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

AGENDA

MetroPlan Technical Advisory Committee Meeting

1:30 pm to 3:30 pm

June 28, 2023

IN-PERSON	VIRTUAL
City of Flagstaff – City Hall 211 W Aspen Ave, Flagstaff, AZ 86001	Microsoft Teams Meeting ID: 289 780 741 569 Passcode: arQnGU

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 or by phone at 928-266-1293. 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, 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.

TECHNICAL ADVISORY COMMITTEE MEMBERS

- Michelle McNulty, City of Flagstaff Planning Director, Chair
- Nate Reisner, Coconino County Assistant Engineer, Vice-chair
- Anne Dunno, Mountain Line Capital Program Manager
- Brenden Foley, ADOT North Central District Administrator
- Jess McNeely, Coconino County Community Development Assistant Director
- Myrna Bondoc, ADOT Regional Planner
- Jeff Bauman, City of Flagstaff, Transportation Manager
- Ed Stillings, Federal Highways Administration (FHWA)
- Paul Mood, City of Flagstaff Engineer
- VACANT, Northern Arizona University



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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
-

I. PRELIMINARY GENERAL BUSINESS

A. CALL TO ORDER

B. ROLL CALL

C. PUBLIC COMMENT

At this time, any member of the public may address the Committee on any subject within their jurisdiction that is not scheduled before the Committee on that day. Due to Open Meeting Laws, the Committee cannot discuss or act on items presented during this portion of the agenda. To address the Committee 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

Minutes of Regular Meeting: April 26, 2023

(Page 5-10)

II. CONSENT AGENDA

Items on the consent agenda are routine in nature and/or have already been budgeted or discussed by the Technical Advisory Committee.

III. GENERAL BUSINESS

A. MetroPlan and ADOT Traffic Count Programs

(Pages 11-12)

MetroPlan Staff: ADOT

Recommendation: None. This item is for discussion only.



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- B. **Regional Transportation Safety Plan (RTSP)** (Pages 13-21)
MetroPlan Staff: David Wessel
Recommendation: None. This item is for discussion only.
- C. **Greater Arizona Funding Initiative** (Pages 22-27)
MetroPlan Staff: Kate Morley
Recommendation: None. This item is for discussion only.
- D. **Transportation Alternative Program (TAP) - ADOT** (Pages 28-29)
MetroPlan Staff: Kate Morley
Recommendation: None. This item is for discussion only.
- E. **Creative Local Match Plan Update (5305e grant)** (Pages 30-31)
MetroPlan Staff: Sandra Tavel
Recommendation: None. This item is for discussion only.
- F. **Technical Advisory Committee (TAC) Structure** (Pages 32-58)
Metro Plan Staff: Kate Morley
Recommendation: None. This item is for discussion only.
- G. **W. Route 66 Corridor Master Plan** (Pages 59-66)
MetroPlan Staff: Mandia Gonzales
Recommendation: None. This item is for discussion only.
- H. **Happening at MetroPlan** (Pages 67-68)
MetroPlan Staff: Kate Morley, David Wessel, Mandia Gonzales



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IV. CLOSING BUSINESS

A. ITEMS FROM THE COMMITTEE

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

B. NEXT SCHEDULED TAC MEETING

August 23, 2023

C. ADJOURN

The Transportation Improvement Program (TIP) includes the Northern Arizona Intergovernmental Public Transportation Authority final program of projects for Sections 5307 and 5339 funding under the Federal Transit Administration, unless amended. Public notice for the TIP also satisfies FTA public notice requirements for the final program of projects.

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at www.metroplanflg.org on June 23, 2023, at 5:00 pm.

Dated this 23rd day of June, 2023.

Karen Moeller, Administrative Assistant



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MEETING MINUTES

MetroPlan Technical Advisory Committee Meeting

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METROPLAN STAFF

- Kate Morley, Interim Executive Director
- David Wessel, Planning Manager
- Mandia Gonzales, Transportation Planner
- Sandra Tavel, Transportation Planner

OTHERS PRESENT

Kevin Adam

[Kevin Adam from Rural Transportation Advocacy Council \(RTAC\) joined meeting at 1:39pm](#)

I. PRELIMINARY GENERAL BUSINESS

A. CALL TO ORDER

[Chair McNulty called the meeting to order at 1:31pm](#)

B. ROLL CALL: [See above.](#)

C. PUBLIC COMMENT

At this time, any member of the public may address the Committee on any subject within their jurisdiction that is not scheduled before the Committee on that day. Due to Open Meeting Laws, the Committee cannot discuss or act on items presented during this portion of the agenda. To address the Committee 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.

[There was no public comment.](#)

D. APPROVAL OF MINUTES

Minutes of Regular Meeting: March 22, 2023

[Motion](#): Member Paul Mood made a motion to approve the March 22, 2023 minutes. Member Anne Dunno seconded the motion. Motion passed 6-0.

II. CONSENT AGENDA

Items on the consent agenda are routine in nature and/or have already been budgeted or discussed by the Technical Advisory Committee.

No consent items.

III. GENERAL BUSINESS

A. **Stride Forward | Regional Transportation Plan**

(Pages 2)

MetroPlan Staff: David Wessel

Recommendation: Staff recommends that MetroPlan TAC adopt the *Stride Forward: Regional Transportation Plan*

Metroplan staff member Dave Wessel reviewed public comments received and confirmed that MetroPlan has responded them. He noted his appreciation of the feedback from stakeholders and gave kudos to City Traffic for their deep dive into the plan. He emphasized that MetroPlan wants to support its partner agencies with the Carbon Neutrality Plan by 2030 and its broad goals. Chair McNulty noted that small edits may still be made before it goes to the Board. Chair McNulty appreciates MetroPlan’s engagement with City of Flagstaff on this plan.

Motion: Chair McNulty made a motion to adopt the *Stride Forward Regional Transportation Plan*. TAC Member Brenden Foley seconded the motion. The motion passed 6-0.

B. **Creative Local Match Program Update**

(Pages 2)

MetroPlan Staff: Sandra Tavel

Recommendation: None. This item is for discussion only.

Sandra Tavel provided a presentation on the Creative Local Match plan. TAC member Anne Dunno appreciates the effort and enthusiasm. MetroPlan staff member Dave Wessel asked guest Kevin Adam how he thinks we can work with RTAC, the League of Cities and Towns and lobbyists like Karen Kruse to create support for legislative initiatives. Guest Kevin Adam clarified that some Creative Local Match options go beyond legislative authority. He had the following comments: there is a unique revenue situation at the State Level due to COVID impact response and funds. Substantial surplus revenues exist, which will maybe last one year. At the federal level, IIJA brought in a substantial amount of new revenue and competitive grant programs. Earmarks are cyclical. In addition to grant opportunities, there

may be some earmark opportunities to make projects more attractive to Congress. Member Dunno asked if there will be a process for addressing legislative barriers in the Creative Local Match plan. Sandra Tavel confirmed there will be. Chair McNulty expressed excitement about this project.

C. Unified Planning Work Program (UPWP) Annual Update (Pages 2)

MetroPlan Staff: Kate Morley

Recommendation: Staff recommends that the TAC and Board adopt the Unified Planning Work Program (UPWP) for Fiscal Years 2024 and 2025.

TAC member Myrna Bondoc requested the presentation slides and to look at budget items. She advised that MetroPlan can use **in-kind** match in lieu of cash match when requesting reimbursement. MetroPlan staff member Kate Morley advised that MetroPlan has experienced a delay in using in-kind for reimbursement since we have not had a business manager for a few months and emphasized the budget is in draft form only; TAC member Myrna Bondoc says there's a timeline attached to the loan funds and to please share the budget once comfortable. Staff member Dave Wessel requested for the group to please sign their in-kind forms. Member Dunno advised that when looking at K-12 mode shift, Flagstaff Unified School District (FUSD) has a board approved climate plan with several components including travel modes and to mke sure you engage with them when doing this plan.

Motion: Chair McNulty made a motion to adopt the UPWP and TAC member Myrna Bondoc seconded the motion. The motion passed 6-0.

D. Items from the MetroPlan Staff (Pages 2)

MetroPlan Staff

- Arizona Legislative Update
- Conflict of Interest Statements
- Transportation Improvement Program (TIP) Update

Recommendation: None. This item is for discussion only.

Kate Morley provided a brief overview on the status of transportation related bills at the State. Guest Kevin Adam added additional updates on Arizona legislation. Legislators have recently returned after being on break. The House is down to 30 members, and they currently don't have enough votes to pass anything on party lines. It's highly anticipated that



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the RTAC bills will get to the Governor’s desk and move into the budget process. He suggested stakeholders reach out to their state legislators to advocate for the programs. The RTAC bills have received positive feedback and the Governor seems supportive of a lot of the projects. It is key for the Governor to be on board with the bills. The Governor has proposed an additional \$25M for AZ SMART funds. MetroPlan staff member Dave Wessel would love to have another \$50M. Guest Kevin Adam also wants to see SMART funds continued.

MetroPlan staff member Dave Wessel will update the TIP on a 2-year cycle and MetroPlan will amend as needed.

E. Happening at MetroPlan (Pages 2)

MetroPlan Staff: Kate Morley

Recommendation: None. This item is for discussion only.

F. Executive Board Agenda Review

MetroPlan Staff: Kate Morley

Recommendation: None. This item is for discussion only.

G. Future Agenda Items

MetroPlan Staff: Kate Morley

Recommendation: Discuss items for future MetroPlan agendas.

Chair McNulty wants to invite Sarah Dechter for debrief on Scenario planning (*Face the Future, Flagstaff*) with the different stakeholder groups. TAC Member Anne Dunno proposes to add the NAU Master Plan; she doesn’t believe MetroPlan has seen it yet. Mountain Line has provided input for their Plan. TAC Member Anne Dunno has noticed the NAU TAC member seat is currently vacant and this may bring MetroPlan back in touch with NAU.

IV. CLOSING BUSINESS

A. ITEMS FROM THE COMMITTEE

Technical Advisory Committee members may make general announcements, raise items of concern, or report on current topics of interest to the Committee. Items are not on the

agenda, so discussion is limited, and action is not allowed.

TAC Member Brenden Foley gave an update via PowerPoint on the Carbon Reduction Program (CRP) and the regional projects it proposes to fund. MetroPlan staff member Kate Morley wants to know how to get to the finish line for those monies. TAC Member Brenden Foley advises to attend the State Transportation Board Meeting. TAC Member Anne Dunno had a question about the Highway 180 items and coordination with the City of Flagstaff's *First Mile, Last Mile*, which is Martin Ince's project. TAC Member Anne Dunno wanted to know if ADOT is coordinating with the City of Flagstaff, as they are looking to scope according to budget. TAC Member Brenden Foley confirms they are collaborating. Member Mood thanked ADOT for the I-17 resurfacing and received a status update.

MetroPlan staff member Dave Wessel briefly discussed the VMT Calculator Workshop held in late March. He also mentioned Safety Plan (RTSP) progress. MetroPlan staff member Dave Wessel also mentioned the City of Flagstaff wants to submit a (Safe Streets and Roads for All) SS4A Implementation grant that is due July 11 and that TAC discussions on June 28 will bring some formality to the process.

B. NEXT SCHEDULED TAC MEETING

May 24th, 1:00 pm – 4:00 pm | *Strategic Advance* - City Public Works Building: ***This location may change; please stay tuned.***

June 28th, 1:30 pm – 3:30 pm

C. ADJOURN

The Transportation Improvement Program (TIP) includes the Northern Arizona Intergovernmental Public Transportation Authority final program of projects for Sections 5307 and 5339 funding under the Federal Transit Administration, unless amended. Public notice for the TIP also satisfies FTA public notice requirements for the final program of projects.

Chair McNulty adjourned the meeting at 2:52pm



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STAFF REPORT

REPORT DATE: June 15, 2023
MEETING DATE: June 28, 2023
TO: Honorable Chair and Members of the TAC
FROM: David Wessel, Planning Manager
SUBJECT: MetroPlan and ADOT Traffic Count Programs

1. Recommendation:

This item is for discussion only.

2. Related Strategic Plan Goal and Objective

Goal 2: Deliver Plans that Meet Partner and Community Needs

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

3. Background

MetroPlan cooperates with ADOT in providing traffic data for the Highway Performance Monitoring System (HPMS). Cooperation includes routine traffic counts. ADOT staff will present an overview of the HPMS program and MetroPlan's status in providing traffic counts.

MetroPlan issued a request for quotes last month for over 150 traffic volumes (48-hour, 15-minute bins), turn movement, and bicycle counts to be conducted this summer. Quotes are due June 22, 2023. This set of counts will bring MetroPlan current with HPMS needs.

MetroPlan is working with ADOT to develop an annual count program rotating through the region on a three-year cycle. ADOT and MetroPlan, using land use and traffic count data, will develop growth factors for different parts of the region. These



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will be used to provide interim year estimates. 17 locations will be counted every year for a full seven-day cycle to develop seasonal and time-of-day factors when combined with continuous count data from ADOT. ADOT encourages the City and County to establish continuous count stations and that data to ADOT for general use.

4. TAC and Management Committee Discussion

Pending

5. Fiscal Impact

The 2023 count program is estimated at \$50,000. Going forward, the annual count program is estimated at \$30,000.

6. Alternatives

Though for discussion only at this time, the TAC may wish to discuss the alternative of doing a full count program every three years with only the 17 seven-day counts conducted annually. All count stations will then be subject to interim year estimates. A rotation provides a regular assessment of conditions whereas a full count provides a more complete snapshot in time.

7. Attachments

None



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STAFF REPORT

REPORT DATE: June 15, 2023
MEETING DATE: June 28, 2023
TO: Honorable Chair and Members of the Board and TAC
FROM: David Wessel, MetroPlan Planning Manager
SUBJECT: Regional Transportation Safety Plan (RTSP)

1. Recommendation:

None. This item is for information purposes 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.
- **Objective 2.2:** Expand the 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.

3. Background

Project Purpose:

The purpose of the Regional Transportation Safety Plan (RTSP) is to address safety from a holistic, regional perspective to reduce the risk of death and serious injury to all transportation users.

NORTHERN ARIZONA
REGIONAL TRANSPORTATION
SAFETY PLAN



The RTSP is an update to the [2018 Regional Strategic Transportation Safety Plan](#). This update will provide a regionally focused, data-driven framework for increasing traffic safety



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on roadways in the greater Flagstaff region. The Plan focuses on strategies and actions drawn from best practices proven to reduce traffic-related deaths and serious injuries, identifies funding sources, and will identify and prioritize projects that will qualify for Highway Safety Improvement Program (HSIP) and Safe Streets and Roads for All (SS4A) funding.

The Role of the TAC:

Throughout this process, the TAC will be engaged to review and support the transportation safety analysis, emphasis areas, project identification, policy development, and project prioritization metrics. With the Bipartisan Infrastructure Law (BIL), and more specifically the Safe Streets and Roads for All (SS4A) program, MetroPlan will look to the TAC to guide to deliver safe and equitable projects in our region.

Schedule:

The RTSP project is anticipated to be completed in December 2023.

Task	2022				2023											
	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Phase 1: Development	NTP 9/12/22															
1. Project Management & Coordination	[Task bar]															
2. Stakeholder Engagement Plan	[Task bar]															
3. Safety System Performance	[Task bar]															
4. Identify Safety Emphasis Areas	[Task bar]															
5. Safety Strategies & Screening Methodologies	[Task bar]															
6. Identify & Analyze Available Resources	[Task bar]															
Phase 2: Implementation																
7. Implementation Plans	[Task bar]															
8. Project ID, Justification & Eligibility	[Task bar]															
9. Performance Measures, Eval Plan, Equity Analysis	[Task bar]															
10. Final Product	[Task bar]															
Public/Stakeholder Involvement																
Kickoff Meeting	[Meeting icon]															
Public/Stakeholder Meetings (Virtual)	[Meeting icons]															
Regional Council/Executive Board Meetings	[Meeting icons]															
TSC/TAC Meetings	[Meeting icons]															

Progress to Date (items in gray from January report):

Greenlight Engineering was awarded the contract to conduct the update and has produced several key data and analysis elements to date. “*” Data available at the project website.

1. Task 1. Project Management
2. Task 2. Stakeholder/Public Engagement Plan
 - a. Project Branding
 - b. Task 2. Public Involvement Plan*
 - c. Project Website: www.metroplanflg.org/safety
 - d. Social Media Campaign Launched – 1/19/23



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- i. www.facebook.com/MetroPlanFlagstaff
 - ii. www.instagram.com/metroplanflag
3. Task 3. System Performance and Crash Data Analysis*
4. Tasks 3 & 4. Safety Perceptions On-line survey (Flagstaff Community Forum)*
 - a. Summary available. Full analysis pending.
5. Tasks 3 & 4. Social Pinpoint On-line Mapping*
 - a. Site closed. Full analysis pending.
 - b. Task 4. Safety Emphasis Areas On-line Survey (pending 6/20/23 – 6/26/23)
6. Task 5. Network Screening (Intersections and Segments)*
7. Task 5. Stakeholder interviews

Next Steps (See the attached status report for a full description):

Task 4. Finalize Safety Emphasis Areas

Staff will seek TAC recommendations on emphasis area priorities. See attached survey.

Task 5. Intersection & Segment Priorities confirmed.

Task 6. Available Resources

Task 7. Implementation Plans

Task 8. Project ID, Justification, and Eligibility

Task 9. Performance Measures, Evaluation Plan, Equity Analysis

Coordinating City SS4A Implementation and MetroPlan SS4A Action Plan Grants

MetroPlan intends to adopt the Regional Transportation Safety Plan in December 2023 and amend it upon the conclusion of the Vulnerable Road Users Safety Action Plan grant. It is anticipated the final plan will incorporate or reference elements of the City's amended Active Transportation Master Plan (ATMP) and the Butler Complete Streets Conversion project implementation grant it will submit in July 2023. The ATMP amendments make it a more complete safety action plan. The elements below will be incorporated into the RTSP:

- *General references to the ATMP*
- *Support ATMP and projects through RTSP Safety Emphasis Areas for Bicycles and Pedestrians*
 - *Key ATMP goals incorporated or mirrored into RTSP*
 - *Safety-related ATMP projects are identified in the RTSP*
- *Data are cross-referenced and/or otherwise synchronized*



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The Vulnerable Road Users Safety Action Plan will build on the integrated RTSP/ATMP.

- *Correlates with ATMP goals and policies*
- *Place more emphasis on Equity and expands analysis by including personal outreach to affected groups adding to RTSP & ATMP survey input*
- *Expanding the list of pedestrian and bicycle projects evaluated to potentially include the County area of MetroPlan.*

The Vulnerable Road Users Safety Action Plan will likely kick off in late fall 2023. Scope refinement, including stakeholder interviews, will initiate the effort. Small contracts for public outreach and additional analysis may be issued. Evaluation of crash modification factors is expected to be a part of the analysis.

The RTSP and its amendments will qualify the entire region for SS4A implementation grants.

4. TAC and Management Committee Discussion

Pending

5. Fiscal Impact

The Regional Transportation Safety Plan is 100% funded through the HSIP program except for MetroPlan staff time.

The Vulnerable Road Users Safety Plan is funded by an SS4A Safety Action Plan grant awarded for \$206,000 in federal funding. Match will be largely in-kind.

6. Alternatives

This item is for information purposes only. No alternatives are provided.



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7. *Attachments*

RTSP Status Report
Word version Draft of On-live survey

**NACOG/CYMPO/MetroPlan
Regional Transportation Safety Plan
Project Status June 20, 2023**

1. Project Management & Coordination

Percent Complete: 45%

Key Remaining Tasks:

- 3rd round of TAC meetings: Recommended projects and strategies/policies (probably do these at 2 separate TAC meetings)

2. Stakeholder Engagement Plan

Percent Complete: 55%

Key Remaining Tasks:

- Complete Social PinPoint/Surveys Report (mid-July)
- Overlay/compare comments with crash data (early August)
- Virtual meetings with LPAs on potential projects

3. Safety System Performance

Percent Complete: 80%

Key Remaining Tasks:

- Overlay crash data onto Title VI populations and underserved populations identified in the Justice40 tool

4. Identify Safety Emphasis Areas

Percent Complete: 80%

Key Remaining Tasks:

- Finalize emphasis areas
- Analysis of systemic and specific safety needs (e.g. high risk road features, specific safety needs of relevant road users)
- Identification of public education campaign themes tied to specific areas of need. For example, recommendation of public information campaign on “roundabout usage” in communities with high rate of roundabout crashes

5. Policy Development and Identification of Strategies & Network Screening Methodologies for Prioritization of Safety Needs

Percent Complete: 40%

Key Remaining Tasks:

- Complete network screening of segments
- Develop Safe System Approach strategies for the emphasis areas, including policy recommendations

6. Identify and Analyze Available Resources

Percent Complete: 30%

Key Remaining Tasks:

- Review and document all relevant federal, state, local, and regional funding resources for road safety planning and implementation

7. Implementation Plan

Percent Complete: 0%

Key Remaining Tasks:

- Develop implementation plans (one for each Project Sponsor)
- Incorporate information received from the engagement with public and relevant stakeholders into the plan
- Determine the data requirements for each performance measure
- Identify a prioritized list of hot spots, along with roadway owner, required resources and action steps for implementing the recommended countermeasure(s)
- Identify a process to track countermeasure and action step implementation
- Provide direction on integrating the RSTSP with other transportation safety plans including Tribal jurisdictions
- Provide guidance on how COG and MPOs can work with local jurisdictions to incorporate safety project and elements into their respective capital improvement programs (CIPs)
- Where appropriate, engage with ADOT District offices to encourage and support the development of safety projects and elements in state level planning and state and federal grant opportunities. Develop guidance for COG and MPOs to conduct annual evaluations of progress toward RSTSP implementation, reviewing and monitoring emphasis area goals and objectives as well as project implementation schedule

8. Project Identification, Justification, and Eligibility

Percent Complete: 5%

Key Remaining Tasks:

- Identify priority safety projects with recommended countermeasures
- Provide examples and recommendations for incorporating safety into the project prioritization process

9. Identify Performance Measures, Performance Evaluation Plan, & Equity Analysis

Percent Complete: 0%

Key Remaining Tasks:

- Develop safety performance measures
- Develop a performance evaluation process
- Conduct an equity analysis of the plan

10. Final Product

Percent Complete: 5%

Key Remaining Tasks:

- Develop draft reports
- Develop final reports based on Project Sponsors' review and feedback on draft reports

What elements of traffic safety should we emphasize?

MetroPlan, working with ADOT, Coconino County, the City of Flagstaff and NAU, is updating the Regional Traffic Safety Plan. Regional experts will take your survey input and combine with their knowledge of effective treatments to prioritize regional traffic safety strategies.

Hypothetical crashes illustrate the elements we'd like you to consider:

- Example 1. A young driver doing 45 in a 30 mph zone runs a red-light and hits another car. These elements are involved: Young Driver – Speeding – Intersection – Pedestrian.
- Example 2. An older driver has been drinking and runs off the road. These elements are involved: Older driver - Impaired Driving - Lane Departure.

For each emphasis area there are two pieces of information you might consider:

- Regional rank: How often an element played into fatal crashes, serious injury crashes and all crashes. Fatal crashes are many times more important than property damage crashes.
- Region vs. State Rank: How much more or less an element plays into regional crashes than in state crashes. This may indicate something is not “normal” or is unique to our region. Weather related crashes and animal crashes are two factors more prevalent in our region, for example. Again, crash severity is factored in.

A Regional Rank of 1 indicates the most frequent behavior or condition involved in fatal, severe and property damage only crashes within the Flagstaff region.

A Region vs. State Rank of 1 indicates the element that is most different from the State in its involvement in fatal, severe and property damage only crashes.

Behavior or Condition Involved in Regional Car Crashes	Regional Rank	Region vs. State Rank
Unrestrained / Unknown	12	12
Motorcycle	8	14
Intersection	5	7
Lane Departure	3	11
Pedestrian	9	4
Bicycle	10	2
Nighttime	1	9
Speeding/ Aggressive Driving	2	8
Impaired Driving	7	6
Young Driver	6	10
Older Driver	14	5
Weather	4	1
Animal	11	13
Distracted Driving*	13	3

* Distracted driving is under-reported as it is rarely observed by the reporting officer and may depend on self-reporting by those involved.

Consider the crash data, your experience traveling in the region, and what’s important to you. What emphasis would you place on each of these areas to guide how we invest to improve traffic safety and save lives?

Behavior or Condition	Lower Emphasis				Higher Emphasis
	1	2	3	4	5
Unrestrained / Unknown					
Motorcycle					
Intersection					
Lane Departure					
Pedestrian					
Bicycle					
Nighttime					
Speeding/ Aggressive Driving					
Impaired Driving					
Young Driver					
Older Driver					
Weather					
Animal					
Distracted Driving					

Demographics questions

Thank you for taking our survey!



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STAFF REPORT

REPORT DATE: June 13, 2023
MEETING DATE: June 28, 2023
TO: Honorable Chair and Members of the TAC
FROM: Kate Morley, Executive Director
SUBJECT: Greater Arizona Funding Initiative

1. Recommendation:

This item is for discussion only.

2. Related Strategic Plan Goal and Objective

Goal 1: Maximize Funding for Transportation Projects and Programs.

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

3. Background

The Rural Transportation Advocacy Council (RTAC) represents 11 small Councils of Government (COGs) and Metropolitan Planning Organizations (MPOs) around the State. The mission of RTAC is "to protect and promote rural and small metropolitan transportation interests, as well as creating a stronger and more effective rural transportation advocacy network in Arizona".

Supervisor Jeronimo Vasquez serves on the RTAC Board and Councilmember Sweet is the Alternate.

At their May 22nd meeting, the RTAC Board supported the recommendation to start the development of a list of priority projects totaling \$400M to pursue in the next legislative session. Specifically, RTAC is pursuing funding through the Governor and State Legislature as a special budget appropriation. This is not



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funding that would be apportioned through ADOT, and the funding would go directly to the local agencies for local projects. RTAC is proposing the \$ 400 million be allocated to each Council of Government (COG) or Metropolitan Planning Organization (MPO) region by population. That would provide MetroPlan partners with \$22,434,763 in requested funds. This process mirrors the legislative session process.

The major benefit of this Statewide approach is that it amplifies MetroPlan's request and enlists additional champions. Our request will be packaged with the requests of 10 other COGs and MPOs. For example, rather than MetroPlan submitting a standalone \$ 22.4 million request and soliciting support, we will be partnering with 10 other organizations that all want to be successful. By partnering with others, we can amplify our voice and link up with additional champions. However, each agency and MetroPlan should also advocate for projects separately to increase the likelihood of inclusion in the final budget.

Projects the State finds attractive and compelling should be considered since the State is providing funding. Items that are attractive are:

- *Local match percentage and any other partnership funding,*
- *Timeliness/ shovel ready,*
- *Issues of importance to regional representatives: rural and tribal benefits, post-fire flooding.*

RTAC has asked each organization to provide priority projects and make the case for funding in time for the Rural Transportation Summit in October. To meet this timeline, the TAC will need to recommend projects to the Board at its August meeting for Board approval in September.

For reference, the MetroPlan Board 2023 requests were:

- *Lone Tree Corridor – City of Flagstaff -- \$2.6M*
- *HWY 180 Flood Mitigation – City of Flagstaff -- \$3M*
- *HWY 89 Flood Mitigation – Coconino County -- \$5M*
- *John Wesley Powell Bridge at I-40 -- \$5M*



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4. TAC and Management Committee Discussion

5. Fiscal Impact

There is no cost to pursue this funding, however, support of our legislative liaison will be critical to funding being included in final budget. MetroPlan budgeted \$20,000 in local funds for legislative services in fiscal year 2024.

6. Alternatives

None provided since this item is for discussion only

7. Attachments

RTAC Legislation Allocations for 2024



Central Arizona Governments
 Central Yavapai Metro. Planning Org.
 Lake Havasu Metro. Planning Org.
 MetroPlan Greater Flagstaff
 Northern Arizona Council of Gov'ts.
 Sierra Vista Metro. Planning Org.
 Southeastern Arizona Governments Org.
 Sun Corridor Metro. Planning Org.
 Western Arizona Council of Gov'ts.
 Yuma Metropolitan Planning Org.

June 12, 2023

RTAC 2024 PRIORITY PROJECT LIST DEVELOPMENT

At their May 22nd meeting, the RTAC Board supported the recommendation to start the development of a list of priority projects totaling \$400M to pursue next legislative session. The timing recognizes the minimum four months that will be needed for the COG/MPOs to complete their lists in time for their use at the Rural Transportation Summit scheduled for October 18-19.

Allocations will continue to be based on COG/MPO population numbers:

COG/MPO	2020 Population	Percentage	Allocation
CAG	84,510	5.01%	\$20,031,930.68
CYMPO	141,784	8.40%	\$33,607,943.63
LHMPO	60,257	3.57%	\$14,283,157.95
MAG (Pinal)	279,975	16.59%	\$66,364,432.04
MetroPlan	94,647	5.61%	\$22,434,763.07
NACOG	317,618	18.82%	\$75,287,111.77
SEAGO	152,306	9.03%	\$36,102,142.58
SCMPO	114,051	6.76%	\$27,034,325.62
SVMPO	68,906	4.08%	\$16,333,263.38
WACOG	169,567	10.05%	\$40,193,609.77
YMPO	203,881	12.08%	\$48,327,319.51

Note 1: Calculation is based on using the 2020 Census as the control total for each County.

Note 2: COG/MPO population is based on using the latest 5-year ACS data (2017-2021), used within MAG's "azdemographics interactive map" (<https://geo.azmag.gov/maps/azdemographics/>) to capture the COG/MPO percentage within Counties divided as such. The percentage is then applied to the corresponding County's 2020 Census Figure.

Project lists and the accompanying fact sheets for each project are due to Travis Ashbaugh at CAG on October 1st. This will provide time for edits, the compilation of supporting documents such as the statewide project location map, and the completion of the booklet prior to the start of the Summit on October 18th.

We will continue to provide flexibility on project submittals as we would like your projects to truly represent your top transportation priorities. There are no requirements or restrictions such as; whether a project is state or local, the type of mode serviced, the inclusion and level of local contributions, or the construction timing. However, please know that those factors may influence the prospects of a project's successful inclusion in the state budget. Local shares and quick

completion timelines have been very impactful. Considering projects that your local legislators will be willing to support will also be very important.

We will be using the same fact sheet template as last year. Travis indicated that one of the most frequent errors with last year's fact sheets were the project location pins on the state maps on each fact sheet, so please doublecheck the locations.

Some of the other key points are:

- Use a non-satellite map that provides a good visual of the location and improvements
- Provide the accurate full name of the roadway (for example, whether Street or Boulevard) If highway, is it an Interstate, U.S. Route, or State Route
- Use a picture(s) that persuasively illustrates the current conditions or challenges
- Specify the project boundaries such as intersecting streets or mileposts
- Specify the jurisdiction that will be administering the project. If multiple, which jurisdiction should receive the funding (one recipient)
- Insure that the point of contact is best for legislator & legislative staff inquiries
- Identify total project costs, the legislative funding request and other funding sources, particularly from the local jurisdiction
- Specify legislative district, COG/MPO, county, and municipality. If unincorporated, list closest municipalities and/or those mostly impacted by the improvement
- In the description, emphasize and describe the primary impacts and benefits such as safety, congestion, economic development, etc...
- At end of description, add the date that the project was voted on by the COG/MPO and list the voting jurisdictions (to help illustrate the level and breadth of support)
- List any project endorsers such as chambers of commerce, businesses or colleges (not necessary but helpful). This is a new addition from last year
- Provide a project timeline including construction start and completion dates. While next year completions are not a requirement, they certainly enhance a project's chances.

A follow up discussion with planners will be scheduled for August. In the meantime, please do not hesitate to contact me at (480) 577-7209 or kadam@rtac.net if you have any questions or suggestions to improve the process or fact sheets. I'm attaching a fact sheet from last year that did a good job of capturing most of the bullet points above:

Industrial Park Dr Reconstruction Project



Project Overview

Located just off Interstate 19 in Nogales, Arizona, this project has a significant economic impact for the Nogales area. The road serves a major industrial park that facilitates import /export of goods to and from Mexico. The project involves the reconstruction of 2,860 ft. of Industrial Park Drive beginning at Manor Drive and ending at Mariposa Rd.

The City of Nogales has a population of 20,288 and is located on the US/Mexico international border with 3 land ports of entry and 1 air port of entry. The greater Nogales border area is home to a thriving Maquiladora industry and \$30 billion of goods enter the US market through the community. That trade is dependent on a good transportation system. Industrial Park Drive serves a major industrial area in the City providing significant employment opportunities to area residents. The street carries from 3,345 to 6,019 vehicles per day on average with a high volume of truck traffic. The replacement pavement will be designed to withstand the truck traffic loads. The proposed street improvement will serve to enhance the economic competitiveness of the City of Nogales and induce private job creation and capital investment by the benefitted developments. All businesses to benefit from the improvements considered are base industries.

This road was last paved in 1984. The road has a significant crash history that can generally be attributed to the dilapidated condition of the roadway. According crash data provided by the Nogales Police Department, 48 accidents have been recorded in this road over the past 5 years. The improvements to Mariposa Road (SR 189) were completed earlier this year. Industrial Park Drive is federally classified as Urban Major Collector that connects with Mariposa Road in two locations. This road could serve as an alternative route for Mariposa Road in the event that Mariposa has to be temporarily closed.

This project was selected as a regional priority by the SEAGO Executive Board that consists of elected officials from 19 counties, cities, and towns located in Southeastern Arizona.

Project Lead
City of Nogales, Arizona

Project Schedule
Construction in 2023

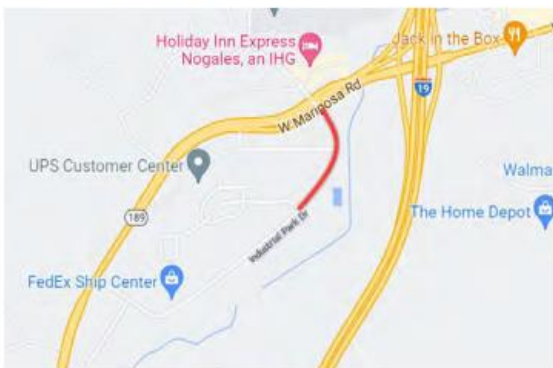
Project Cost
Total Project Cost: \$2,505,944
State Funding Request: \$2,363,105
Local Contribution: \$142,839

Contact Info
Juan Guerra
City of Nogales Engineer
520.287.6571
jguerra@nogalesaz.gov

Location
City of Nogales
Santa Cruz County
AZ Legislative District 21
SEAGO Region

 SouthEastern Arizona Governments Organization

Vicinity Map & Site Photo





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STAFF REPORT

REPORT DATE: June 20, 2023
MEETING DATE: June 28, 2023
TO: Honorable Chair and Members of the Board and TAC
FROM: Sandra Tavel, Transportation Planner
SUBJECT: Transportation Alternatives Program (TAP) - ADOT

1. Recommendation:

None. This item is for discussion only.

2. Related Strategic Workplan Item

Goal 1: Maximize Funding for Transportation Projects and Programs

- **Objective:** Align capital and programmatic needs with priorities and fund sources

3. Background

Under the [Bipartisan Infrastructure Law](#) Surface Transportation Block Grant (STBG) Program, the Transportation Alternatives (TA) Set-Aside provides funding for projects that help States build a variety of generally smaller-scale alternative transportation projects that achieve safer, connected, and equitable on-and off-road networks for all users. ADOT expects the call for projects to come out soon (literature from ADOT says early June) and MetroPlan is a key participant in shaping the program for the region.

Examples of eligible projects: Safe routes to school; Bike/Ped Facilities; Recreational Trails; Environmental mitigation re: stormwater and habitat connectivity; Construction of turnouts, overlooks, and viewing areas

Examples of eligible activities: Planning; Design; Construction; Educational Programming



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Other eligibility details: projects must have MPO approval

Eligible applicants: local government agencies, regional transportation authorities; Transit Agencies; Public land agencies (federal, state, local); School Districts, local education agencies or schools, tribal governments, MPOs serving an urbanized area <200,000, Nonprofits that partner with a public entity

Match: Local match is required for all projects at 5.7% minimum or above; the in-kind match is allowable

Current status of the program: TA program website is expected to go live soon. MetroPlan is aware of multiple projects fitting TA goals and criteria and partners have expressed interest in Knoles Elementary, Kromer school sidewalk, and County Safe Routes programs.

MetroPlan is seeking input from the TAC on potential projects. Ultimately, the region should try to advocate for one application that meets MetroPlan goals, is well-aligned with program scoring criteria, and with a committed local match.

4. TAC and Management Committee Discussion

5. Fiscal Impact

None.

6. Alternatives

None. This item is for discussion only.

7. Attachments

None. This item is for discussion only.



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STAFF REPORT

REPORT DATE: June 20, 2023
MEETING DATE: June 28, 2023
TO: Honorable Chair and Members of the Board and TAC
FROM: Sandra Tavel, Transportation Planner
SUBJECT: Creative Local Match Plan Update (5305e grant)

1. Recommendation:

None. This item is for discussion only.

2. Related Strategic Workplan Item

Goal 1: Maximize Funding for Transportation Projects and Programs

- **Objective:** 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 government assistance funds (grants) for Transportation require a match between 5.7% and 20% depending on the funding agency. 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.

MetroPlan hired a Transportation Planner in December 2022 to create a Creative Local Match Plan that is accessible and replicable, particularly for Arizona and the Flagstaff region, as well as across the U.S.

Deliverables of the Creative Local Match Plan include a toolkit and presentation of findings to MetroPlan Member Agencies and at the 2024 AZTA Conference.



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Initial Creative Local Match ideas will be presented at this meeting--listing ten options. Philanthropic Fund Seeking and Developer Impact Fees will be reviewed in greater detail. The project will be completed in April 2024.

4. TAC and Management Committee Discussion

5. Fiscal Impact

Most government assistance funds (grants) for Transportation require a match between 5.7% and 20% depending on the funding agency. The ability to draw down federal dollars is always contingent on providing matching funds.

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 discussion only.

7. Attachments

None.



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STAFF REPORT

REPORT DATE: June 13, 2023
MEETING DATE: June 28, 2023
TO: Honorable Chair and Members of the TAC
FROM: Kate Morley, Executive Director
SUBJECT: Technical Advisory Committee (TAC) Structure

1. Recommendation:

This item is for discussion only.

2. Related Strategic Plan Goal and Objective

Goal 3: Build MetroPlan's Visibility in the Community

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

3. Background

The role and membership of the MetroPlan Technical Advisory Committee (TAC) have changed over the years to adapt to the needs of the organization over time. While conducting a listening tour, many TAC members expressed a desire to reconsider the best use of the TAC's time, especially when considering the need for supplemental project advisory committees.

The role and membership of the TAC are defined in the MetroPlan by-laws. The bylaws state TAC membership is as follows:

- 3 City staff
- 2 County staff
- 2 ADOT staff
- 1 NAU staff



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- 1 Mountain Line staff
- 1 Federal Highways Administration (FHWA) and 1 Federal Transit Administration (FTA) staff as non-voting members

The responsibilities of the TAC are reviewing, studying, analyzing, and as appropriate making recommendations to the Executive Board and staff. The TAC must meet at least four times annually.

The TAC role is further refined in the operating procedures:

“The TAC has authority and primary responsibility to conduct technical reviews and analyses regarding all work activities of the Unified Planning Work Program (UPWP), and any related issues as specified by the FMPO Executive Board, and to so advise the Executive Board and staff on appropriate actions to be taken. The TAC works closely with the FMPO staff, providing guidance and direction for the development of the annual UPWP/Budget and work activities defined therein.”

Within the bylaws and operating procedures, there is flexibility regarding the structure of meetings and agendas. Historically, the TAC operated more like a project advisory committee, reviewing technical details of plans. More recently, the TAC has acted as a review committee for the Board agenda, providing feedback on items the Board will consider and act on.

MetroPlan has several upcoming planning processes that will require technical review. Current examples include West 66 Corridor Planning, the Vulnerable Roadway Users Study, and the Regional Transportation Safety Plan. When those projects finish, there will likely be more. Staff expects that many members of the TAC would sit on project advisory committees. However, not all representatives who should be on a project advisory committee may currently sit on the TAC. There are several options for the structure under which MetroPlan can proceed.

1. *MetroPlan can form project advisory committees for each of these planning processes that have broader membership with each member having equal weight. MetroPlan could also hold TAC meetings each month to review Board agendas as is current practice.*
2. *MetroPlan can form project advisory committees for each of these planning processes that have broader membership with each member having equal weight. MetroPlan can hold TAC meetings less frequently (minimum of four times annually) to review specific Board agenda items, specifically the Unified Planning Work Program, Strategic Advance,*



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budget, and legislative priorities. Interim Board agendas could be emailed.

- 3. MetroPlan could use the TAC meeting as the project advisory committee. In this scenario, more time on agendas would be devoted to project-specific details. The draft Board agenda would be provided and TAC could comment if they wished to discuss specific items but items would not be discussed unless requested by the TAC. TAC review of the Unified Planning Work Program, Strategic Advance, budget, and legislative priorities would still occur. In this scenario, the TAC should consider if the membership of the TAC is adequate or if additional membership should be considered such as health/ safety, sustainability, and other entities representing fields that are related to core values that define “the finest transportation system” to make sure all parties who need to be on project advisory committees are present.*

4. TAC and Management Committee Discussion

5. Fiscal Impact

There is no fiscal impact as this item is for discussion only.

6. Alternatives

None provided since this item is for discussion only

7. Attachments

- 1. MetroPlan Bylaws*
- 2. MetroPlan Operating Procedures*

**BYLAWS
OF
FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION
an Arizona Non-Profit Corporation**

**Article 1
Place of Business and Corporate Seal**

1.1 Principal Place of Business

The known place of business of Flagstaff Metropolitan Planning Organization (FMPO) is 6 E Aspen Ave, Suite 200, Flagstaff, Arizona 86001.

1.2 Other Places of Business

The corporation may also have places of business at such other locations, within the State of Arizona, as the business of the corporation may require, and as the Board of Directors may from time to time designate. The business of the corporation, as authorized in accordance with these Bylaws, may be transacted at such other offices with the same effect as if conducted at the principal office.

1.3 Change of Known Place of Business

The Board of Directors may change the corporation's known place of business from time to time by filing a statement with the Arizona Corporation Commission pursuant to applicable law.

A corporate seal shall not be requisite to the validity of any instrument executed by or on behalf of the corporation, but nevertheless, if any instance of corporate seal be used, the same shall be a circle having on the circumference thereof, Flagstaff Metropolitan Planning Organization, and in the center May 9, 2019.

**Article 2
Purpose**

2.1 The purpose of the organization is to satisfy the Amended and Restated Intergovernmental Agreement ("Master IGA") regarding the Flagstaff Metropolitan Planning Organization (FMPO) dated September 18, 2018, as may be further amended and restated from time to time. These Bylaws supplement the Master IGA by providing direction on how the FMPO will conduct business. In any situation where there is an inconsistency between the Master IGA and the Bylaws, the Master IGA shall control.

2.2 The approximate 525 square mile area covered by the FMPO includes Bellemont on the west, Kachina Village and Mountaineer on the south, Winona on the east, and San Francisco Peaks on the north. Owned and regulated lands include those owned by private parties, the City of Flagstaff (Flagstaff), Coconino County (County), State of Arizona (State), Northern Arizona University (NAU), United States National Forest and Park Services, and the Arizona National Guard.

Article 3

Membership/Executive Board of Directors (“Executive Board”)

3.1 Members

Flagstaff Metropolitan Planning Organization does have members, namely the parties to the Master IGA.

3.2 Executive Board

The Executive Board acts as a policy body, coordinating and directing transportation planning, implementation, and related activities within the FMPO boundary. The business and affairs of the corporation shall be managed by the Executive Board which may exercise all such powers of the corporation and do all such lawful acts for the benefit of the corporation as are permissible by the Articles of Incorporation, these Bylaws, the Master IGA, and Arizona law, considered together. (See Exhibit A)

3.3 Executive Board Membership

The FMPO Executive Board consists of seven voting seats as follows:

- 3 members of the Flagstaff City Council
- 2 members of the Coconino County Board of Supervisors
- 1 member of the State Transportation Board or their designee
- 1 member appointed by the NAIPTA Board of Directors

3.4 Requirements of Executive Board Voting Members

3.4.1 To be a voting member of the Executive Board, a person must be a duly elected or appointed member of one of the listed governing bodies or be a member of the Arizona State Transportation Board or their designee. Each local government unit and the State Transportation Board shall designate the person or persons among its duly elected or appointed members that shall serve as primary member(s) of the FMPO Executive Board.

3.4.2 At its discretion, the City, County or State may select an alternate who is a duly elected or appointed member of the respective governing body. The State Transportation Board

member may appoint an ADOT official as a designated alternate. Designated alternates may serve when the primary member(s) is not available. The alternate will have the same voting power and duties of the primary member, except when replacing the chair in which case the duties of chair shall be assumed by the vice-chair.

3.4.3 Any member who for any reason shall no longer be a member of the voting entity shall no longer be eligible to serve on the Executive Board and another member shall be appointed by the appropriate voting entity.

3.4.4 Any member may resign his or her office at any time. Such resignation shall be made in writing and will take effect at any time prior to the next annual meeting of the Board.

3.4.5 The Executive Board Members shall not receive any compensation for their services as Board Members.

3.4.6 The City, County, and NAIPTA will each contribute \$5,000 annually per voting member of the Executive Board. The State Transportation Board is excluded from this requirement.

3.5 Executive Board Responsibilities

The FMPO Executive Board is responsible for all actions, agreements, and functions to be carried out by the Flagstaff Metropolitan Planning Organization, including but not limited to:

3.5.1 Serving in a review capacity to ensure that all federal and state assisted development projects are consistent with integrated regional transportation plans and programs;

3.5.2 Accepting contributions and grants-in-aid.

3.5.3 Contracting with the Federal Government for planning assistance and other transportation-related planning projects, products, and services.

3.5.4 Establishing and maintaining policy-level relations and positions, including those regarding proposed legislation with local, regional, state and federal policy organizations.

3.5.5 Other products that are deemed essential may be authorized by the Executive Board, and specified in the Unified Planning Work Program (UPWP).

Article 4 **Meetings of the Executive Board**

4.1 The FMPO Executive Board shall follow the Open Meeting Laws of Arizona.

4.2 Parliamentary procedure at all meetings shall be governed by Robert’s Rules of Order, except as otherwise modified herein or unless the rules are suspended by a majority of the voting quorum.

4.3 Place of Meetings

Meetings of the Executive Board, regular or special, will be held within the State of Arizona at a place designated by the Executive Board which is reasonable, considering the circumstances of all Members of the Board and the needs of the corporation. Each such meeting shall be personally attended by all participating Members, except that a meeting by telephone or video conference, or similar communication method, is permissible provided that no Board Member objects to such a meeting and all persons participating in the meeting can hear each other, including the public in attendance. Participation in a meeting through such telephone or video communication shall constitute presence in person at such meeting for all purposes, including voting.

4.4 Initial Meeting of Board of Directors

The first meeting of the Board of Directors, subsequent to the filing of the Articles of Incorporation, shall be held at such time and place as shall be designated by a majority of the Board of Directors (thereafter entitled “Executive Board” members) named in the Articles and in satisfaction of Open Meeting Law. As the entity has existed prior under the Master IGA, no specific organizational requirements shall apply.

4.5 Regular Meetings of the Executive Board

Regular meetings of the Executive Board may be set by the Board and held upon such notice and at such time and at such place determined by the Board, in satisfaction of Open Meeting Law, but in no event shall there be less than four meetings of the Executive Board in one year. The notices of the meetings shall take the form of agendas posted in accordance with Arizona Open Meeting Law

4.6 Special Meetings of Executive Board

Special meetings of the Executive Board may be called by the chairman, or any two Board Members, on one (1) day’s written notice to each Board Member, delivered in person, or by mail, fax or e-mail, but only so long as an agenda is posted in satisfaction of Open Meeting Law. Any officer of the corporation may request a special meeting of the chairman or any two Board Members, which meeting shall be called at the chairman’s or Board Member’s sole discretion. A waiver of notice signed by a Board Member, either before or after the meeting, shall be equivalent to the giving of notice.

4.7 Attendance and Waiver

Attendance of a Board Member at any meeting shall constitute a waiver of notice of such meeting and waiver of the right to object to the transaction of any business because the meeting is not lawfully called or convened, except such waiver shall never apply to any violations of Open Meeting Law. Any Board Member may waive notice of any regular, annual or special meeting of Board Members by executing written waiver either before or after the time of meeting.

4.8 Executive Board Voting

Any conflict of interest must be stated prior to discussion of that particular agenda item. Each voting seat present will qualify as one vote. There is no weighted voting. The presence of a majority of voting members (four) is required to obtain quorum. Alternates in attendance count toward the establishment of a quorum. A majority of the voting quorum present will constitute passage. A tie is a failure to pass.

Article 5 **Notices**

5.1 Notice

Whenever, under the provisions of the statutes or of the Articles of Incorporation, or of these Bylaws, notice is required to be given to any Executive Board Member, it shall not be construed to mean personal notice, but such notice may be given in writing, by mail addressed to such Member at his or her address as it appears on the records of the corporation, with postage thereon prepaid, and such notice shall be deemed to be delivered at the time when the same shall be deposited in the United States mail. Notice to Board Members may also be given by telegram, fax or e-mail and shall be deemed delivered when sent.

5.2 Waiver of Notice

Whenever any notice is required to be given under the provisions of the statutes, or under the provisions of the Articles of Incorporation, or these Bylaws, a waiver thereof in writing signed by the person or persons entitled to such notice, whether before or after the time stated therein, shall be deemed equivalent to the giving of such notice. All actions must still comply with Open Meeting Law.

Article 6 **Officers of the Corporation**

6.1 Executive Board Officers

6.1.1 The members of the FMPO Executive Board shall elect a Chairperson and a Vice Chairperson. In the absence of the Executive Board Chair, or upon her/his inability to act or serve,

the Vice Chairperson shall have the powers of the Chairperson. The Chairperson and Vice Chairperson will serve without compensation and shall serve for a period of one year. The Executive Board may reappoint members to additional terms as Chairperson or Vice Chairperson, except that a person may not serve in these positions for more than three consecutive years.

6.1.2 The Executive Board Chairperson shall be able to vote on all matters before the FMPO Executive Board. She/he shall sign, on behalf of the FMPO, all documents requiring signatures. The FMPO Executive Board may delegate to the FMPO Executive Director such signature authority it deems appropriate and/or necessary.

6.1.3 Officers will be seated in the first month of the fiscal year or as soon thereafter as practical. When the Chairperson position is vacated, the Vice Chairperson assumes the position of Chairperson and the Executive Board must then elect another Vice Chairperson.

6.1.4 It is generally preferred, but not required, for the Chairperson and Vice Chairperson to be from two different jurisdictions.

6.2 Executive Director/Staff

The corporation may employ, or contract with, an Executive Director, who shall have general direction of and supervision over the day to day affairs of the corporation. The Executive Director shall provide organizational leadership and exercise such authority and perform such duties as the Executive Board may assign. These authorities include but are not limited to, signing the Work Program agreement, making administrative modifications to the Unified Planning Work Program (UPWP), Transportation Improvement Plan (TIP), Disadvantaged Business Enterprise Plan (DBE) and Title VI plan as per the Work Program Agreement with ADOT. The Executive Board may also establish such other positions of employment as it deems desirable from time to time and shall fix the compensation for all such positions.

6.3 Additional Officers

In addition to the positions identified above, the Executive Board may appoint such other officers and agents of the corporation as it shall deem necessary in its sole discretion who shall hold their offices for such terms and shall exercise such powers and perform such duties as shall be determined by the Executive Board.

6.4 Statutory Agent

The Statutory Agent upon whom process against the corporation may be served shall be in charge of the corporation's registered office in the State of Arizona and shall perform all duties required by said agent by statute.

Article 7 **Committees**

7.1 Management Committee

7.1.1 The Management Committee has authority to advise the FMPO Executive Director and the Executive Board. The primary area of emphasis is on the policy direction of the Management Committee Members' respective jurisdictions and any bearing such direction has on the development of the FMPO work program or its implementation.

7.1.2 Management Committee Membership

The FMPO's Management Committee consists of the Flagstaff City Manager, the Coconino County Manager, the ADOT District Engineer, the NAIPTA chief executive officer (CEO), and a member of the President's office of NAU, or their respective designated alternates.

7.1.3 Management Committee Meetings

The Management Committee may meet as it deems appropriate to review the FMPO Executive Board agenda and to provide input or advice to FMPO staff and/or the Executive Board.

7.1.4 Management Committee meetings are not subject to the Open Meeting Law of Arizona as the committee cannot take action on behalf of the entity.

7.2 Technical Advisory Committee (TAC)

The TAC has authority and primary responsibility to conduct technical reviews and analyses regarding all work activities of the UPWP, and any related issues as specified by the FMPO Executive Board, and to so advise the Executive Board and staff on appropriate actions to be taken.

The TAC works closely with the FMPO staff, providing guidance and direction for development of the annual UPWP/Budget and work activities defined therein.

Procedures and relevant positions of the Executive Board are applicable by reference to the TAC.

7.2.1 TAC Membership

The FMPO TAC is composed of technical and/or managerial staff representatives from each of the participating agencies. In addition, there may be one or more non-voting representatives, each from the Federal Highways Administration (FHWA) and Federal Transit Administration (FTA). Additional organizations may be added in the future by Executive Board directive for voting or non-voting status. Each non-voting member must be approved by her/his respective agency.

The FMPO TAC consists of nine voting seats and two non-voting seats as follows:

- 3 staff members of the City appointed by the Flagstaff City Manager – Voting
- 2 staff members of the County appointed by the Coconino County Manager – Voting
- 2 staff members of ADOT appointed by the District Engineer – Voting
- 1 staff member of NAU appointed by the President’s office – Voting
- 1 staff member of NAIPTA appointed by the NAIPTA CEO – Voting
- 1 staff member of FHWA – Non-voting
- 1 staff member of FTA – Non-voting

7.2.2 Requirements of TAC Voting Members

Members shall be appointed by the City Manager, County Manager, ADOT District Engineer, NAU President’s office, or NAIPTA CEO, as applicable.

The person in each of the above-named positions may, by a written statement to the Chairpersons of the Executive Board and the TAC, designate a regular alternate. Such alternate must have adequate technical ability to represent the agency.

7.2.3 TAC Voting

Any conflict of interest must be stated prior to discussion of that particular agenda item. Each voting seat present will qualify as one vote. There is no weighted voting. The presence of a majority of voting members (5) is required to obtain a quorum. A majority of the voting quorum present will constitute passage. A tie is a failure to pass.

7.2.4 TAC Officers

7.2.4.1 The TAC members shall elect a Chairperson and a Vice Chairperson of the TAC. Each shall serve without compensation and for a period of one year. Each position is renewable upon a vote of the TAC members, without restriction as to the number of terms served. In the absence of the Chairperson, or upon her/his inability to act or serve, the Vice Chairperson shall assume the duties of the Chairperson.

7.2.4.2 Elected officers of the TAC shall serve on a rotation basis, so that when the Chairperson’s position is vacated, the Vice Chairperson assumes the position of Chairperson. The TAC must then elect another TAC member to serve as Vice Chairperson.

7.2.4.3 It is generally preferred, but not required, for the Chairperson and Vice Chairperson to be from two different jurisdictions.

7.2.5 TAC Responsibilities

The FMPO TAC shall be responsible for: reviewing, studying, analyzing, and as appropriate, making recommendations to the FMPO Executive Board and staff on issues germane

to the FMPO; regularly reporting to the Executive Board on Technical Advisory Committee activity through the FMPO Executive Director.

7.2.6 TAC Meetings

The FMPO TAC shall follow the Open Meeting Law of Arizona.

Parliamentary procedure at all TAC meetings shall be governed by Robert's Rules of Order, except as otherwise modified herein or unless the Rules are suspended by a majority of the voting quorum.

The FMPO TAC shall meet at least four times per year and preferably monthly.

7.3 Other Special Committees

7.3.1 Special committees may be created by the FMPO Executive Board as deemed necessary. A special committee may be either an ad hoc committee for a specific work task or a standing committee for one or more work tasks. Any such special committee created by the Executive Board will be responsible to the Executive Board.

7.3.2 Special committees may be created by the TAC as deemed necessary. A special committee may be either an ad hoc committee for a specific work task or a standing committee for one or more work tasks. Any committee created by the TAC will be responsible to the TAC.

7.3.3 Special committees shall follow modified parliamentary procedures as defined in these Bylaws for the Executive Board and TAC. Special committees, unless membership consists exclusively of staff employees of the member jurisdictions, shall observe the Open Meeting Laws of Arizona.

Article 8 **Conflicts of Interest**

8.1 Purpose

The purpose of this conflict of interest policy is to satisfy Arizona conflict of interest laws and to protect this corporation's interest when it is contemplating entering into a transaction or arrangement that might benefit the private interest of an officer or director of the Organization or might result in a possible excess benefit transaction. This policy is intended to supplement but not replace any applicable Arizona and federal laws governing conflict of interest applicable to nonprofit organizations.

8.2 Definitions

8.2.1 Interested Person

Any Director, officer, employee, or member of a committee with powers delegated from the Executive Board, who has a direct or indirect financial interest, as defined below, is an interested person.

8.2.2 Financial Interest

A person has a financial interest if the person has, directly or indirectly, through business, investment or family:

8.2.2.1 An ownership or investment interest in any entity with which the corporation has a transaction or arrangement;

8.2.2.2 A compensation arrangement with the corporation or with any entity or individual with which the corporation has a transaction or arrangement; or

8.2.2.3 A potential ownership or investment interest in, or compensation arrangement with, any entity or individual with which the corporation is negotiating a transaction or arrangement. Compensation includes direct and indirect remuneration as well as gifts or favors that are not insubstantial. A financial interest is not necessarily a conflict of interest. A person who has a financial interest may have a conflict of interest only if the Executive Board or a committee with delegated powers decides that a conflict of interest exists.

8.3 Procedures

8.3.1 Duty to Disclose

In connection with any actual or possible conflict of interest, an interested person must disclose the existence of the financial interest and be given the opportunity to disclose all material facts to the Executive Board and members of any committee with powers delegated by the Executive Board to consider the proposed transaction or arrangement.

8.3.2 Determining Whether a Conflict of Interest Exists

After disclosure of the financial interest and all material facts, and after any discussion with the interested person, he or she shall leave the Executive Board or committee meeting while the determination of a conflict of interest is discussed and voted upon. The remaining Executive Board or committee members shall decide if a conflict of interest exists.

8.3.3 Procedures for Addressing the Conflict of Interest

8.3.3.1 An interested person may make a presentation at the Executive Board or committee meeting, but after the presentation, he or she shall leave the meeting during the

discussion of, and the vote on, the transaction or arrangement involving the possible conflict of interest.

8.3.3.2 The chairperson of the Executive Board or committee shall, if appropriate, appoint a disinterested person or committee to investigate alternatives to the proposed transaction or arrangement.

8.3.3.3 After exercising due diligence, the Executive Board or committee shall determine whether the corporation can obtain with reasonable efforts a more advantageous transaction or arrangement from a person or entity that would not give rise to a conflict of interest.

8.3.3.4 If a more advantageous transaction or arrangement is not reasonably possible under circumstances not producing a conflict of interest, the Executive Board or committee shall determine by a majority vote of the disinterested Members or committee members whether the transaction or arrangement is in the corporation’s best interest, for its own benefit, and whether it is fair and reasonable. In conformity with the above determination, it shall make its decision as to whether to enter into the transaction or arrangement.

8.3.4 Violations of the Conflicts of Interest Policy

8.3.4.1 If the Executive Board or committee has reasonable cause to believe a member has failed to disclose actual or possible conflicts of interest, it shall inform the Member, officer, or employee of the basis for such belief and afford the member an opportunity to explain the alleged failure to disclose.

8.3.4.2 If, after hearing the Member’s, officer’s, or employee’s response and after making further investigation as warranted by the circumstances, the Executive Board or committee determines the Member has failed to disclose an actual or possible conflict of interest, it shall take appropriate disciplinary and corrective action.

8.4 Records of Proceedings

The minutes of the Executive Board and all committees with delegated powers shall contain:

8.4.1 The names of the persons who disclosed or otherwise were found to have a financial interest in connection with an actual or possible conflict of interest, the nature of the financial interest, any action taken to determine whether a conflict of interest was present, and the Executive Board’s or committee’s decision as to whether a conflict of interest in fact existed.

8.4.2 The names of the persons who were present for discussions and votes relating to the transaction or arrangement, the content of the discussion, including any alternatives to the

proposed transaction or arrangement, and a record of any votes taken in connection with the proceedings.

8.5 Compensation

8.5.1 A voting member of the Executive Board who receives compensation, directly or indirectly, from the corporation for services is precluded from voting on matters pertaining to that Member's compensation.

8.5.2 A voting member of any committee whose jurisdiction includes compensation matters and who receives compensation, directly or indirectly, from the corporation for services is precluded from voting on matters pertaining to that member's compensation.

8.5.3 No voting member of the Executive Board or any committee whose jurisdiction includes compensation matters and who receives compensation, directly or indirectly, from the corporation, either individually or collectively, is prohibited from providing information to any committee regarding compensation.

8.6 Annual Statements

Each Executive Board director, officer and member of a committee with powers delegated by the Executive Board shall each annually sign a statement which affirms such person:

- (a) Has received a copy of the conflicts of interest policy;
- (b) Has read and understands the policy;
- (c) Has agreed to comply with the policy; and
- (d) Understands the corporation is non-profit and must engage in activities as set by the Master IGA.

8.7 Periodic Reviews

To ensure the corporation operates in a manner consistent with non-profit purposes, periodic reviews shall be conducted. The periodic reviews shall, at a minimum, include the following subjects:

8.7.1 Whether compensation arrangements and benefits are reasonable, based on competent survey information, and the result of arm's length bargaining.

8.7.2 Whether partnerships, joint ventures, and arrangements with management organizations conform to the corporation's written policies, are properly recorded, reflect reasonable investment or payments for goods and services, further its purposes and do not result in inurement, impermissible private benefit or in an excess benefit transaction.

8.8 Use of Outside Experts

When conducting the periodic reviews as provided for in Section 8.7, the corporation may, but need not, use outside advisors. If outside experts are used, their use shall not relieve the Executive Board of its responsibility for ensuring periodic reviews are conducted.

Article 9

Contracts, Checks, Loans and Deposits

9.1 Contracts

In addition to the authority granted to the Chairman, the Executive Board may authorize the Executive Director and any additional officer or officers, agent or agents, to enter into any contract or execute and deliver any instrument in the name or on behalf of the corporation and such authority may be general or limited to specific transactions.

9.2 Loans

No loans shall be contracted on behalf of the corporation and no evidence of indebtedness shall be issued in its name unless authorized by express, written resolution of the Executive Board. Such authority may be general or limited to specific transactions.

9.3 Checks, Drafts or Orders

All checks, drafts, or other orders for payment of money, notes or other evidences of indebtedness issued in the name of the corporation shall be signed by the Chairman, the Executive Director, and/or such other officers of the corporation as shall be authorized by express, written resolution of the Executive Board.

9.4 Deposits

All funds of the corporation not otherwise employed shall be deposited from time to time to credit of the corporation in such banks, trust companies or other depositories as the Executive Board may select.

9.5 Gifts

The Executive Board may accept on behalf of the corporation any contribution, gift, bequest or devise for any purpose of the corporation. The Executive Board may not receive gifts for their own behalf from anyone.

9.6 Books and Records

The corporation shall keep complete books and records of account and minutes of the proceedings of the Executive Board, the TAC, and any Committees that are subject to Open Meeting Law.

Article 10
Finances

10.1 Fiscal Year

The FMPO's fiscal year shall commence on July 1 of each year.

10.2 Audit

FMPO will conduct an annual audit.

Article 11
FMPO Staff

FMPO staff will follow appropriate personnel policies and procedures as adopted by the FMPO Board through IGAs or specific FMPO policies.

Article 12
Repeal, Alternation or Amendment

Except as provided herein, these Bylaws may be repealed, altered or amended, or substitute Bylaws may be adopted, at any time by a majority of the Executive Board.

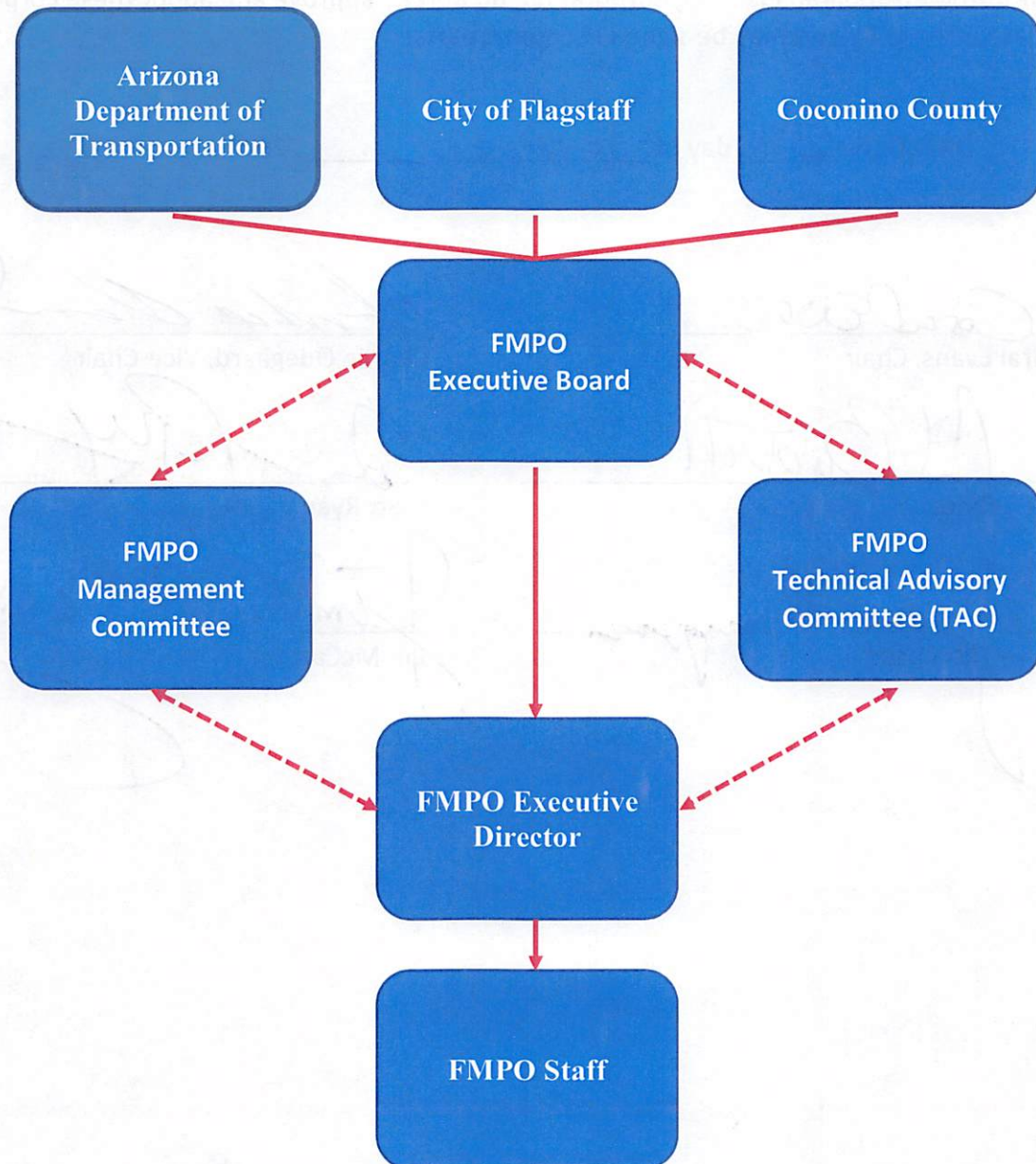
Article 13
Indemnification

The corporation shall indemnify all of its Members, Directors, and Officers and its former Members, Directors, and Officers, against expenses actually and necessarily incurred by them in connection with the defense of any action, suit or proceeding in which they, or any of them, are made parties, or a party, by reason of being or having been Member(s), Director(s) or Officer(s) of the corporation, or of such other corporation, except, in relation to matters as to which and such Member, Director or Officer or former Member, Director or Officer or person shall be adjudged in such action, suit or proceeding to be liable for negligence or misconduct in the performance of duty. Such indemnification shall not be deemed exclusive of any other rights to which those indemnified may be entitled, under Bylaw, agreement, vote or otherwise. Nothing herein is intended to limit any right of indemnification or other right provided under A.R.S. §§ 10-3850 - 58.

Article 14
Arizona Law

Exhibit A


FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION (FMPO)



These Bylaws were prepared and are adopted in accordance with the laws of the State of Arizona. In the event any part of these provisions at any time becomes contrary to such law, such provision shall be null and void. The remaining provisions not in conflict with such law shall have their full force and effect.

IN WITNESS WHEREOF, we, the members of the Executive Board of Directors of Flagstaff Metropolitan Planning Corporation, do hereby approve and adopt these corporate Bylaws. These Bylaws may be signed in counterparts.

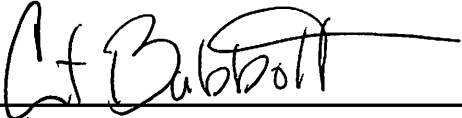
DATED this 5th day of February, 2020.



Coral Evans, Chair



Charlie Odegaard, Vice-Chair



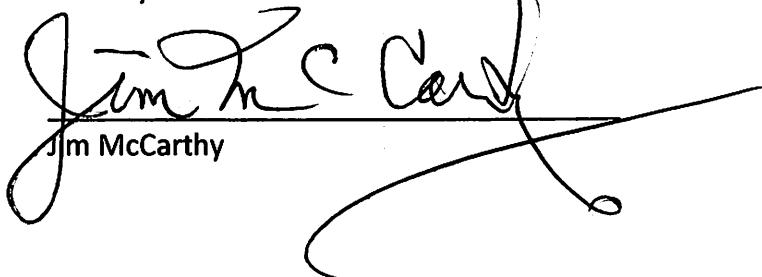
Art Babbott



Matt Ryan



Jesse Thompson



Jim McCarthy

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION OPERATING PROCEDURES

1. PURPOSE

As per the Amended and Restated Intergovernmental Agreement (“Master IGA”) regarding the Flagstaff Metropolitan Planning Organization (FMPO) dated September 18, 2018, the FMPO Board will adopt Operating Procedures. These Operating Procedures supplement the Master IGA by providing direction on how the FMPO will conduct business. In any situation where there is an inconsistency between the Master IGA and the Operating Procedures, the Master IGA stands.

2. AREA

The approximate 525 square mile area covered by the FMPO includes Bellemont on the west, Kachina Village and Mountaineer on the south, Winona on the east, and San Francisco Peaks on the north. Owned and regulated lands include private holdings, City, County, State, Northern Arizona University, National Forest and Park, and the Arizona National Guard.

3. EXECUTIVE BOARD

The Executive Board acts as a policy body, coordinating and directing transportation planning, implementation, and related activities within the FMPO boundary.

3.1 Executive Board Membership

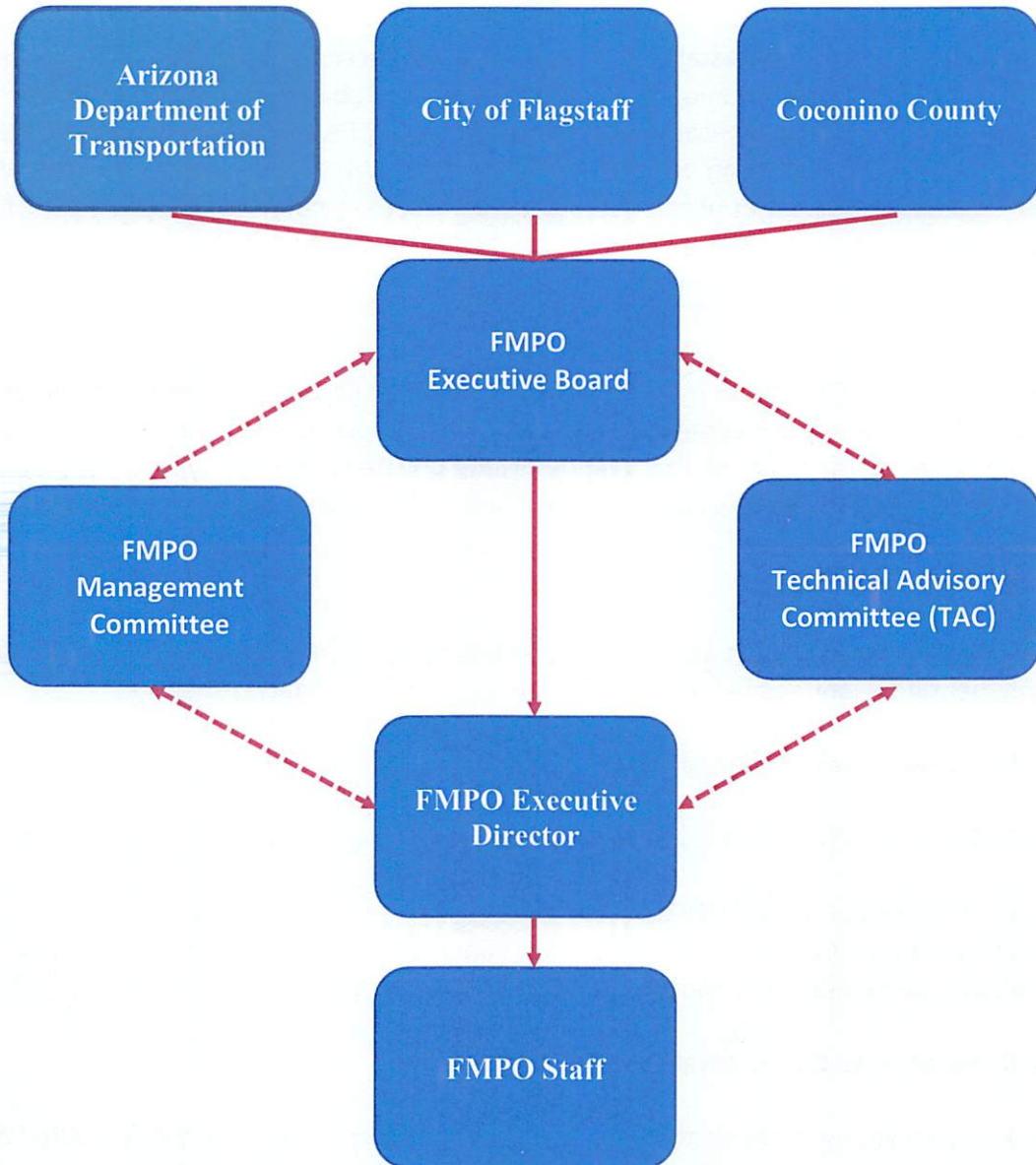
The FMPO Executive Board consists of six voting seats as follows:

- 3 members of the Flagstaff City Council
- 2 members of the Coconino County Board of Supervisors
- 1 member of the State Transportation Board or their designee

3.2 Requirements of Executive Board Voting Members

3.2.1 To be a voting member of the Executive Board, a person must be a duly elected or appointed member of one of the listed governing bodies or be a member of the Arizona State Transportation Board or their designee. Each local government unit and the State Transportation Board shall designate the person or persons among its duly elected or appointed members that shall serve as primary member(s) of the FMPO Executive Board.

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION (FMPO)



3.2.2 At its discretion, the City, County or State may select an alternate who is a duly elected or appointed member of the respective governing body. The State Transportation Board member may appoint an ADOT official as a designated alternate. Designated alternates may serve when the primary member(s) is not available. The alternate will have the same voting power and duties of the primary member, except when replacing the chair in which case the duties of chair shall be assumed by the vice-chair.

3.2.3 Any member who for any reason shall no longer be a member of the voting entity shall no longer be eligible to serve on the Executive Board and another member shall be appointed by the appropriate voting entity.

3.3 Executive Board Voting

Any conflict of interest must be stated prior to discussion of that particular agenda item. Each voting seat present will qualify as one vote. There is no weighted voting. The presence of a majority of voting members (four) is required to obtain quorum. Alternates in attendance per Section 3.2.2. count toward the establishment of a quorum. A majority of the voting quorum present will constitute passage. A tie is a failure to pass.

3.4 Executive Board Officers

3.4.1 The members of the FMPO Executive Board shall elect a Chairperson and a Vice Chairperson. In the absence of the Executive Board Chair, or upon her/his inability to act or serve, the Vice Chairperson shall have the powers of the Chairperson. The Chairperson and Vice Chairperson will serve without compensation and shall serve for a period of one year. The Executive Board may reappoint members to additional terms as Chairperson or Vice Chairperson, except that a person may not serve in these positions for more than three consecutive years.

3.4.2 The Executive Board Chairperson shall be able to vote on all matters before the FMPO Executive Board. She/he shall sign, on behalf of the FMPO, all documents requiring signatures. The FMPO Executive Board may delegate to the FMPO Executive Director such signatures it deems appropriate and/or necessary.

3.4.3 Officers will be seated in the first month of the fiscal year or as soon thereafter as practical. When the Chairperson position is vacated, the Vice Chairperson assumes the position of Chairperson and the Executive Board must then elect another Vice Chairperson.

3.4.4 It is generally preferred, but not required, for the Chairperson and Vice Chairperson to be from two different jurisdictions.

3.5 Executive Board Responsibilities

The FMPO Executive Board is responsible for all actions, agreements, and functions to be carried out by the Flagstaff Metropolitan Planning Organization, including but not limited to:

3.5.1 Serving in a review capacity to ensure that all federal and state assisted development projects are consistent with integrated regional transportation plans and programs;

3.5.2 Accepting contributions and grants-in-aid;

3.5.3 Contracting with the Federal Government for planning assistance and other transportation-related planning projects, products, and services; and

3.5.4 Establishing and maintaining policy-level relations and positions, including those regarding proposed legislation, with local, regional, state, and federal policy organizations.

3.5.5 Other products that are deemed essential may be authorized by the Executive Board, and specified in the Unified Planning Work Program (UPWP).

3.6 Executive Board Meetings

3.6.1 The FMPO Executive Board shall follow the Open Meeting Laws of Arizona.

3.6.2 Parliamentary procedure at all meetings shall be governed by Robert's Rules of Order, except as otherwise modified herein or unless the rules are suspended by a majority of the voting quorum.

3.6.3 The FMPO Executive Board shall meet at least four times per year as per the direction of the Executive Board. The notices of the meetings shall conform to the Open Meeting Laws of Arizona.

4. Management Committee

The Management Committee has authority to advise the FMPO Executive Director and the Executive Board. Primary area of emphasis is on the policy direction of the Management Committee members' respective jurisdictions and any bearing such direction has on the development of the FMPO work program or its implementation.

4.1 Management Committee Membership

The FMPO's Management Committee consists of the Flagstaff City Manager, the Coconino County Manager, the ADOT District Engineer, the NAIPTA chief executive officer (CEO), and a member of the President's office of NAU, or their respective designated alternates.

4.2 Management Committee Meetings

The Management Committee may meet as it deems appropriate to review the FMPO Executive Board agenda and to provide input or advice to FMPO staff and/or the FMPO Executive Board.

Management Committee meetings are not subject to the Open Meeting Law of Arizona.

5. Technical Advisory Committee (TAC)

The TAC has authority and primary responsibility to conduct technical reviews and analyses regarding all work activities of the UPWP, and any related issues as specified by the FMPO Executive Board, and to so advise the Executive Board and staff on appropriate actions to be taken.

The TAC works closely with the FMPO staff, providing guidance and direction for development of the annual UPWP/Budget and work activities defined therein.

Procedures and relevant positions of the Executive Board are applicable by reference to the TAC.

5.1 TAC Membership

The FMPO Technical Advisory Committee (TAC) is composed of technical and/or managerial staff representatives from each of the participating agencies. In addition, there may be one or more non-voting representative each from the Federal Highways Administration (FHWA), and Federal Transit Administration (FTA). Additional organizations may be added in the future by Executive Board directive for voting or non-voting status. Each non-voting member must be approved by her/his respective agency.

The FMPO TAC consists of nine voting seats and two non-voting seats as follows:

- 3 staff members of the City of Flagstaff appointed by the Flagstaff City Manager – Voting
- 2 staff members of Coconino County appointed by the Coconino County Manager – Voting
- 2 staff members of ADOT appointed by the District Engineer – Voting
- 1 staff member of NAU appointed by the President’s office – Voting
- 1 staff member of NAIPTA appointed by the NAIPTA CEO – Voting
- 1 staff member of FHWA – Non-voting
- 1 staff member of FTA – Non-voting

5.2 Requirements of TAC Voting Members

5.2.1 Members shall be appointed by the City Manager, County Manager, ADOT District Engineer, NAU President’s office, or NAIPTA CEO.

5.2.3 The person in each of the above-named positions may, by a written statement to the Chairpersons of the Executive Board and the TAC, designate a regular alternate. Such alternate shall have adequate technical ability to represent the agency.

5.3 TAC Voting

Any conflict of interest must be stated prior to discussion of that particular agenda item. Each voting seat present will qualify as one vote. There is no weighted voting. The presence of a majority of voting members (5) is required to obtain a quorum. A majority of the voting quorum present will constitute passage. A tie is a failure to pass.

5.4 TAC Officers

5.4.1 The TAC members shall elect a Chairperson and a Vice Chairperson. Each shall serve without compensation and for a period of one year. Each position is renewable upon a vote of the TAC members, without restriction as to the number of terms served. In the absence of the Chairperson, or upon her/his inability to act or serve, the Vice Chairperson shall assume the duties of the Chairperson.

5.4.2 Elected officers of the TAC shall serve on a rotation basis, so that when the Chairperson’s position is vacated, the Vice Chairperson assumes the position of Chairperson. The TAC must then elect another TAC member to serve as Vice Chairperson.

5.4.3 It is generally preferred, but not required, for the Chairperson and Vice Chairperson to be from two different jurisdictions.

5.5 TAC Responsibilities

The FMPO TAC shall be responsible for:

Reviewing, studying, analyzing, and as appropriate, making recommendations to the FMPO Executive Board and staff on issues germane to the FMPO;
Regularly reporting to the Executive Board on Technical Advisory Committee activity through the FMPO Executive Director.

5.6 TAC Meetings

The FMPO TAC shall follow the Open Meeting Law of Arizona.

Parliamentary procedure at all meetings shall be governed by Robert's Rules of Order, except as otherwise modified herein or unless the Rules are suspended by a majority of the voting quorum.

The FMPO TAC shall meet at least four times per year and preferably monthly.

6. FINANCES

6.1 Fiscal Year

The FMPO's fiscal year shall commence on July 1 of each year.

6.2 Audit

FMPO will conduct an annual audit.

7. SPECIAL COMMITTEES

7.1 Special committees may be created by the FMPO Executive Board as deemed necessary. A special committee may be either an ad hoc committee for a specific work task or a standing committee for one or more work tasks. Any such special committee created by the Executive Board will be responsible to the Executive Board.

7.2 Special committees may be created by the TAC as deemed necessary. A special committee may be either an ad hoc committee for a specific work task or a standing committee for one or more work tasks. Any committee created by the TAC will be responsible to the TAC.

7.2 Special Committee Meetings

Special committees shall follow modified parliamentary procedures as defined in these operating procedures for the Executive Board and TAC. Special committees, unless membership consists exclusively of staff employees of the member jurisdictions, shall observe the Open Meeting Laws of Arizona.


8. AMENDMENT OF OPERATING PROCEDURES

These operating procedures may be amended by a majority of the voting quorum of the FMPO Executive Board at any scheduled meeting for which notice of the proposed amendments has been duly posted.

9. FMPO STAFF

FMPO Staff will follow appropriate personnel policies and procedures as adopted by the FMPO Board through IGA's or specific FMPO policies.

PASSED AND ADOPTED by the Executive Board of the Flagstaff Metropolitan Planning Organization on June 5, 2019.

A handwritten signature in black ink, appearing to read 'Art Babbott', is written over a horizontal line.

Art Babbott, Chairperson
Flagstaff Metropolitan Planning Organization

Amendments:

July 28, 2005; November 22, 2005; March 22, 2006; July 26, 2006; January 24, 2007; August 6, 2007; September 28, 2011; January 27, 2016; August 24, 2017; June 5, 2019



METROPLAN

GREATER † FLAGSTAFF

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Flagstaff, AZ 86004
928-266-1293
www.metroplanflg.org

STAFF REPORT

REPORT DATE: June 13, 2023
MEETING DATE: June 28, 2023
TO: Honorable Chair and Members of the TAC
FROM: Mandia Gonzales, Transportation Planner
SUBJECT: W. Route 66 Corridor Master Plan

1. Recommendation:

This item is for discussion only.

2. Related Strategic Plan Goal and Objective

Goal 2: Deliver Plans that Meet Partner and Community Needs

- Objective 2.1: Maintain trust through reliable and transparent project management.
- Objective 2.4: Position partners for successful implementation of plans.

3. Background

HISTORY:

The West Route 66 Corridor Master Plan (W. 66 CMP) was identified in the previous MetroPlan Unified Planning Work Program (UPWP). This planning process intends to identify, evaluate, and plan for future development and growth through scenarios that manage traffic congestion and provide other mobility options that meet current policies.

MetroPlan, in conjunction with its partners, is in the process of developing the final scope for this project. This project will be led by MetroPlan staff. Consultants may be sought to support specific technical efforts.



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MetroPlan staff conducted initial project interviews with key stakeholders to identify key elements of the project purpose, scope, key deliverables, desired outcomes, and potential constraints from March to June 2023.

WHAT WE HEARD:

Through the stakeholder interviews, we found consensus on several topics within the desired results of the W. 66 CMP, types of exclusions and constraints, and preferred communications in the planning process.

Implementation:

Nearly all stakeholders expressed the need for the W. 66 CMP to be implementable by the following jurisdictions: ADOT as a roadway owner, Coconino County as a roadway owner and land-use/zoning, the City of Flagstaff responsible for land use/zoning and implementation of Proposition 419 funds, and Mountain Line as the operator of the transit service.

In order for the CMP to be implementable, MetroPlan needs the support of the final product by the TAC. If the TAC would like to use the W. 66 CMP to make land use decisions or require standards of developers, the W. 66 CMP needs to be adopted by jurisdictions with land use authorities.

Agreement on this core question, what is the purpose of the plan, is key to gaining buy-in and appropriately scoping the W. 66 CMP. Is the purpose to only make 419 funding and transit extension decisions or to create a long-term vision/ master plan for the corridor that will also impact land use and zoning decisions?

If the goal of partners is to create a vision/master plan, then the question of formal approvals and adoption is raised in order to make the plan implementable.

Concerns around implementation involve the following as it relates to existing policies, practices, and legal constraints - especially as they relate to future developments along the corridor.

1. How does the W. 66 CMP interact with the Regional Plan/Comprehensive Plan?
2. How does the W. 66 CMP change or not change the TIA process on the corridor?
3. How do developers need to respond to this plan within the existing City policies and legal constraints?



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Considerations & Alternatives

Below illustrates adoption considerations for TAC discussion:

1. Rather than a full visioning of the corridor through the CMP process, this planning effort becomes an **Operational Assessment** that identifies projects for 419 tax initiative funds and transit route extension.
 - i. Responds to the City of Flagstaff and ADOT policies, procedures, and design guidelines.
 - ii. Provides guidance and prioritizes projects through existing plans and projects (Active Transportation Master Plan, Mountain Line 5-year plan, etc.)
2. The CMP conforms to the ADOT, County, and City processes and formats, and adoption is pursued by each agency.
3. The CMP conforms to a single jurisdiction, and adoption is pursued.
4. The CMP is only adopted by MetroPlan. The effects of the CMP will be limited to the approval of federal fund investments, implementation of 419 improvements, and transit extension.

The final adoption process has the potential to significantly alter the scope and deliverables of the plan.

Regardless of the outcomes around plan adoption. The following areas will need further discussion and consensus.

DESIGN CONSTRAINTS: Design constraints are key implementation items to find consensus on early. ADOT is the jurisdictional owner of the corridor. ADOT operates under limited authority to modify its design standards. Recent experiences with the Milton Rd. CMP presented challenges around ADOT's policies and standards, especially related to pedestrian crossings or other design standards sought by plan partners.

Unlike Milton CMP, ADOT is willing to consider transferring ownership of W. Route 66 to the City if its design standards don't adequately meet partner goals. However, it



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is undetermined if the city has an interest. A Route Transfer Study is underway which could help provide cost estimates related to this question.

Ownership is a key question related to the implementability of the W. 66 CMP. It directly impacts the future design of any projects identified in the planning process. If ADOT continues ownership, the plan must acknowledge and work within ADOT constraints. This is an early decision that must be addressed.

PROJECT BOUNDARIES: The length of the corridor has been determined as I-40 to Milton Road for both the full CMP and Operational Assessment. Both project types would review traffic flow and transit service for the corridor (I-40 to Milton Rd). The north/south limits are open for discussion as they may be constrained if an Operational Assessment is desired compared to a full visioning process.

DESIGN LEVEL: Cross-sections at a minimum will be provided as part of the planning process. A minimum of 15% design has been requested. However, further discussion is needed to define the design level depending on the final project decision by the TAC.

ESCALATION PROCESS: How best to identify project planning concerns and impacts, steps to resolution, management level review, and approvals.

*It is **recommended** to use ADOT's Escalation process form with the final decision coming from MetroPlan's Management Committee.*

NEXT STEPS:

1. The goal for this TAC meeting is to decide on creating a full vision/corridor master plan versus an operational assessment and then get feedback on the above items based on that decision.
2. Once a decision has been made, MetroPlan staff will create a scope statement, draft work plan, and updated project schedule. The TAC could either review these documents electronically or meet in July to review and approve.



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4. TAC and Management Committee Discussion

Pending

5. Fiscal Impact

MetroPlan will conduct the majority of the CMP planning process in-house. MetroPlan has budgeted \$50,000 in local funds for W. Route 66 CMP “Technical Services” (e.g., modeling, analytics, design, software, etc.) in addition to staff time to support the planning process in the fiscal year 2024. If significant technical analysis outside of the scope of staff is required to deliver a plan that meets partner expectations, additional funding may be necessary.

6. Attachments

CMP vs. Operational Assessment Comparison Table

	Desired Result	Consensus	Operational Assessment	Full CMP
1	Implementable Plan	Y	<p>Result: Sensitivity analysis of intersection operations, corridor capacity and transit service levels under variable, but hypothetical, growth levels within those permitted under existing land use plans and regulations.</p> <p>Approach: Basis of Design and partner consultation results in MetroPlan adopted plan that may be implemented under existing partner policies and regulations.</p>	<p>Result: Analysis of land use and transportation scenarios within the parameters of the Regional Plan update.</p> <p>Approach: Plan process and format follows partner agency rules. Partners commit to adoption process. Alternatively, CMP results in "deep dive" assessment of potential in the corridor and informs regional plan conclusions that become policy.</p>
2	Expectations set for roadway owners, local jurisdictions, and developers	Y	<p>Result: Solutions or range of solutions are accepted as feasible by partners through MetroPlan process.</p> <p>Approach: Direction for the entire corridor is set or becomes more clear after first private or publicly funded corridor capital project(s) are approved and implemented.</p>	<p>Result: Plan sets desired outcome for corridor in range and scale of solutions.</p> <p>Approach: Plan is agreed to by partners as beginning point for discussions with developers.</p>
3	Incorporates projects from existing plans	Y	Limited to those projects and improvements needed to meet existing policy service levels and projects. Only reviewing plans and projects that impact analysis and not others.	May identify new projects
4	Identifies 419 Projects	Y	See above	
5	Identifies federal and state grants that lead to project implementation	Y	May be limited by existing plans, policy and regulation in range of eligible grant opportunities	May position corridor for wider range of eligible grant opportunities through alignment of new plans and policies with funding agency goals

6	Improves network connectivity for all modes	Y	May be limited by right-of-way, existing plans, policy and regulation in connectivity opportunities	New opportunities will be explored through redevelopment potential and right-of-way flexibility or acquisition
7	Improves corridor safety emphasizing north/south crossings and intersection	Y	Result: makes safety-related recommendations to current projects and plans for improvements that meet ADOT policies and design standards. Approach: Reviews current safety data through the Regional Transportation Safety Plan (RTSP) update.	Result: May identify new safety projects Approach: Reviews current safety data through the Regional Transportation Safety Plan (RTSP) update.
8	Provides an environmental scan of the study area supportive of future NEPA	Y	No environmental provided as projects are funded locally.	Scan to be conducted
9	Provides up to 15% roadway design with priority project location and corridor cross-section for each segment	Y	Quantity and scale TBD based on available budget	
10	Include the whole corridor, Milton to I-40	Y	The corridor will be looked at as a whole, but 419 funding is identified from Milton to Flagstaff Ranch Rd. This may limit potential projects within that limit.	Will evaluate whole corridor

	Exclusions	Consensus	Operational Assessment	Full CMP
1	Avoids or minimizes property acquisitions	Y	Solutions requiring additional right-of-way to meet service levels will be reviewed for reasonable acquisition through normal or routine development review and public capital project processes.	Right-of-way needs will be guided by the corridor vision with guidance for acquisition enumerated only at key locations where needs are clearly defined.
2	Is thoughtful of ROW constraints	Y	See above	
3	Respects the findings of the Milton CMP regarding the Milton/66 intersection and La Plaza Vieja Neighborhood plan regarding the Clay Avenue extension	Y	No further planning actions required.	
	Constraints	Consensus	Operational Assessment	Full CMP
1	Quality and timeliness	Y	Easier to operate within constraints (timely over quality)	More difficult to operate within constraints (quality over timeliness)
2	Escalation process	Y	Process will be formalized	
3	Design Standards	More discussion	1) Work within ADOT policies and standards 2) Consider a route transfer to open design opportunities	
4	MetroPlan Project Budget	More discussion	Technical requirements are TDB - can impact overall budget	
5	Land use	More discussion	1) Work within the current Regional Plan (Ratified May, 2014) 2) Pause the planning effort until enough progress has been made on the Regional Plan update to support the W. Route 66 effort. Timeline impacts unknown.	
	Implementation	Consensus	Operational Assessment	Full CMP
1	Adoption	N	Not reliant on adoption No discernable impacts to developers and/or city policies	Reliant on adoption for implementation
2	Project timeline	Y	TBD - but prior to Spring 2025 for timeliness of implementation	Completed by Spring 2025



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STAFF REPORT

REPORT DATE: June 22, 2023

MEETING DATE: June 28, 2023

TO: Honorable Chair and Members of the Board and TAC

FROM: Kate Morley, Executive Director

SUBJECT: Happening at MetroPlan

The report provides an opportunity to share the work MetroPlan is doing to enable collaboration between agencies, allow partners to better leverage MetroPlan as a resource, and celebrate successes.

1. TAC, Management Committee, and the Board came together for the annual Advance which led to the development of a Strategic Plan, Unified Planning Work Program (UPWP), and budget.
2. Dave has been selected to present at the Association of MetroPolitan Planning Organizations (AMPO) National Conference in Cleveland Ohio for his work on the Vehicle Miles Traveled (VMT) calculator.
3. Sandra submitted the Bloomberg Asphalt Art Grant for a pilot project on Fremont Blvd in Cheshire in correlation with traffic calming efforts that are occurring there. The grant was a partnership of MetroPlan, the City, Creative Flagstaff, Flagstaff Arts and Leadership Academy, and Friends of Flagstaff's Future.
4. Karen was able to get us caught up on in-kind tracking. These reports are critical to our ability to match and draw down the federal funds that make MetroPlan possible.
5. Mandia has been leading an effort to update our Title VI Plan and Public Participation Plan. Both policy documents are required to receive federal funding in the region. These will be brought to the Board for action at their next meeting.
6. Staff actively support the County's AZ SMART Fund which was awarded \$600,000 by the State Transportation Board hearing.



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7. We continue to support the City and County in making federal applications for critical projects in the region.

Strategic Workplan June 30, 2022 to December 31, 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

- MetroPlan is focused:
 - Adopts clearly delineated objectives
 - Provides ambitious and credible solutions
 - Strategically plans for political and financial realities and possibilities
- MetroPlan 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
- MetroPlan leverages resources:
 - Strategically leverages project champions and other plans
 - Writes and secures competitive grants
- MetroPlan plans for resiliency:
 - Invests time and resources to expand mode choice
- MetroPlan is fair and equally representative
- MetroPlan builds trust and credibility
 - Exhibits integrity in its work products
 - Exercises openness and transparency
 - Delivers on its promises

5 Year Horizon:

- Convenes local, state and federal policy discussions to influence policy makers for transportation funding purposes.
- Facilitates communication and planning between member agencies to identify shared priorities, align goals and advance projects with one consolidated regional voice.
- Creates a climate of synergy and collaboration and maximizes resources by leading planning efforts on multijurisdictional projects that are shared member agency priorities or that member agencies and community partners cannot complete on their own.
- Informs outside and surrounding regional communities of what resources Metro Plan offers.
- Shares innovative practices that enhance member agencies ability to deliver transportation improvements.

Measurable Objectives – ADOPTED 6/2/22

1. Complete MetroPlan’s long range Regional Transportation Plan and have it adopted by the Board by 12-31-2022
2. Develop a plan to support electrification of public and private vehicle fleets by 12/31/2022
3. Develop a regional approach to maintaining vehicle miles at 2019 levels by 12/31/2022
4. Define what it means to be “the finest transportation system in the Country”.
5. Investigate opportunities to promote multimodal transportation offerings and routes via mobile app by December 31, 2022.
6. Develop a plan to transform the transportation system and emphasize equity between modes by 12/31/22
7. Complete the West Route 66 planning process by 12/31/2023
8. Participate in City-led outreach and design efforts on the Lone Tree Corridor (JWP to Butler) and Lone Tree Railroad Overpass through 12-31-2023
9. Support Mountain Line efforts to collaborate with regional and tribal partners for shuttle service to Flagstaff and other communities.
10. Explore ways to share staff resources to be more efficient and effective by 12/31/23
11. Participate in, review, and take formal action on ADOT’s Milton/Hwy 180 plan by 12-31-2022.
12. Explore possibility of Milton Road route transfer and document findings by 6/30/23.
13. Lead efforts to facilitate multi-modal shift by applying for a Safe Streets for All (SS4A) grant by December 31, 2022
14. Secure \$2.6 million special state budget appropriation by 9/30/22.
15. Pursue 100% increase in annual formula award funding through ADOT
16. Support Downtown Mile planning and grant writing efforts to secure funding by 12/31/23
17. Inventory Congressionally Directed Spending, BIL/IIJA and other grant opportunities and identify which grants MetroPlan will pursue.
18. Strive to build a better relationship with ADOT by inviting the ADOT Director’s office to serve on the MetroPlan Management Committee,

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									
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	✓	✓	✓	✓	✓	✓