of the organization are aligned at all levels.

NAU is a major land holder in Flagstaff and its road, transit, bike and pedestrian network and operations are a key part of the overall transportation system within the greater Flagstaff region. Ensuring these systems all work together is key to the success of MetroPlan. Additionally, NAU can benefit from the transportation planning occurring at MetroPlan and benefit from access to grants. Having policy direction from the President's Office at NAU on the Board can help ensure the mutual benefit of both organizations. The draft invitation letter currently suggests the President be invited to sit on the Executive Board, however, the Board could allow the President to designate a member of his office.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

This item was not brought to the TAC.

5. FISCAL IMPACT:

There is no direct expense associated with this decision. Membership on the Board of Directors is set at \$5,000 per seat for member agencies, excluding the State Transportation Board member seat which does not have a fee.

6. ALTERNATIVES:

Recommended: Approve letter inviting Northern Arizona University to participate in MetroPlan as a full member. This option invites NAU to become a full, participating member of MetroPlan and will support the representation and engagement of NAU. If accepted, MetroPlan will need to update the bylaws at a future meeting.

Recommended: Approve letter inviting Northern Arizona University modifying the letter to allow a designee from the President's office. It is recommended the Board ensure any appointee to the Executive Board has authority to represent the high level, policies of the organization as other Executive Board members have. If accepted, MetroPlan will need to update the bylaws at a future meeting.



METROPLAN

GREATER † FLAGSTAFF

Not Recommended: Do not send a letter. The Board may wish to decline sending a letter of invitation to NAU. The Board could choose whether to continue to have NAU fill seats on Management Committee and Technical Advisory Committee. Changes to the bylaws would need to occur if changes were to be made.

7. ATTACHMENTS:

Draft Letter to NAU

(Link) [MetroPlan Bylaws](#)



President Jose' Luis Cruz Rivera
Office of the President, Northern Arizona University
1900 S Knoles Dr
Flagstaff, AZ 86011

ADOT

**CITY OF FLAGSTAFF
COCONINO COUNTY
MOUNTAIN LINE
NAU**

Dear President Cruz Rivera,

The Executive Board of MetroPlan encourages NAU to become a full member of MetroPlan by inviting you to join the MetroPlan Executive Board. MetroPlan leads transportation planning in the greater Flagstaff region and has been instrumental in related policy and funding decisions made over the past three decades. MetroPlan Executive Board membership consists of three elected officials from the City of Flagstaff, two from Coconino County, a Mountain Line representative, for which each agency pays \$5,000 per seat, and one representative of the Arizona State Transportation Board.

EXECUTIVE BOARD

Chair

Jim McCarthy
Councilmember
City of Flagstaff

NAU currently holds seats on two committees of the organization. Josh Maher serves on the Management Committee and there is a vacant seat on the Technical Advisory Committee that the Board would also like to see filled.

Vice-Chair

Jeronimo Vasquez
Supervisor District 2
Coconino County

NAU is a key transportation partner with a significant regional role. NAU runs its own shuttle service, owns roadways, collaborates with adjacent roadway owners, is a major trip generator and attractor, and has critical multimodal connections through its campus. Fully participating in MetroPlan's processes will help the regions' transportation system be more cohesive.

Patrice Horstman
Supervisor District 1
Coconino County

Austin Aslan
Vice-Mayor
City of Flagstaff

MetroPlan's current Strategic Plan, attached, has four goals that benefit NAU. The first is to maximize funding for transportation projects and programs. MetroPlan can serve NAU in this fashion by fully understanding needs and seeking federal and state grants for transportation projects on and adjacent to campus. In the last six months, MetroPlan has written over \$45 million in applications on behalf of our partner organizations.

Miranda Sweet
Councilmember
City of Flagstaff

Tony Williams
Mountain Line Board of
Directors

The second goal is to deliver plans that meet partner and community needs. NAU is a key component of the greater Flagstaff transportation system. Connections within campus but also to and from campus are important for the function of the entire transportation system. NAU is also a major trip generator within the community. NAU's participation in the planning and direction of the greater transportation system can ensure equitable access to higher education, lessen NAU's climate impacts, and ensure regional projects meet NAU's needs.

Jesse Thompson
Arizona State
Transportation Board

The third goal of the Strategic Plan is to build MetroPlan's visibility in the community. As a member agency, NAU will receive this recognition as well, building a positive



reputation in the community and showing the community NAU is fully committed to participating in the larger planning and transportation conversation occurring within the community.

Finally, the fourth goal is to implement programs that encourage mode shift. NAU is the leader in mode shift in the region and can benefit greatly from additional programs and investment that support a multimodal approach. MetroPlan's programs support NAU's Climate Action Plan and policies to expand transportation demand management.

We hope you will accept our offer to become a full member agency of MetroPlan by joining the Executive Board.

Please reach out to myself or our Executive Director, Kate Morley if you have any questions.

Sincerely,

Jim McCarthy
Flagstaff City Council and MetroPlan Board Chair
Jmccarthy@flagstaffaz.gov
928-864-8510



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3773 N Kaspar Dr.
Flagstaff, AZ 86004
www.metroplanflg.org

STAFF REPORT

REPORT DATE: October 17, 2023

MEETING DATE: November 2, 2023

TO: Honorable Chair and Members of the Executive Board

FROM: Mandia Gonzales, Transportation Planner

SUBJECT: Consider Adoption of the 2023 Public Participation Plan (PPP)

1. Recommendation:

i Staff recommends the Board adopt MetroPlan’s 2023 Public Participation Plan as presented.

2. Related Strategic Workplan Item

i **Goal 2:** Deliver Plans that Meet Partner and Community Needs
Objective 2.2: Expand the inclusion of transportation-disadvantaged community members and organizations in planning processes from setting planning priorities to implementing outcomes.

3. Background

i The purpose of public participation is to ensure a proactive process affording the opportunity for the public to be involved in all phases of the multi-modal transportation planning process by providing complete information, timely public notice, sufficient periods for comment, full access to key decision points, and early and continuing engagement in developing transportation plans and programs. The Public Participation Plan (PPP) guides MetroPlan’s public involvement activities.

The Public Participation Plan (PPP) is a federally required document and requires adoption by the Executive Board.

On September 7, 2023, the MetroPlan Executive Board approved the Public Participation Plan to open for a 45-day public comment period. The public comment period was open



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from September 8 to October 23, 2023, with a new [webpage](#) where the public could view and leave comments on the plan, along with paid boosting of social media posts.

Outreach Summary:

- A Press Release was issued to local news outlets.
- An e-newsletter was sent to MetroPlan’s mailing list of over 200 people.
- Social media reached 1,842 people. Of those, 48 clicked on the link that directed them to the PPP webpage.

Public Feedback

- None received.

A summary of outreach efforts is forthcoming as an appendix item for future reference and documentation of efforts.

4. TAC and Management Committee Discussion

- i** At the August 23, 2023, Technical Advisory Committee (TAC) meeting, the TAC supported a motion to recommend that the Public Participation Plan to open for a 45-day public comment period to the Executive Board on August 23, 2023.

At the August 24, 2023, Management Committee Meeting, NAIPTA requested a minor addition. This has been reflected in the PPP.

5. Fiscal Impact

- i** The fiscal impact is nominal, including staff time for recording data, posting information, and communicating with relevant parties.

6. Alternatives

- i**
 - 1) **Recommended.** Adoption of the 2023 Public Participation Plan
 - 2) **Not Recommended.** Do not adopt the 2023 Public Participation Plan. This will put MetroPlan out of compliance with state and federal requirements.



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7. Attachments

i (Link) [MetroPlan Public Participation Plan](#)



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STAFF REPORT

REPORT DATE: October 24, 2023

MEETING DATE: November 2, 2023

TO: Honorable Chair and Members of the Executive Board

FROM: Kate Morley, Executive Director

SUBJECT: MetroPlan's Regional Transportation Model

1. RECOMMENDATION:

None. This item is for information and discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 2: Deliver Plans that Meet Partner and Community Needs

Objective 2.3: Fill gaps in transportation data and make data accessible.

3. BACKGROUND:

The MetroPlan Regional Transportation Model (Model) has been the subject of several recent public comments related to development and capital projects including the potential relocation of Flagstaff Medical Center and the Butler Improvements Project. The purpose of this item is to help the Board better understand the role of MetroPlan's Model in the planning and development process and capabilities of the Model.

MetroPlan has had a regional model in place since 1997. Before that, the City ran a model focused primarily on its corporate limits, however a regional focus has wider benefits. Partner agencies look to MetroPlan to provide outputs of the Model to be used as inputs for Traffic Impact Analysis which are typically not conducted by MetroPlan. MetroPlan does not participate in negotiating required mitigations associated with Traffic Impact Analysis. It is important to note that MetroPlan also does not set policy for level of service.

MetroPlan's Model is a high level, regional system model. Such models are best at developing future scenarios for consideration and often multiple iterations of the Model with a variety of assumptions are completed until the results look reasonable to staff. This can help planning projects such as the Regional Plan forecast the impacts of decisions. However, as is true with all types of models, the Model is only a prediction based on the best available forecasting and is not to be considered a definitive depiction of future conditions. The farther into the future and the more detailed you make the analysis, the less



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accurate the Model is. The attached memo provides background information on accuracy from when the Model was originally developed. Despite the inability to precisely predict future traffic, MetroPlan believes its transportation model is as accurate as that of any jurisdiction.

In the typical development and capital improvements process, MetroPlan receives a request from partners to provide the Model to a specific project, public or private. The MetroPlan Model is used for predicting where traffic goes to and from a development, traffic volumes resulting from that development at the street level and, when requested, intersection traffic volumes. Partners and developers then take the volumes and use them in their own methods, usually spreadsheet and intersection microsimulation models, to compare design scenarios. For intersections, consulting engineers will take MetroPlan Model projected volumes and existing traffic volumes and turn movement counts to develop or “grow” their own projected intersection movements. They then use intersection microsimulation models to analyze performance. Historically, partners typically looked at overall level of service at an intersection, however recent trends have moved towards a more detailed analysis of turn movement level of service. With this more refined approach, decision-makers should be aware that the model is less accurate. Timeline is also important, projects looking 1-3 years in the future are more accurate than larger ones looking 20 years in the future. This is because existing practices are used to predict future ones, such as school drop off and pick up rates and percentage of users in each mode. It is not possible to know for certain what those practices will look like in the future.

The Model is a valuable tool for consideration in looking at impacts of planning and development but should be considered just that, a tool. It is good for making comparisons, for example, while we cannot accurately say that one design will result in a certain amount of delay, we can more confidently say how different designs will compare to each other. Additionally, the Model does not account for other policy measures and community values that should be considered in the design of transportation improvements such as equity, climate action, community character and economic development.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

This item did not go to the TAC. The Management Committee had no comments.

5. FISCAL IMPACT:

Maintenance of the Model is included in the MetroPlan budget at a cost of \$1,800 per year. Occasionally, larger network updates are needed. The FY2024 budget includes \$20,000 for one-time network development to support microsimulation work with NAU. Occasionally, major updates are needed such as the ongoing effort to better represent alternative modes of travel. That contract, now complete, was valued at \$149,988 plus training in FY2024 at \$9,600.



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6. ALTERNATIVES:

None. This item is for information and discussion only.

7. ATTACHMENTS:

2015 Model Calibration Report

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION REGIONAL TRANSPORTATION MODEL BASE YEAR 2013 CALIBRATION REPORT FY 2015



To: FMPO Technical Advisory Committee
From: David Wessel, FMPO Manager
Date: October 2, 2014

ACTION REQUESTED: Staff seeks FMPO Technical Advisory Committee endorsement of the use of the Base Year 2013 model for use in regional planning and corridor planning based on the contents of this report. The TAC did not endorse the use of the model for traffic impact analysis at this time, pending further research into the model's accuracy at smaller scales, best practices by other organizations, and potential amendments to the City of Flagstaff traffic impact analysis process.

BACKGROUND/HISTORY: The FMPO has had a regional model in place since 1997. Before that, the City ran a model focused primarily on its corporate limits. The model has been used for the following: regional planning, corridor planning, project impact evaluation, and traffic impact analysis.

MODEL DESCRIPTION:

Trip Generation: 60 land uses based largely on ITE trips rates

Mode Share: combined Walk/Bike and Transit modes set at the demand level between traffic analysis zones (TAZ)

Trip Distribution: gravity model between 373 traffic analysis zones (TAZ's), balances to productions as most accurate (generally home-based trips) with exception of home based university trips that are balanced to number of students. For instance, if the dwelling units in the model produce 100 shopping trips, but the shopping centers attract 50, the model will assume 100.

Trip Assignment: Shortest path via the network, delay constrained (conical delay function)

Assumptions and data inputs: Does the TAC finds that the inputs are reasonable? They are further described here.

- **Land Use:** County Assessor data is converted to reflect the 60 land uses in the model. Absent field review, assessor data is the most current available and is collected on a routine basis by trained professionals. The land uses track housing units by type (e.g., single family, multi-family) for trip production and a variety of commercial and industrial uses for trip attraction. The latter are typically reported in thousands of square feet. Government uses are not taxed so assessor data is not always available. Estimates from aerial photographs are used in these cases. Parks and open space are also estimated in acreage. Vacancy rates are applied to hotels to represent summer and fall conditions using information from the Convention and Visitors Bureau and can be used to represent on the ground condition. A second home factor is based on 2010 census data with identified units shifted to the 2nd home land uses. This land use approach is contrasted to socio-economic data models based on population and employment estimates. The land uses in the model are provided in an appendix.

The 2013 Base Year model is a fall model (the 2010 model was a summer model). Important land use assumptions for the fall:

- Vacancy Rates – many activities are known to decline in the fall
 - For areas with known high second home rates the Occupancy rate is dropped to .85 and the occupancy of 2nd homes set to .6
 - Downtown business – restaurants and shops but not offices were dropped to 60% based loosely on tax receipts (80% may be more appropriate)
 - Hotels – dropped to 65% based on CVB records
 - Mall – dropped to 60% based on sale tax receipt drops from 2010-2013
 - Schools
 - NAU, CCC, and public school enrollment is added
 - Private school square footage is added
- **Network:** The network is based on current geographic information system centerline data, so trip distances are accurate. Network data includes segment length, direction (one-way or two-way), free-flow speed – mostly speed limits with some minor adjustments based on real-world knowledge (i.e., grades) or for calibration purposes, parking and area type. The latter two contribute to capacity calculations.
 - **Trip generation:** The regional model uses ITE trip rates which are largely based on suburban studies. Those uses are predominantly auto-oriented which is why the RTM converts automobile trips to person trips using occupancy data derived from the 2012 Trip Diary Survey. Walk, bike and transit trips are then estimated and removed from the road network. The algorithms for these trips identify greater intensity in the more urban and university areas. Unlike many socio-economic models, the RTM does not cross-classify population data with factors that affect trip generation such as income, automobile ownership, and age. Instead, the FMPO trip rates by dwelling unit type – Single family detached, multifamily, etc. represent proxies for income and other factors in this model.
 - **Trip Purposes:** Include Home-based work, Home-based shopping, Home-based other, Home-based University, and Non-home based.
 - **Automobile occupancy:** Use of 2012 Trip Diary Survey results. Used to inflate automobile trips to person trips by trip type.
 - **Walk-Bike and Transit share Coefficients:** Derived from a “3-D” model that uses design, density and diversity to generate walk-bike and transit shares. Based on National Personal Transportation Survey Data, trip diary survey results, consultant expertise, and calibration efforts to local conditions.
 - Design – Transit LOS has been raised in several locations in an attempt to reflect recent service improvements. TAZ’s are coded by staff as having a level of service for Walk, Bike and Transit in accordance with their area type. For now this is somewhat subjective, but based on FMPO Regional Transportation Plan tables. Factors include number and conditions of sidewalks, cross-walks, bike lanes, trails, bus stops, and transit routes. For the latter, route frequency is an important consideration.
 - Diversity – the balance of Home-based Work attractions to productions. Early tests showed no improved estimation using more sophisticated measures. Generally speaking, the closer the ratio is to one the more effective a TAZ is in producing walk, bike and transit trips.
 - Density – the density of HBW and HB-University trips per area. Generally speaking, higher densities produce higher walk, bike and transit trip numbers.

- NAU – The University is recognized as a special generator of non-automotive trips and so contributes extra production.
- **Traffic Assignment:** Shortest path or time is used to assign trips. Posted speed limits are used for free flow speeds with some minor exceptions. Lane capacities are based on industry standards. Number of lanes, one-way conditions, and turn penalties have been reviewed and updated. Congestion is factored on a conical delay function.

CALIBRATION:

The TAC finds that the model is calibrated to industry standards and regional expectations. The model calibrates exceptionally well for traffic volumes, transit ridership and general walk-bike totals.

- **Model to Count calibration:** Root Mean Square Error or RMSE is a standard measure of calibration, comparing model 24-hour volume estimates to ground counts. More than 189 counts from the across the region are included in this calculation. Industry standard is an overall RMSE of 35%. The FMPO 2010 RTM registers at 19.6% (only slightly off the 18.2% established in 2010) (see the following table) which, in discussion with Caliper Corporation staff is likely within the accuracy or margin of error one might find in the traffic counts themselves. It is typical that lower volume roads like collectors and local streets experience the greatest amount of deviation. The table shows that these variations are consistent across area-types. As important, visual inspection of where congestion is estimated to occur corresponds with observations. The RTM produces an evening, or PM, peak hour estimate. Though it is not calibrated, the RMSE is 27.1%, the directional RMSE is 33.4%, the percent volume error -11.9%, and 70.3% of the links are correct regarding directional balance.

% Root Mean Square Error

	Rural	Residential	Neigh. Comm.	Heavy Comm.	CBD	Total
Freeway	6.2%	6.4%	--	--	--	6.3%
Major Arterial	14.2%	55.0%	11.9%	15.9%	20.3%	16.4%
Minor Arterial	15.2%	7.3%	17.2%	6.6%	25.7%	12.4%
Major Collector	34.0%	17.1%	16.5%	20.2%	--	18.6%
Minor Collector	43.1%	33.0%	42.8%	125.2%	39.6%	43.6%
Ramp	10.5%	22.5%	11.7%	--	--	12.5%
Local Streets	--	54.0%	--	31.3%	--	37.6%
Interchange Ramps	--	--	--	--	--	--
Total	16.5%	23.7%	16.6%	18.8%	25.0%	19.6%

A more simple measure, the percent volume error, is presented below. Again, counts compared to model estimates are very accurate more so on the larger facilities and consistent across area types.

Percent Volume Error

	Rural	Residential	Neigh. Comm.	Heavy Comm.	CBD	Total
Freeway	-0.8%	1.6%	--	--	--	0.3%
Major Arterial	4.3%	25.5%	3.3%	-1.2%	1.0%	3.8%
Minor Arterial	-4.0%	-4.6%	-0.8%	-5.2%	19.0%	-2.5%
Major Collector	-2.0%	-7.0%	-2.6%	5.5%	--	-2.3%
Minor Collector	29.9%	-9.1%	-16.6%	-60.4%	4.9%	-10.9%
Ramp	1.1%	17.7%	3.8%	--	--	5.1%
Local Streets	-7.8%	-31.8%	-38.5%	-14.7%	--	-21.7%
Interchange Ramps	--	--	--	--	--	--
Total	0.7%	-2.3%	-1.1%	-4.5%	5.3%	-1.1%

A final measure of calibration presented here is Screenline performance. Screenlines are cut across the region, sometimes parallel to major facilities, and give a sense of overall movement across the region. It compares the sum of model estimates along the screenline to corresponding counts. 10% is the industry target for this measure. Of the nine screenlines only two fall outside the standard (same as the 2010 model), four are within 5%, three between 5-10% and two just outside the margin at 12-14%.

Screenline Summary

Screenline	Model Volume	Count Volume	Model/Count
Screenline 1*	61,332	64,537	95.0%
Screenline 2*	134,393	128,704	104.4%
Screenline 3*	43,333	41,546	104.3%
Screenline 4	29,611	32,638	90.7%
Screenline 5*	42,710	48,639	87.8%
Screenline 6*	121,161	114,519	105.8%
Screenline 7*	50,405	50,230	100.3%
Screenline 8*	91,772	101,248	90.6%
Screenline 9*	47,579	41,609	114.3%
Total	622,296	623,670	99.8%

* Missing at least one count on 8 screenlines.

- o **Model to Transit Ridership calibration:** Overall ridership is modeled at 9,000 vs. a daily estimate based on September and October ridership of 7,700. Transit ridership is at 1.5% in the model and is reported at 2.1% in the diary survey. The accuracy of the diary given its small sample size attempting to measure a small percentage of trips should be considered. Please recall that in 2012 we had extensive data from a boarding

and alighting study. That data has not been updated so we are not able to check travel magnitude between districts.

- **Walk-Bike Calibration:** Mode share from the model matches 2012 Trip Diary Survey relatively well. Combined bike/pedestrian mode share in the diary approaches 18.3%. The model registers at 11.5%. Relative distribution of walk-bike trips meets expectations with higher concentrations in the Core, including NAU, and lower concentrations in rural areas, but no hard data exists.

Calibration Exceptions: One area in the model that is historically underestimated is the North Fourth Street corridor. Between Dortha and Lockett traffic counts run at 14,000 where the model runs at 11,000. In the fall model, the traffic on Route 66 into downtown is running higher than traffic counts by about 4,000 vehicle or 15-20%. Country Club near Nestle-Purina is at 33,000 vpd in the model with counts at 23,000. This is actually better than in the past.

VALIDATION:

The TAC finds that, on a limited basis, the model has been tested against measured, real-world changes and provides realistic estimates.

- **Transit ridership:** The model was calibrated to a 2012, school-in condition. The Mountain Link route was validated in 2012.
- **Reasonableness:** The model returns reasonable results in what-if situations. Similar to validation, the model should reflect expected responses to trip generation and distribution when new developments or network changes are introduced. The results for automobile, transit and walk-bike trips to changes in level of service, for instance, are reasonable.

CAVEATS FOR DIFFERENT APPLICATIONS

- **General caveats:** The Regional Transportation Model is one input to the decision making process. It is not intended or able to reflect a full range of community values such as impact to neighborhoods, economic development or the environment. The level of precision and accuracy will decrease with the size and volume of the facility and with the years into the future for which it is being used. This is especially true when assigning trips to a very dense network as in the downtown and is especially true for the transit (a very small percentage of all trips) and walk-bike shares until further validation and data are available.
- **Regional Transportation Planning –** The RTM is appropriate for systems level analysis including projected volumes, distribution, vehicle hours of travel, vehicle miles of travel, and similar measures.
 - For future years under heavy growth assumptions it should be noted that trip distribution is static, so congestion on some facilities may be overstated. This means that as congestion increases trips are not redistributed to “less time cost” but more distant or less “massive” destinations.
 - Trip making characteristics by land use. These are held static. A more dense community in the future may result in multi-family housing filling the housing demand for a broader economic strata and displaying trip making characteristics of a single family detached home. The model will only reflect this if the changes are made to the relevant trip rates.
- **Corridor Planning –** similar to systems level of analysis

- Non-auto mode trip levels on a given route – no transit or bike-ped routes are included in the model, so no trip assignment is made. Assumed ridership or demand should be subject to a great deal of judgment (i.e., what other practical routes are available for those modes).
- Traffic Impact Analysis – Does the TAC still find that more work is needed to formally apply the model to traffic impact analysis? General caveats include the older the base year model the less relevant it may be to a given proposal; reasonableness of the horizon year forecast including development assumptions in the immediate proximity of the proposal
 - Trip generation – No or limited caveats. Most TIA's use ITE trip rates. If model rates are updated to reflect current ITE standards trip generation should be acceptable. One limited caveat applies to 2nd home assumptions. Staff may wish to arrive at a consensus assumption based on location and type of housing and level of desire or need to be conservative in total trip generation.
 - Trip distribution – No or limited caveats. Gravity models are well-accepted in the industry. The network options are limited so shortest-path relationships are usually sound. The option of "best guess" or professional judgment is hard to defend and subject to bias in favor of reducing impacts to a given route. The issue of horizon-year is particularly relevant here. If assumptions about the location of future growth in the mid-and-long term are inaccurate, so will the resulting trip distribution. It is a fair question to ask about the relative accuracy and implied assumptions associated with a more traditional growth rate methodology.
 - Trip assignment – Limited caveats. Again, network options are limited, so assignment by the model should be as or more accurate than professional judgment. The model may routinely under or overestimate volumes on a relevant link, so applicants should work with staff to re-calibrate or additionally calibrate affected links to ground counts within the model or make adjustments off-model.
 - Internal Capture – Model used as basis of comparison. Limits may be placed within the model limiting interzonal and even intrazonal (i.e., neighbor zone) relationships. Applicants should be permitted to offer alternative analysis and results.
 - Mode share – Level of service for different modes should be closely examined within and adjacent to the proposal. Results extremely different from the model should be defended.
 - Pass-by Trips – more research on this is needed.
 - Intersection analysis – Significant caveats. Centroid connections from a TAZ to the network, turn penalties, and other factors can greatly influence turn movements at an intersection. Larger intersections tend to be more accurate. However, network options are limited and the model calibrates well across screen lines suggesting relationships between areas of the region are sound. Intersection turn movements may be used as a starting point and applicants required to justify refutation, adjustments or their own estimates and projections.

APPENDIX

aTripRates				
MODEL_ID	LU_TYPE	LU_DESCRIP	UNITS	DAYRATE
1	Residential	Single Family Detached	DU	9
2	Residential	Single Family Attached	DU	5.86
3	Residential	Multi Family/Apartment	DU	6.5
4	Residential	Nursing home	Beds	2.61
5	Residential	Mobile Home Park	DU	6
6	Comm/Retail	Free-Standing Discount S	1k SF	49.2
7	Comm/Retail	Downtown Coffee Shop	1k SF	100
8	Comm/Retail	Downtown Restaurant	1k SF	69
9	Office	Downtown Office	1k SF	10
10	Comm/Retail	Hotel/Motel	Rooms	8
11	Medical	Medical Office	1k SF	30
12	Comm/Retail	New Car Sales	1k SF	37.5
13	Comm/Retail	Mobile Home Dealer	1k SF	30
14	Comm/Retail	Fast Food/Drive Thru	1k SF	350
15	Comm/Retail	Coffee Shop	1k SF	140
16	Comm/Retail	High Turnover Restaurant	1k SF	79
17	Office	Office	1k SF	11.7
18	Comm/Retail	Neigh./Specialty Commerc	1k SF	35
19	Comm/Retail	Shopping Center/Discount	1k SF	41.8
20	Recreational	Movie Theater	1k SF	78.06
21	Ind/Man/Ware/Util	Wholesale Distributor	1k SF	4.96
22	Comm/Retail	Downtown Commercial	1k SF	25
23	Office	Downtown Government Offi	1k SF	30
24	Office	Post Office	1k SF	108
25	Ind/Man/Ware/Util	Heavy Industrial	1k SF	3.82
26	Ind/Man/Ware/Util	Light Industrial	1k SF	6.97
27	Residential	S.F. Detached - 2nd Home	DU	5.4
28	Residential	S.F. Attached - 2nd Home	DU	4.5
29	Residential	Multi-Family - 2nd Home	DU	3.9
30	Recreational	Neighborhood/City Park	Acre	1.3
31	Recreational	Wilderness	Acre	0.01
32	Recreational	Golf Course	Acre	4.5
33	School	Jr. High School	Students	1.3
34	Office	Government Office	1k SF	20
35	Ind/Man/Ware/Util	Utility Substation	Acre	2
36	Recreational	Civic Center/Museum/Gall	1k SF	25

aTripRates				
MODEL_ID	LU_TYPE	LU_DESCRIP	UNITS	DAYRATE
37	Comm/Retail	Preschool/Day Care	1k SF	79.26
38	School	Elementary School	Students	0.85
39	Office	Fire Station	ak SF	10
40	Comm/Retail	Library	1k SF	42
41	Comm/Retail	Mini-Storage	1k SF	1.4
42	Comm/Retail	Church	1k SF	18.22
43	Residential	Kachina Village Area	DU	4
44	Medical	Hospital	ak SF	20
45	Recreational	Athletic Club	1k SF	22.8
46	School	Private School	1k SF	12
47	Comm/Retail	Civic Organization/Lodge	1k SF	20
48	Ind/Man/Ware/Util	Warehousing/Nursery	1k SF	4
49	Recreational	Stables/Equine Facility	1k SF	20
50	Ind/Man/Ware/Util	Gravel/Sand/Cinder Pit	Acre	2
51	Ind/Man/Ware/Util	Truck Terminal	Acre	80
52	Recreational	Campground/R.V. Park	Acre	2
53	Ind/Man/Ware/Util	Junk/Salvage	Acre	2
54	Comm/Retail	Flagstaff Mall	1k SF	30
55	Ind/Man/Ware/Util	Airport	Comm Fli	150
56	School	NAU	Students	2.38
57	School	Sr. High School	Students	2
58	Residential	NAU Residential	DU	3.5
59	Comm/Retail	Convenience Store	1k SF	275
60	Other	Other	N/A	0

24-hour, per lane capacity by area type

aCapacityLookup						
FT_ID	FT_Name	Rural	Residential	Neighborhood Commercial	Heavy Commercial	CBD
1	Freeway	20000	18000	18000	18000	18000
2	Major Arterial	10900	10900	10900	9500	8800
3	Minor Arterial	10000	10000	9500	8500	8000
4	Major Collector	7000	7000	6700	6700	6200
5	Minor Collector	5250	5250	5025	5025	4650
6	Ramp	10000	10000	10000	10000	10000
7	Local	3500	3500	3350	3350	3100
9	Fwy / Fwy Ramp	18000	18000	18000	18000	18000



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STAFF REPORT

REPORT DATE: October 17, 2023

MEETING DATE: November 2, 2023

TO: Honorable Chair and Members of the Executive Board

FROM: David Wessel, Planning Manager

SUBJECT: Route Transfer Study Update

1. RECOMMENDATION:

None. This item is for information and discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 2: Deliver Plans that Meet Partner and Community Needs.

Objective 2.1: Maintain trust through reliable and transparent project management.

3. BACKGROUND:

MetroPlan is collaborating with member agencies to update values and conditions for route transfers first created in 2008. The update will be presented to TAC in January and the Board in February. Impetus for this update is the Milton Corridor Master Plan that highlighted differences in policies and standards between ADOT and the City of Flagstaff. Compliance with one set of standards prevented or frustrated policy objectives of the other. Transferring the route from ADOT to the City was discussed as one means of resolving the conflict. Transfer is also an implementation option to be offered under the W. Route 66 Operational Assessment. The updated transfer study seeks to establish the implications for both parties for administration, maintenance and future capital costs should a transfer(s) occur.

The update, still underway, is a “back of the envelope” effort showing relative costs of maintenance for different ADOT highway segments, changes in future capital needs based on projects delivered since the original study, and changes in projected traffic volumes.

Prospects

Prospects for a transfer are low largely due to the financial conditions for both agencies. State law requires ADOT to address 5-years of maintenance needs for any transferred facility. Past transfers across the state often include negotiated capital improvements. Funds to do so are not available and planning for such funds takes time. City Public Works is currently understaffed and challenged to maintain its own roads to standards. The addition of lane miles will worsen this situation.



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These fiscal realities are balanced against achieving policy objectives. In broad terms, ADOT's operational objectives are not aligned with City policies related to carbon neutrality or non-auto mobility.

Administration

In 2012, perhaps resulting from the original study, ADOT adopted a Route Transfer Guidebook that is still in effect. Any transfer requires a detailed study and intergovernmental agreement, so an exhaustive analysis at this point is unproductive.

Under a transfer, administration of the highways themselves becomes unified. This is true for the policy objectives mentioned earlier and simplifies the review process for staff and developers alike.

Maintenance Costs

The receiving agency will assume maintenance responsibilities. Costs are still being refined, but one approach shows comparable costs between the two agencies at \$20,000+/- per arterial lane mile. Notably, ADOT's highways are all arterials and major collectors where the City has many miles of local roads the costs of which have been factored out. The cost to the City will depend on the number of lane miles transferred.

ADOT added street sweeping and expanded its drainage maintenance since the original study. The numerous wildfires and resulting flooding since 2008 dramatically changed the drainage assumptions made then. Many drainage structures on ADOT highways are now undersized requiring additional maintenance.

Capital Costs

The receiving agency will assume responsibility for future capital improvements. Numerous capital projects have been completed since 2008 including improvements at E. Route 66/Fourth Street, W. Route 66/Woodlands Village, W. Route 66/Rio de Flag, Milton/Plaza, and others. However, existing traffic volumes are exceeding projections made in 2008 which may, by ADOT standards, require greater capital investment. For reasons stated earlier, drainage capital costs will increase, too.

Administration Alternatives

Maintenance and operations agreements are a partial solution. Additional items could be added to existing sidewalk maintenance agreements that could include traffic signal operations and bike lane maintenance, for instance. Also noteworthy, only targeted routes or segments might be transferred. The City accepted US89 from Fanning to Trails End and Old Route 66 behind the mall in exchange for ADOT's acceleration of the E. Flagstaff Traffic Interchange, the intersection of US89 and Country Club. ADOT has stated intent to keep control of Milton Road due to operational implication for Interstate 17, for example.



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4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending.

5. FISCAL IMPACT:

MetroPlan fiscal impacts are for staff time only.

Fiscal impacts are profound for the City, or any agency accepting a transfer. These might be mitigated by maintenance and operations agreements mentioned earlier or negotiations for ADOT to provide maintenance dollars phased out over some period of time.

6. ALTERNATIVES:

None offered at this time.

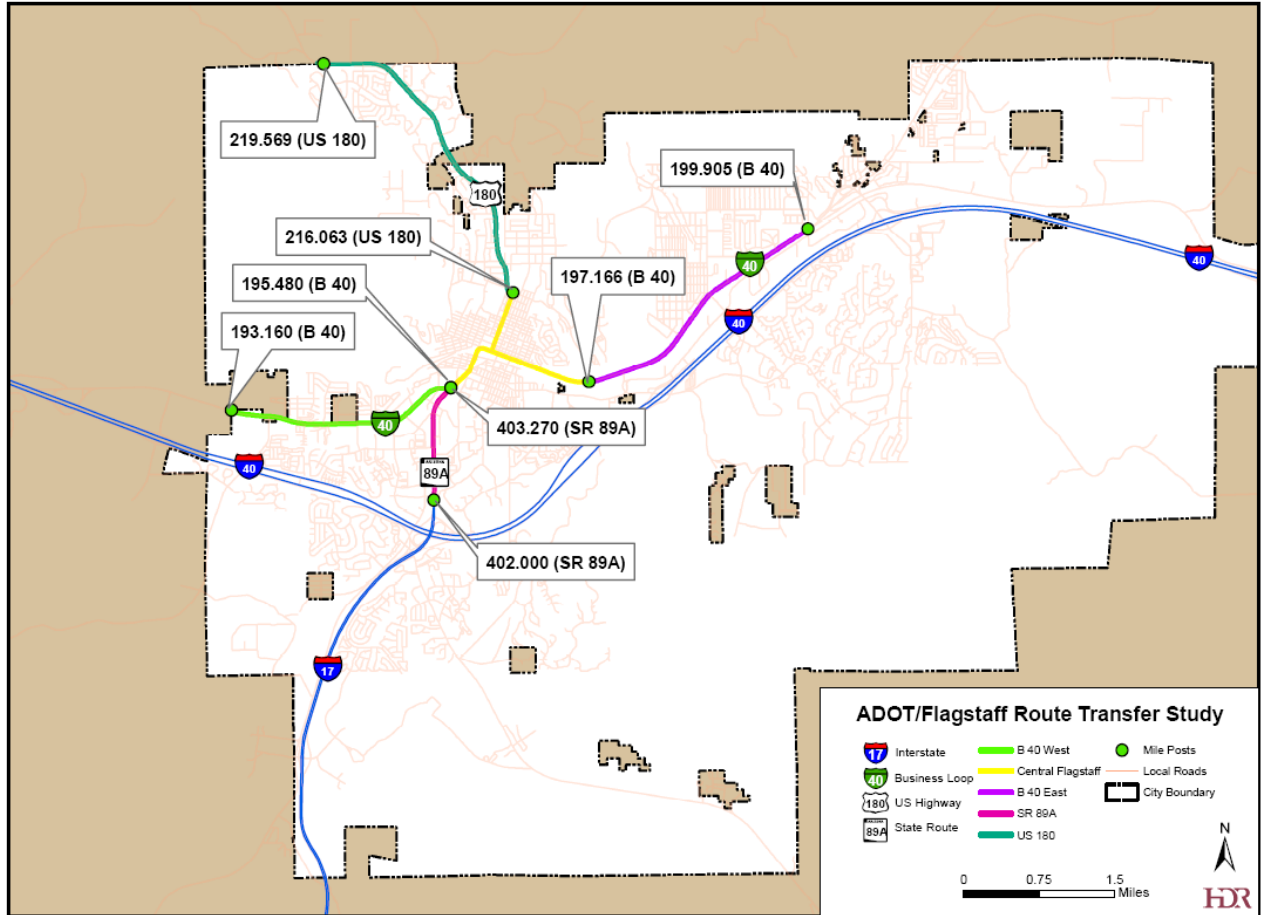
7. ATTACHMENTS:

See Map below from original study



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STAFF REPORT

REPORT DATE: October 17, 2023

MEETING DATE: November 2, 2023

TO: Honorable Chair and Members of the Executive Board

FROM: Sandra Tavel, Transportation Planner

SUBJECT: Creative Local Match Option – Cannabis Tax

1. RECOMMENDATION:

None. This item is for information and discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 1: Maximize Funding for Transportation Projects and Programs

Objective 1.2: Expand match and revenue generating options.

3. BACKGROUND:

The advent of the [Bipartisan Infrastructure Law](#) created a need for the increased local match to draw down additional federal dollars under the new law. Many grants for transportation require a match between 5.7% and 20% depending on the funding source. The ability to draw down federal dollars is almost always contingent on providing matching funds. MetroPlan partnered with Mountain Line to write a 5305e grant in 2021 and was awarded Creative Local Match planning funds in April of 2022.

Deliverables of the Creative Local Match Plan include a toolkit and presentation of findings to MetroPlan Member Agencies and at the 2024 AZTA Conference. The project will be completed in April 2024.

Initial Creative Local Match listing of ten options was presented at Executive Board, TAC and Management Committee meetings in June of 2023. Moving forward, one to two options are continually discussed in more detail at each respective meeting. Cannabis Tax revenue will be discussed in this meeting.

Currently, recreational cannabis tax revenues in Arizona fund community colleges, police, fire and emergency response departments, **highway user fund (HURF)**, criminal justice programs and law enforcement through the state's **general fund**. This revenue distribution is decided upon by statute,



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which is protected by the Voter Protection Act. Changing legislation to increase HURF revenue percentage or create a new revenue stream would require a vote.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

The TAC did not review this item. The Management Committee had no comments.

5. FISCAL IMPACT:

The Creative Local Match plan is funded by a \$200,000 (80/20 split) Federal Transit Administration 5305e grant. The \$40,000 local match is provided by Mountain Line.

6. ALTERNATIVES:

None. This item is for information and discussion only.

7. ATTACHMENTS:

One-page summary of Cannabis Tax

→Potential Funding Mechanism: Cannabis Tax Revenue

What is it?

- Recreational Cannabis legalization is called Prop 207 = “Smart & Safe AZ Act” passed in November 2020
- Arizona recreational cannabis tax revenues are partially dedicated to the [Highway User Fund \(HURF\)](#) through the State General Fund

What other sources fund HURF in Arizona?

- Motor vehicle fuel tax
- Motor carrier tax
- Motor vehicle license fees
- Other miscellaneous fees

Where does HURF revenue go?

- Cities, towns, counties
- State Highway Fund

How are HURF monies used?

- Highway construction and improvements

What is HURF Exchange?

- A program administered by ADOT for populations under 200k and 50k that allows those municipalities to swap their Surface Transportation Block Grant (STBG) funds, which are federal formula funds, for HURF funds, which are state funds, to pay for a project for \$0.90 for every \$1.00
 - This mechanism can be useful to avoid federal requirements like procurement regulations and NEPA that can increase the cost of and lengthen a project; or are difficult for smaller municipalities to execute
 - Projects must be located on a federal system (rural minor collectors and above)
 - Must have MPO/COG approval and be in the TIP (Transportation Improvement Program)
 - Can only use funds for costs directly related to design, right of way (ROW) or construction of a project
 - Funds cannot be used for scoping, maintenance, prior costs, anything outside ROW, relocation or betterment of utilities, or local match--per current ADOT policy

→Legal Framework

- Currently, cannabis tax revenue in AZ funds community colleges, public safety – police, fire departments, fire districts and first responders, **highway user fund (HURF)**, criminal justice programs and law enforcement through the state’s **general fund**
- Prop 207 and its revenue distribution are restricted by the Voter Protection Act which requires a vote to change legislation

→Barriers

- Legislation – Voter Protection Act. Changes to the allocation of funds requires statewide voter approval
- ADOT relies heavily on HURF funds
- While HURF Exchange funds allow the swapping of federal dollars for local ones, ADOT policy does not currently allow HURF exchange for match.

→FY24 Revenue

- \$41.6M in Arizona | \$1.1M in Coconino County | \$867K in Flagstaff

→Public Acceptance

- Requires voter support to change existing legislation including how tax revenue is distributed

→Pros/Cons

- **Pros**
 - Reliable source of income for HURF
- **Cons – see barriers**

→Implementation Steps:

- Changes to Prop 207 = “Smart & Safe AZ Act” are not recommended due to voter approval. However, high level steps can include:
 - Gauge State legislator sentiments about cannabis tax revenue being re-allocated through another vote
 - Obtain local, industry, stakeholder and Board support
 - Take steps to put re-distribution of cannabis tax revenue on the ballot
- HURF Exchange: work with partners to make this a legislative priority and educate State Legislature on the need to revise HURF legislation to allow for use as match



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STAFF REPORT

REPORT DATE: October 9, 2023

MEETING DATE: November 2, 2023

TO: Honorable Chair and Members of the Executive Board

FROM: Kate Morley, Executive Director

SUBJECT: FY2023 Financial Report – 1st Quarter

1. RECOMMENDATION:

None. This item is for information and discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 1: Maximize Funding for Transportation Projects and Programs

Objective 1.4: Ensure good standing with funders.

3. BACKGROUND:

MetroPlan provides financial updates to the Executive Board approximately quarterly and more often as needed. The purpose of the financial report is to keep the Board apprised of MetroPlan's financial situation, particularly how revenue and expense budgets are tracking to actual activity. The financial report is also an opportunity for the Board to ask questions about the current budget and prepare for future budgets.

For Fiscal Year 2023 MetroPlan's financial performance in main budget categories is as follows:

- Salary and Benefits: MetroPlan budgeted \$734,626 and is currently underbudget for the quarter due to salary savings from the TDM Planner.
- Operations: MetroPlan budgeted \$223,875 and is currently tracking on target.
- Travel: MetroPlan budgeted \$18,000. Travel expenses are high for the first quarter; however, the cadence of conferences and training expenses slow for the next six months.
- Projects: MetroPlan's projects budget is \$1,064,787. Projects are on track with the Downtown Mile and West Route expenses occurring now. It is likely some funds from Safe Streets for All, and the Transit into Code Study will carry into FY2025.



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4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

This item was not brought to the TAC. The Management Committee had no concerns.

5. FISCAL IMPACT:

Overall, MetroPlan is currently projected to be underspent. Grant funding not expended in FY2024 will be carried into FY2025.

6. ALTERNATIVES:

None. This item is for information and discussion only.

7. ATTACHMENTS:

None.



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STAFF REPORT

REPORT DATE: October 25, 2023

MEETING DATE: November 2, 2023

TO: Honorable Chair and Members of the Executive Board

FROM: Kate Morley, Executive Director

SUBJECT: MetroPlan Happenings

1. RECOMMENDATION:

None. This item is for information and discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 3: Build MetroPlan's Visibility in the Community

Objective 3.3: Promote the value MetroPlan brings to the Community

3. BACKGROUND:

Rural Transportation Summit

Supervisor Vasquez, Sandra Tavel and Kate Morley travel to the Rural Transportation Summit (Rural Summit) in Yuma. It was an excellent opportunity to highlight the regional Greater Arizona Funding Initiative projects and helping educate elected officials on the need for increased funding levels. Supervisor Vasquez provided a brief presentation on the Lone Tree Corridor project request.

Grant Updates

Staff expect to hear about the US89 PROTECT grant and the Butler Avenue Safe Streets for All (SS4A) grant in the next few weeks. ADOT's Transportation Alternatives grants should also be announced shortly. We will provide the latest update at the meeting. New grant opportunities are anticipated to open in December including another round of ADOT's Transportation Alternatives and Rebuilding America Infrastructure with Sustainability and Equity (RAISE) grants.



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Chair and Vice Chair Elections

Chairman McCarthy will have served as MetroPlan's Chair for three years in December. Three years is the maximum term for Chair and Vice Chair positions and so the Board will need to vote on a new Chair at the December meeting. Staff are very grateful to Chairman McCarthy for his service in this role.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

The TAC and Management Committee had no comments on this item.

5. FISCAL IMPACT:

None.

6. ALTERNATIVES:

None. This item is for information and discussion only.

7. ATTACHMENTS:

None.



MetroPlan Funding Matrix

Confidence or Probability Level: High Medium Low

This document will be updated regularly as new information becomes available.

Annual Funding									
Source	Program	Abbreviation	Amount	Staff	Overhead	Planning / Data	Construction	Match	Eligible Activity
FHWA - ADOT	Metropolitan Planning	PL	\$110,000						Multimodal planning and programming
FHWA-ADOT	State Planning & Research	SPR	\$125,000						
FHWA-ADOT	Carbon Reduction Program	CRP	\$164,000						
FHWA - ADOT	Surface Transportation Block Grant	STBG	\$430,500						
FTA	Metropolitan & Statewide Planning	5305	\$36,000						
Local	General Funds	Local	\$27,500						

In-State Competitive Grants										
Source	Program	Abbreviation	Range Amount	Staff	Overhead	Planning / Data	Construction	Match	Eligible Activity	NOFO* Est. date
FHWA-ADOT	Highway Safety Improvement Program	HSIP	Non-Infrastructure (MIN.) \$100,000					90/10 Up to 100% if project qualifies	Highway safety improvement projects, which are defined very broadly, from rumble strips and widened shoulders to data collection and safety planning. Safety Education Campaigns. Automated Enforcement Programs. Non-Fed. Share for TAP	Feb.
FHWA - ADOT	Transportation Alternative Program	TAP	TBD					80/20	Recreational trails, bike/ped projects, micromobility, stormwater mitigation, vegetation mgmt., wildlife mgmt., SRTS, and other types of transportation alternatives	
FHWA-ADOT	Bridge Formula Program (includes off-system bridges)	BFP	TBD						Replace, rehabilitate, preserve, protect and construct bridges on public roads	June
FTA-ADOT	Metropolitan & Statewide Planning	5305	\$300,000							
ADOT	Federal Lands Access Program	FLAP	\$250,000 - \$30,000,000						Roads, bridges, trails, transit systems and other facilities that improve multimodal transportation.	2025
AZ State Parks	Competitive OHV Grant		\$10,000 - \$750,000					State funded - no match Fed. Funded - 5.7% match	Various grant types - wayfinding, law enforcement, emergency and mitigation, development and/or maintenance of trails.	June

MetroPlan Funding Matrix

AZ State Parks	Heritage Fund – Non-Motorized Trails Grant		\$5,000 - \$100,000				★	75/25	Trail projects, outdoor environmental education programs, local, regional, and state parks, as well as historic preservation projects.	July
AZ State Parks	Recreational Trails Program - Non-Motorized	RTP	Up to \$150,000				★	94.3/5.7	Trail development, maintenance, pedestrian uses (hiking, running, ADA-accessibility improvements-trails, signs, education), bicycling, equestrian, off-road motorcycling, all-terrain vehicle riding,	
FRA/ADOT	Railway Highway Crossings Program	RHCP	TBD				★	100%	Eliminate hazards at crossings, decrease fatalities, protective devices, signage	

In-State Partnership Opportunity										
				Eligible Uses					NOFO*	
Source	Program	Abbreviation	Range Amount	Staff	Overhead	Planning	Construction	Match	Eligible Activity	Est. date
ADOT	Surface Transportation Block Grant	STBG	Varies (Formula based)				★		Bridges, public roads, and transit capital projects.	Dec. 2022
ADOT	Carbon Reduction Program	CRP	Varies (Formula based)						Transportation projects or programs that reduce congestion and improve air quality. CMAQ funding can be used for both capital and operating expenses.	
ADOT	Safe Routes to School Program	SRTS	Varies (Formula based)							
ADOT	National Electric Vehicle Infrastructure Formula Program	NEVI	Varies (Formula based)					80/20	<i>NEVI Formula funds will not be made available to a State for obligation until the State has submitted to the Joint Office of Energy and Transportation, and FHWA has approved, the State's Electric Vehicle Infrastructure Deployment Plan.</i>	

National Competitive Grants										
				Eligible Uses					NOFO*	
Source	Program	Abbreviation	Range Amount	Staff	Overhead	Planning	Construction	Match	Eligible Activity	Est. date
USDOT	Rebuilding American Infrastructure Sustainably and Equitably	RAISE	\$1,000,000 - \$25,000,000			★	★	Up to 100% federal share for "rural" projects	Local or regional projects that improve safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, and community connectivity.	Jan. 2022
USDOT	Multimodal Projects Discretionary Fund: MEGA, INFRA, Rural Surface	MPDG: INFRA, MEGA, Rural Surface				★	★		<i>A single application is eligible for INFRA, MEGA, and Rural Surface Transportation Grants.</i>	
USDOT	Infrastructure for Rebuilding America	INFRA	\$5,000,000-\$25,000,000			★	★	60% grant cost share/80% Fed. Share (Max.)	Improve freight movements - safety, generate economic benefits, reduce congestion, enhance resiliency.	

MetroPlan Funding Matrix

National Competitive Grants										
				Eligible Uses						NOFO*
USDOT	Mega Grant	MEGA	No Min./Max.				★	60% grant cost share/80% Fed. Share (Max.)	Support large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.	
USDOT	Rural Surface Transportation Grant Program		\$25,000,000 max (no min.)				★	60% grant cost share/80% Fed. Share (Max.)	Highway, bridge, or tunnel projects that meet HPP or STBG projects criteria.	
FHWA	Advanced Transportation and Congestion Management Technologies Deployment	ATCMTD	\$5,000,000 - \$25,000,000			★	★		ATIS, ATMT, infrastructure maintenance and monitoring, APTS, TSP, advanced safety systems, ITS, elec. Pricing and payment systems, etc.	June
FRA	Consolidated Rail Infrastructure & Safety Improvement Program		TBD				★		Measures that prevent trespassing and injuries and fatalities associated with trespassing. Capital projects – such as track, station and equipment improvements, congestion mitigation, grade crossings, and track relocation, and deployment of railroad safety technology	Aug.
FTA	All Stations Accessibility Program	ASAP	TBD						Planning related to pursuing public transportation accessibility projects, assessments of accessibility, or assessments of planned modifications to legacy stations or facilities for passenger use.	July
FHWA	Bridge Investment Program		TBD						Replace, rehabilitate, preserve, protect bridges on the National Bridge Inventory. Modify for bike and peds.	
FHWA	Advanced Transportation Technologies & Innovative Mobility Deployment		TBD						Improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment	
FHWA	Highway Research & Development Program		TBD							
FRA	Railroad Crossing Elimination Program		TBD						Funds highway-rail or pathway-rail grade crossing improvements that focus on safety and mobility of people and goods.	
USDOT	Strengthen Mobility and Revolutionizing Transportation	SMART	TBD						ITS elements - smart grid, TSP, systems integration, connected vehicles, coordinated automation, etc.	Sep.

MetroPlan Funding Matrix

National Competitive Grants										
				Eligible Uses					NOFO*	
FTA	Pilot Program for Transit Oriented Development (Planning)		\$250,000 (min.)					80/20	Comprehensive planning, multimodal connectivity and accessibility, improve transit access for pedestrians and bicycle traffic, enable mixed-use development near transit	May
USDOT	Active Transportation Infrastructure Investment Program		TBD						Active transportation projects. This can include micromobility stations and vehicles as part of the active transportation network.	
USDOT	Safe Streets and Roads for All	SS4A	Planning: \$200,000 - \$1,000,000 (\$5m - MPO) Capital projects: \$5,000,000 - \$30,000,000 (\$50m- MPO)					80/20	1. Develop or update a Comprehensive Safety Action Plan. 2. Conduct planning, design, and development activities in support of an Action Plan. 3. Carry out projects and strategies identified in an Action Plan.	June
USDOT	Reconnecting Communities Pilot Program		Planning: Up to \$2,000,000 Capital projects: Up to \$5,000,000					80/20 (P) 50/50 (C)	Remove, retrofit, or mitigate highways or other facilities that create barriers to community connectivity. Planning: Traffic patterns, mobility needs, public engagement activities, other planning required in advance of capital project(s)	Summer 2022
FTA	Innovative Coordinated Access Grant		No Min./Max.					80/20	Innovative capital projects for the transportation disadvantaged that improve the coordination of non-emergency medical transportation services.	Oct.
FTA	Mobility for All		TBD					80/20	employing mobility management strategies, vehicle purchase, IT purchase, leasing equipment or a facility for use in public transportation etc.	Oct.
	Healthy Streets Program		TBD					80/20	supports expanding tree coverage, reductions in urban heat islands, and porous pavement installation in flood-prone areas	

Finance, Loans, Other										
				Eligible Uses					NOFO*	
Source	Program	Abbreviation	Range Amount	Staff	Overhead	Planning	Construction	Match	Eligible Activity	Est. date
USDOT	Transportation Infrastructure Finance and Innovation Act	TIFIA	Financing						Surface transportation projects - transit, electrification of buses, intermodal freight transfer facilities.	N/A

MetroPlan Funding Matrix

Finance, Loans, Other											
				Eligible Uses						NOFO*	
ADOT	Emergency Relief Program	ER								Natural or manmade disaster funds. Must be declared a disaster from the President of Governor. Funding can only be used to make repairs.	N/A

Non-Federal Grants										
				Eligible Uses						NOFO*
Source	Program	Abbreviation	Range Amount	Staff	Overhead	Planning	Construction	Match	Eligible Activity	Est. date
Private	AARP Livable Communities Grant		Average grant amount \$11,500 - no ceiling.						Transportation and Mobility: Connectivity, walkability, bikeability, wayfinding, access to transportation options and roadway improvements.	Jan.
Private/ CDC	America Walks Community Change Grants		Varies						Programs and projects that advance walkability	
Private	American Trails - Trail Fund		\$2,000 - \$15,000					20/80		Feb.
Private	Bloomberg Philanthropies		Up to \$25,000						Asphalt Art Initiative Grant	April
Private	People for Bikes – Big Jump Grant		Up to \$10,000					50%	Bike paths, lanes, trails and bridges. Bike racks, parking, repair stations, and storage	

*NOFO release dates are estimates based on 2022 and older release dates. Release dates are subject to change.

Items "greyed" will be updated as new information becomes available. Any funding amounts shown may represent previous awards.

RESOURCES:

https://www.whitehouse.gov/wp-content/uploads/2022/01/BUILDING-A-BETTER-AMERICA_FINAL.pdf

<https://www.whitehouse.gov/build/>

<https://t4america.org/ijja/?eType=EmailBlastContent&eld=e95adace-4f0e-4813-8cb9-a24b3c0ae2f7>

<https://www.transportation.gov/bipartisan-infrastructure-law/upcoming-notice-funding-opportunity-announcements-2022>



Eligibility Table

Annual Funding									
Source	Program	Abbreviation	Amount	Eligible Applicants					
Source	Program	Abbreviation	Amount	MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
FHWA - ADOT	Metropolitan Planning	PL	\$110,000	✓					
FHWA - ADOT	State Planning & Research	SPR	\$125,000	✓					
FHWA - ADOT	Surface Transportation Block Grant	STBG	\$430,500	✓	✓	✓	✓	✓	✓
FTA	Metropolitan & Statewide Planning	5305	\$36,000	✓					
Local	General Funds	Local	\$27,500	✓					

In-State Competitive Grants									
Source	Program	Abbreviation	Range Amount	Eligible Applicants					
Source	Program	Abbreviation	Range Amount	MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
FHWA-ADOT	Highway Safety Improvement Program	HSIP	\$5,000,000	✓	✓	✓		✓	✓
FHWA - ADOT	Transportation Alternative Program	TAP	\$1,000,000		✓	✓	✓	✓	✓
FHWA-ADOT	Bridge Formula Program (includes off-system bridges)	BFP	TBD		✓	✓			
FTA-ADOT	Metropolitan & Statewide Planning	5305	\$300,000	✓			✓		✓
FHWA - ADOT	Federal Lands Access Program	FLAP	\$250,000 - \$30,000,000						
FHWA - AZ State Parks	Competitive OHV Grant		\$10,000 - \$750,000	✓	✓	✓	✓	✓	✓
FHWA - AZ State Parks	Heritage Fund – Non-Motorized Trails Grant		\$5,000 - \$100,000	✓	✓	✓		✓	
FHWA - AZ State Parks	Recreational Trails Program	RTP	Up to \$150,000	✓	✓	✓		✓	
FRA/ADOT	Railway Highway Crossings Program	RHCP	TBD	✓	✓	✓		✓	✓

In-State Partnership Opportunity									
Source	Program	Abbreviation	Range Amount	Eligible Applicants					
				MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
FHWA - ADOT	Surface Transportation Block Grant	STBG	Varies (Formula based)	✓	✓	✓	✓	✓	✓
FHWA - ADOT	Carbon Reduction Program		Varies (Formula based)	✓					
FHWA - ADOT	Safe Routes to School Program	SRTS	Varies (Formula based)						
FHWA - ADOT	National Electric Vehicle Infrastructure Formula Program	NEVI	Varies (Formula based)						

National Competitive Grants									
Source	Program	Abbreviation	Range Amount	Eligible Applicants					
				MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
USDOT	Rebuilding American Infrastructure Sustainably and Equitably	RAISE	\$1,000,000 - \$25,000,000	✓	✓	✓		✓	
USDOT	Multimodal Projects Discretionary Fund: MEGA, INFRA, Rural Surface	MPDG: INFRA, MEGA, Rural Surface		<i>See information below</i>					
USDOT	Infrastructure for Rebuilding America	INFRA	\$5,000,000-\$25,000,000		✓	✓	✓	✓	
USDOT	Mega Grant	MEGA	No Min./Max.	✓	✓	✓	✓	✓	
USDOT	Rural Surface Transportation Grant Program		\$25,000,000 max (no min.)	✓	✓	✓		✓	
FHWA	Advanced Transportation and Congestion Management Technologies Deployment	ATCMTD	\$5,000,000 - \$25,000,000	✓	✓	✓	✓	✓	✓
FRA	Consolidated Rail Infrastructure & Safety Improvement Program		TBD	✓	✓	✓	✓	✓	

FTA	All Stations Accessibility Program	ASAP	TBD	✓	✓	✓	✓	✓	
FHWA	Bridge Investment Program		TBD		✓	✓	✓	✓	
FHWA	Advanced Transportation Technologies & Innovative Mobility Deployment		TBD						
FHWA	Highway Research & Development Program		TBD						
FRA	Railroad Crossing Elimination Program		TBD	✓	✓	✓		✓	
USDOT	Strengthen Mobility and Revolutionizing Transportation	SMART	TBD	✓	✓	✓	✓	✓	
FTA	Pilot Program for Transit Oriented Development		TBD	✓	✓	✓	✓	✓	
USDOT	Active Transportation Infrastructure Investment Program		TBD	✓	✓	✓		✓	
USDOT	Safe Streets and Roads for All	SS4A	Planning: \$200,000 - \$1,000,000 (\$5m - MPO) Capital projects: \$5,000,000 - \$30,000,000 (\$50m- MPO)	✓	✓	✓	✓		
USDOT	Reconnecting Communities Pilot Program		Planning: Up to \$2,000,000 Capital projects: Up to \$5,000,000	✓	✓	✓		✓	
FTA	Innovative Coordinated Access Grant		No Min./Max.		✓	✓	✓		
FTA	Mobility for All		TBD		✓	✓	✓		
USDOT	Healthy Streets Program		TBD						

Finance, Loans, Other									
				Eligible Applicants					
Source	Program	Abbreviation	Range Amount	MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
USDOT	Transportation Infrastructure Finance and Innovation Act	TIFIA	Finance		✓	✓			
ADOT	Emergency Relief Program	ER			✓	✓			
Non-Federal Grants									
				Eligible Applicants					
Source	Program	Abbreviation	Range Amount	MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
Private	AARP Livable Communities Grant		Average grant amount \$11,500 - no ceiling.	✓	✓	✓	✓		
Private/ CDC	America Walks Community Change Grants		Varies						
Private	American Trails - Trail Fund		\$2,000 - \$15,000	✓	✓	✓	✓		
Private	Bloomberg Philanthropies		Up to \$25,000						
Private	People for Bikes – Big Jump Grant		Up to \$10,000	✓	✓	✓	✓	✓	✓

1-3 Year Strategic Workplan

Adopted: June 1, 2023



VISION:

To create the finest transportation system in the country.

MISSION:

Leverage cooperation to maximize financial and political resources for a premier transportation system.

GUIDING PRINCIPLES

Focused

- Adopts clearly delineated objectives
- Provides ambitious and credible solutions
- Strategically plans for political and financial realities and possibilities

Leverages Resources

- Strategically leverages project champions and other plans
- Writes and secures competitive grants

Leads Regional Partners

- Provides targeted, effective and prolific communication to "speak with one voice"
- Advocates for implementation, coordination and commitment
- Provides collaborative leadership among and through its partners
- Accountable for leveraging plans that lead to successful construction and services

Builds Trust and Credibility

- Exhibits integrity in its work products
- Exercises openness and transparency
- Delivers on its promises

Plans for Resiliency

- Invests time and resources to expand mode choice

Fair and Equal Representative

1

Maximize Funding for Transportation Projects and Programs

OBJECTIVES

Objective 1.1: Align capital and programmatic needs with priorities and fund sources.

Objective 1.2: Expand match and revenue generating options.

Objective 1.3: Coordinate partners' legislative priorities related to transportation.

Objective 1.4: Ensure good standing with funders.



KEY PERFORMANCE INDICATORS

1. Number funding opportunities sought
2. Amount of funding obtained
3. Develop annual legislative agenda and workplan
4. Clean audits and reviews

2

Deliver Plans that Meet Partner and Community Needs

OBJECTIVES

Objective 2.1: Maintain trust through reliable and transparent project management.

Objective 2.2: Expand inclusion of transportation disadvantaged community members and organizations in planning processes from setting planning priorities to implementing outcomes.

Objective 2.3: Fill gaps in transportation data and make data accessible.

Objective 2.4: Position partners for successful implementation of plans.



KEY PERFORMANCE INDICATORS

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

3

Build MetroPlan's Visibility in the Community

OBJECTIVES

Objective 3.1: Educate, inspire, and empower individuals in the planning process through creative education opportunities, public events, and demonstrations.

Objective 3.2: Expand MetroPlan's visibility through branding and marketing - social media, print, and digital materials.

Objective 3.3: Promote the value MetroPlan brings to the community.



KEY PERFORMANCE INDICATORS

1. Number of public outreach events attended or organized
2. Number of people/organizations interacted with annually
3. Number of follower/ subscribers to social media and e-news sign-ups
4. Number of people reached through other media such as direct mailers, poster

4

Implement Programs that Encourage Mode Shift

OBJECTIVES

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

Objective 4.2: Implement programs at K-12 schools to reduce parent pick up and drop off.

Objective 4.3: Educate the public about economic, health, congestion, climate, equity and other benefits of multimodal transportation.



KEY PERFORMANCE INDICATORS

1. Increase % of trips made by walking, cycling, micro-mobility and public transit
2. Reduction in K-12 school traffic
3. Number of programs, pilots and demonstrations conducted

MetroPlan Funding Matrix

Confidence or Probability Level:

High



Medium



Low



This document will be updated regularly as new information becomes available.

Annual Funding									
Source	Program	Abbreviation	Amount	Eligible Uses					Eligible Activity
				Staff	Overhead	Planning / Data	Construction	Match	
FHWA - ADOT	Metropolitan Planning	PL	\$110,000	★	★	★			Multimodal planning and programming
FHWA-ADOT	State Planning & Research	SPR	\$125,000	★	★	★			
FHWA-ADOT	Carbon Reduction Program	CRP	\$164,000	★	★	★	★		
FHWA - ADOT	Surface Transportation Block Grant	STBG	\$430,500	★	★	★	★		
FTA	Metropolitan & Statewide Planning	5305	\$36,000	★	★	★			
Local	General Funds	Local	\$27,500	★	★	★	★	★	

In-State Competitive Grants										
Source	Program	Abbreviation	Range Amount	Eligible Uses					Eligible Activity	NOFO*
				Staff	Overhead	Planning / Data	Construction	Match		Est. date
FHWA-ADOT	Highway Safety Improvement Program	HSIP	Non-Infrastructure (MIN.) \$100,000				★	90/10 Up to 100% if project qualifies	Highway safety improvement projects, which are defined very broadly, from rumble strips and widened shoulders to data collection and safety planning. Safety Education Campaigns. Automated Enforcement Programs. Non-Fed. Share for TAP	Feb.
FHWA - ADOT	Transportation Alternative Program	TAP	TBD				★	80/20	Recreational trails, bike/ped projects, micromobility, stormwater mitigation, vegetation mgmt., wildlife mgmt., SRTS, and other types of transportation alternatives	
FHWA-ADOT	Bridge Formula Program (includes off-system bridges)	BFP	TBD						Replace, rehabilitate, preserve, protect and construct prides on public roads	June
FTA-ADOT	Metropolitan & Statewide Planning	5305	\$300,000			★				
ADOT	Federal Lands Access Program	FLAP	\$250,000 - \$30,000,000			★	★		Roads, bridges, trails, transit systems and other facilities that improve multimodal transportation.	2025
AZ State Parks	Competitive OHV Grant		\$10,000 - \$750,000			★	★	State funded - no match Fed. Funded - 5.7% match	Various grant types - wayfinding, law enforcement, emergency and mitigation, development and/or maintenance of trails.	June

MetroPlan Funding Matrix

AZ State Parks	Heritage Fund – Non-Motorized Trails Grant		\$5,000 - \$100,000				★	75/25	Trail projects, outdoor environmental education programs, local, regional, and state parks, as well as historic preservation projects.	July
AZ State Parks	Recreational Trails Program - Non-Motorized	RTP	Up to \$150,000				★	94.3/5.7	Trail development, maintenance, pedestrian uses (hiking, running, ADA-accessibility improvements-trails, signs, education), bicycling, equestrian, off-road motorcycling, all-terrain vehicle riding,	
FRA/ADOT	Railway Highway Crossings Program	RHCP	TBD				★	100%	Eliminate hazards at crossings, decrease fatalities, protective devices, signage	

In-State Partnership Opportunity										
				Eligible Uses					NOFO*	
Source	Program	Abbreviation	Range Amount	Staff	Overhead	Planning	Construction	Match	Eligible Activity	Est. date
ADOT	Surface Transportation Block Grant	STBG	Varies (Formula based)				★		Bridges, public roads, and transit capital projects.	Dec. 2022
ADOT	Carbon Reduction Program	CRP	Varies (Formula based)						Transportation projects or programs that reduce congestion and improve air quality. CMAQ funding can be used for both capital and operating expenses.	
ADOT	Safe Routes to School Program	SRTS	Varies (Formula based)							
ADOT	National Electric Vehicle Infrastructure Formula Program	NEVI	Varies (Formula based)					80/20	<i>NEVI Formula funds will not be made available to a State for obligation until the State has submitted to the Joint Office of Energy and Transportation, and FHWA has approved, the State's Electric Vehicle Infrastructure Deployment Plan.</i>	

National Competitive Grants										
				Eligible Uses					NOFO*	
Source	Program	Abbreviation	Range Amount	Staff	Overhead	Planning	Construction	Match	Eligible Activity	Est. date
USDOT	Rebuilding American Infrastructure Sustainably and Equitably	RAISE	\$1,000,000 - \$25,000,000			★	★	Up to 100% federal share for "rural" projects	Local or regional projects that improve safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, and community connectivity.	Jan. 2022
USDOT	Multimodal Projects Discretionary Fund: MEGA, INFRA, Rural Surface	MPDG: INFRA, MEGA, Rural Surface				★	★		<i>A single application is eligible for INFRA, MEGA, and Rural Surface Transportation Grants.</i>	
USDOT	Infrastructure for Rebuilding America	INFRA	\$5,000,000-\$25,000,000			★	★	60% grant cost share/80% Fed. Share (Max.)	Improve freight movements - safety, generate economic benefits, reduce congestion, enhance resiliency.	

MetroPlan Funding Matrix

National Competitive Grants										
				Eligible Uses						NOFO*
USDOT	Mega Grant	MEGA	No Min./Max.				★	60% grant cost share/80% Fed. Share (Max.)	Support large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.	
USDOT	Rural Surface Transportation Grant Program		\$25,000,000 max (no min.)				★	60% grant cost share/80% Fed. Share (Max.)	Highway, bridge, or tunnel projects that meet HPP or STBG projects criteria.	
FHWA	Advanced Transportation and Congestion Management Technologies Deployment	ATCMTD	\$5,000,000 - \$25,000,000			★	★		ATIS, ATMT, infrastructure maintenance and monitoring, APTS, TSP, advanced safety systems, ITS, elec. Pricing and payment systems, etc.	June
FRA	Consolidated Rail Infrastructure & Safety Improvement Program		TBD				★		Measures that prevent trespassing and injuries and fatalities associated with trespassing. Capital projects – such as track, station and equipment improvements, congestion mitigation, grade crossings, and track relocation, and deployment of railroad safety technology	Aug.
FTA	All Stations Accessibility Program	ASAP	TBD						Planning related to pursuing public transportation accessibility projects, assessments of accessibility, or assessments of planned modifications to legacy stations or facilities for passenger use.	July
FHWA	Bridge Investment Program		TBD						Replace, rehabilitate, preserve, protect bridges on the National Bridge Inventory. Modify for bike and peds.	
FHWA	Advanced Transportation Technologies & Innovative Mobility Deployment		TBD						Improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment	
FHWA	Highway Research & Development Program		TBD							
FRA	Railroad Crossing Elimination Program		TBD						Funds highway-rail or pathway-rail grade crossing improvements that focus on safety and mobility of people and goods.	
USDOT	Strengthen Mobility and Revolutionizing Transportation	SMART	TBD						ITS elements - smart grid, TSP, systems integration, connected vehicles, coordinated automation, etc.	Sep.

MetroPlan Funding Matrix

National Competitive Grants										
				Eligible Uses					NOFO*	
FTA	Pilot Program for Transit Oriented Development (Planning)		\$250,000 (min.)					80/20	Comprehensive planning, multimodal connectivity and accessibility, improve transit access for pedestrians and bicycle traffic, enable mixed-use development near transit	May
USDOT	Active Transportation Infrastructure Investment Program		TBD						Active transportation projects. This can include micromobility stations and vehicles as part of the active transportation network.	
USDOT	Safe Streets and Roads for All	SS4A	Planning: \$200,000 - \$1,000,000 (\$5m - MPO) Capital projects: \$5,000,000 - \$30,000,000 (\$50m- MPO)					80/20	1. Develop or update a Comprehensive Safety Action Plan. 2. Conduct planning, design, and development activities in support of an Action Plan. 3. Carry out projects and strategies identified in an Action Plan.	June
USDOT	Reconnecting Communities Pilot Program		Planning: Up to \$2,000,000 Capital projects: Up to \$5,000,000					80/20 (P) 50/50 (C)	Remove, retrofit, or mitigate highways or other facilities that create barriers to community connectivity. Planning: Traffic patterns, mobility needs, public engagement activities, other planning required in advance of capital project(s)	Summer 2022
FTA	Innovative Coordinated Access Grant		No Min./Max.					80/20	Innovative capital projects for the transportation disadvantaged that improve the coordination of non-emergency medical transportation services.	Oct.
FTA	Mobility for All		TBD					80/20	employing mobility management strategies, vehicle purchase, IT purchase, leasing equipment or a facility for use in public transportation etc.	Oct.
	Healthy Streets Program		TBD					80/20	supports expanding tree coverage, reductions in urban heat islands, and porous pavement installation in flood-prone areas	

Finance, Loans, Other										
				Eligible Uses					NOFO*	
Source	Program	Abbreviation	Range Amount	Staff	Overhead	Planning	Construction	Match	Eligible Activity	Est. date
USDOT	Transportation Infrastructure Finance and Innovation Act	TIFIA	Financing						Surface transportation projects - transit, electrification of buses, intermodal freight transfer facilities.	N/A

MetroPlan Funding Matrix

Finance, Loans, Other											
				Eligible Uses						NOFO*	
ADOT	Emergency Relief Program	ER								Natural or manmade disaster funds. Must be declared a disaster from the President of Governor. Funding can only be used to make repairs.	N/A

Non-Federal Grants										
				Eligible Uses						NOFO*
Source	Program	Abbreviation	Range Amount	Staff	Overhead	Planning	Construction	Match	Eligible Activity	Est. date
Private	AARP Livable Communities Grant		Average grant amount \$11,500 - no ceiling.						Transportation and Mobility: Connectivity, walkability, bikeability, wayfinding, access to transportation options and roadway improvements.	Jan.
Private/ CDC	America Walks Community Change Grants		Varies						Programs and projects that advance walkability	
Private	American Trails - Trail Fund		\$2,000 - \$15,000					20/80		Feb.
Private	Bloomberg Philanthropies		Up to \$25,000						Asphalt Art Initiative Grant	April
Private	People for Bikes – Big Jump Grant		Up to \$10,000					50%	Bike paths, lanes, trails and bridges. Bike racks, parking, repair stations, and storage	

*NOFO release dates are estimates based on 2022 and older release dates. Release dates are subject to change.

Items "greyed" will be updated as new information becomes available. Any funding amounts shown may represent previous awards.

RESOURCES:

https://www.whitehouse.gov/wp-content/uploads/2022/01/BUILDING-A-BETTER-AMERICA_FINAL.pdf

<https://www.whitehouse.gov/build/>

<https://t4america.org/ijja/?eType=EmailBlastContent&eId=e95adace-4f0e-4813-8cb9-a24b3c0ae2f7>

<https://www.transportation.gov/bipartisan-infrastructure-law/upcoming-notice-funding-opportunity-announcements-2022>



Eligibility Table

Annual Funding									
				Eligible Applicants					
Source	Program	Abbreviation	Amount	MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
FHWA - ADOT	Metropolitan Planning	PL	\$110,000	✓					
FHWA - ADOT	State Planning & Research	SPR	\$125,000	✓					
FHWA - ADOT	Surface Transportation Block Grant	STBG	\$430,500	✓	✓	✓	✓	✓	✓
FTA	Metropolitan & Statewide Planning	5305	\$36,000	✓					
Local	General Funds	Local	\$27,500	✓					

In-State Competitive Grants									
				Eligible Applicants					
Source	Program	Abbreviation	Range Amount	MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
FHWA-ADOT	Highway Safety Improvement Program	HSIP	\$5,000,000	✓	✓	✓		✓	✓
FHWA - ADOT	Transportation Alternative Program	TAP	\$1,000,000		✓	✓	✓	✓	✓
FHWA-ADOT	Bridge Formula Program (includes off-system bridges)	BFP	TBD		✓	✓			
FTA-ADOT	Metropolitan & Statewide Planning	5305	\$300,000	✓			✓		✓
FHWA - ADOT	Federal Lands Access Program	FLAP	\$250,000 - \$30,000,000						
FHWA - AZ State Parks	Competitive OHV Grant		\$10,000 - \$750,000	✓	✓	✓	✓	✓	✓
FHWA - AZ State Parks	Heritage Fund – Non-Motorized Trails Grant		\$5,000 - \$100,000	✓	✓	✓		✓	
FHWA - AZ State Parks	Recreational Trails Program	RTP	Up to \$150,000	✓	✓	✓		✓	
FRA/ADOT	Railway Highway Crossings Program	RHCP	TBD	✓	✓	✓		✓	✓

In-State Partnership Opportunity									
Source	Program	Abbreviation	Range Amount	Eligible Applicants					
				MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
FHWA - ADOT	Surface Transportation Block Grant	STBG	Varies (Formula based)	✓	✓	✓	✓	✓	✓
FHWA - ADOT	Carbon Reduction Program		Varies (Formula based)	✓					
FHWA - ADOT	Safe Routes to School Program	SRTS	Varies (Formula based)						
FHWA - ADOT	National Electric Vehicle Infrastructure Formula Program	NEVI	Varies (Formula based)						

National Competitive Grants									
Source	Program	Abbreviation	Range Amount	Eligible Applicants					
				MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
USDOT	Rebuilding American Infrastructure Sustainably and Equitably	RAISE	\$1,000,000 - \$25,000,000	✓	✓	✓		✓	
USDOT	Multimodal Projects Discretionary Fund: MEGA, INFRA, Rural Surface	MPDG: INFRA, MEGA, Rural Surface		<i>See information below</i>					
USDOT	Infrastructure for Rebuilding America	INFRA	\$5,000,000-\$25,000,000		✓	✓	✓	✓	
USDOT	Mega Grant	MEGA	No Min./Max.	✓	✓	✓	✓	✓	
USDOT	Rural Surface Transportation Grant Program		\$25,000,000 max (no min.)	✓	✓	✓		✓	
FHWA	Advanced Transportation and Congestion Management Technologies Deployment	ATCMTD	\$5,000,000 - \$25,000,000	✓	✓	✓	✓	✓	✓
FRA	Consolidated Rail Infrastructure & Safety Improvement Program		TBD	✓	✓	✓	✓	✓	

FTA	All Stations Accessibility Program	ASAP	TBD	✓	✓	✓	✓	✓	
FHWA	Bridge Investment Program		TBD		✓	✓	✓	✓	
FHWA	Advanced Transportation Technologies & Innovative Mobility Deployment		TBD						
FHWA	Highway Research & Development Program		TBD						
FRA	Railroad Crossing Elimination Program		TBD	✓	✓	✓		✓	
USDOT	Strengthen Mobility and Revolutionizing Transportation	SMART	TBD	✓	✓	✓	✓	✓	
FTA	Pilot Program for Transit Oriented Development		TBD	✓	✓	✓	✓	✓	
USDOT	Active Transportation Infrastructure Investment Program		TBD	✓	✓	✓		✓	
USDOT	Safe Streets and Roads for All	SS4A	Planning: \$200,000 - \$1,000,000 (\$5m - MPO) Capital projects: \$5,000,000 - \$30,000,000 (\$50m- MPO)	✓	✓	✓	✓		
USDOT	Reconnecting Communities Pilot Program		Planning: Up to \$2,000,000 Capital projects: Up to \$5,000,000	✓	✓	✓		✓	
FTA	Innovative Coordinated Access Grant		No Min./Max.		✓	✓	✓		
FTA	Mobility for All		TBD		✓	✓	✓		
USDOT	Healthy Streets Program		TBD						

Finance, Loans, Other									
				Eligible Applicants					
Source	Program	Abbreviation	Range Amount	MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
USDOT	Transportation Infrastructure Finance and Innovation Act	TIFIA	Finance		✓	✓			
ADOT	Emergency Relief Program	ER			✓	✓			
Non-Federal Grants									
				Eligible Applicants					
Source	Program	Abbreviation	Range Amount	MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
Private	AARP Livable Communities Grant		Average grant amount \$11,500 - no ceiling.	✓	✓	✓	✓		
Private/ CDC	America Walks Community Change Grants		Varies						
Private	American Trails - Trail Fund		\$2,000 - \$15,000	✓	✓	✓	✓		
Private	Bloomberg Philanthropies		Up to \$25,000						
Private	People for Bikes – Big Jump Grant		Up to \$10,000	✓	✓	✓	✓	✓	✓