

Teams Virtual Meeting

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Meeting ID: 255 793 734 726 3

Passcode: D8bv2RG3

In-Person Location

Downtown Connection Center
Ponderosa Room
216 W. Phoenix Avenue
Flagstaff, AZ 86001

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

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

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

NOTICE OF OPTION TO RECESS INTO EXECUTIVE SESSION

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

EXECUTIVE BOARD MEMBERS

- ☐ Miranda Sweet, Vice Mayor of Flagstaff, Chair
- ☐ Judy Begay, Chair Coconino County Board of Supervisors, Vice-Chair
- ☐ Austin Aslan, Flagstaff City Council
- ☐ Tony Williams, Mountain Line Board of Directors
- ☐ Becky Daggett, Mayor of Flagstaff
- ☐ Jamescita Peshlakai, Arizona State Transportation Board Member
- ☐ Jeronimo Vasquez, Coconino County Board of Supervisors
- ☐ Patrice Horstman, Coconino County Board of Supervisors (*alternate for Coconino County*)
- ☐ Anthony Garcia, Flagstaff City Council (*alternate for City of Flagstaff*)

METROPLAN STAFF

- ☐ Kate Morley, Executive Director
- ☐ David Wessel, Planning Manager
- ☐ Tami Suchowiejko, Business Manager
- ☐ Mandia Gonzales, Transportation Planner
- ☐ Kim Austin, Transportation Demand Manager
- ☐ Corey Cooper, Safe Routes to School Coordinator
- ☐ Melanie Nagel, Montoya Fellow

A. PRELIMINARY GENERAL BUSINESS

1. CALL TO ORDER

2. ROLL CALL

3. PUBLIC COMMENT

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

4. APPROVAL OF MINUTES

(Pages 5-9)

Executive Board regular Meeting Minutes of June 5, 2025

5. CONSENT AGENDA

Items on the consent agenda are routine in nature and/or have already been budgeted or discussed by the Executive Board. These items are enacted by a single motion. If discussion is desired on a particular item, that item will be removed from the consent agenda and will be considered separately.

B. GENERAL BUSINESS

1. FY2025 QUARTER 4 FINANCIAL REPORT

(Pages 10-12)

MetroPlan Staff: Tami Suchowiejko

Recommendation: None. For information and discussion only.

2. UPDATE ON KEY PERFORMANCE INDICATORS (KPIs)

(Page 13)

MetroPlan Staff: Kate Morley

Recommendation: None. For information and discussion only.

3. CONSIDERATION AND POSSIBLE ACTION TO ADOPT THE CALENDAR YEAR 2026 (CY26) EXECUTIVE BOARD MEETING CALENDAR

(Pages 14-16)

MetroPlan Staff: Tami Suchowiejko

Recommendation: Staff recommend the Board adopt the Calendar Year 2026 (CY26) Executive Board Meeting calendar as presented.

4. CONSIDERATION AND POSSIBLE ACTION TO IDENTIFY \$8,000 FOR US 180 AND \$18,649,600 FOR WEST ROUTE 66 IN THE GREATER ARIZONA FUNDING INITIATIVE – RURAL TRANSPORTATION ADVOCACY COUNCIL PROJECTS BILL (Pages 17-19)

MetroPlan Staff: Kate Morley

Recommendation: Staff recommend the Board identify \$8,000,000 for US 180 and \$18,649,600 for West Route 66 in the Greater Arizona Funding Initiative- Rural Transportation Advocacy Council Projects Bill.

5. CARBON REDUCTION PROGRAM EXPENDITURES: PROJECT PRIORITIZATION PROCESS (Pages 20-25)

MetroPlan Staff: Kate Morley

Recommendation: None. For information and discussion only.

6. CALL FOR PROJECTS FOR STRATEGIC GRANTS PLAN AND ADOT PLANNING TO PROGRAM PROCESSES (Pages 26-45)

MetroPlan Staff: Kate Morley

Recommendation: None. For information and discussion only.

7. VULNERABLE ROAD USERS SAFETY ACTION PLAN UPDATE (Pages 46-53)

MetroPlan Staff: Mandia Gonzales

Recommendation: None. For information and discussion only.

8. W. ROUTE 66 OPERATIONAL ASSESSMENT UPDATE (Pages 54-56)

MetroPlan Staff: Mandia Gonzales

Recommendation: None. For information and discussion only.

9. METROPLAN HAPPENINGS (Pages 57-58)

MetroPlan Staff: Kate Morley

Recommendation: None. For information and discussion only.

C. CLOSING BUSINESS

1. ITEMS FROM THE BOARD

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

2. NEXT SCHEDULED EXECUTIVE BOARD MEETING

October 2, 2025

3. ADJOURN

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

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Mountain Line Front Office and MetroPlan website on 8/29/2025 at 9:00 am.

Tami Suchowiejko, Business Manager

Dated this Friday, August 29, 2025

MEETING MINUTES

Executive Board Meeting

1:00 – 3:00 PM
June 5, 2025

Teams Virtual Meeting

Join on your computer, mobile app or room device.

[Join the meeting now](#)

Meeting ID: 246 261 627 739

Passcode: qn7uh2iZ

In-Person Location

City Hall
City Council Chambers
211 W. Aspen
Flagstaff, AZ 86001

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- ☒ Kate Morley, Executive Director
- ☒ David Wessel, Planning Manager
- ☒ Tami Suchowiejko, Business Manager
- ☒ Mandia Gonzales, Transportation Planner
- ☒ Sandra Tavel, Transportation Planner
- ☒ Kim Austin, Transportation Demand Manager
- ☐ Corey Cooper, Safe Routes to School Coordinator
- ☒ Melanie Nagel, Montoya Fellow

A. PRELIMINARY GENERAL BUSINESS

1. CALL TO ORDER

Chair Sweet called the meeting to order at 1:00 p.m.

2. ROLL CALL

See above.

3. PUBLIC COMMENT

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

No public comments received.

4. APPROVAL OF MINUTES

Executive Board regular Meeting Minutes of May 1, 2025

Motion: Member Vasquez made a motion to approve the Executive Board Meeting Minutes from May 1, 2025. Member Peshlakai seconded the motion. The motion passed unanimously.

5. CONSENT AGENDA

Items on the consent agenda are routine in nature and/or have already been budgeted or discussed by the Executive Board. These items are enacted by a single motion. If discussion is desired on a particular item, that item will be removed from the consent agenda and will be considered separately.

1. Adoption of the Unified Planning Work Program (UPWP)
2. Adoption of the 2025 Title VI Plan

Motion: Member Vasquez made a motion to approve the consent agenda. Chair Sweet seconded the motion. The motion passed unanimously.

B. GENERAL BUSINESS

1. LAND AVAILABILITY & SUITABILITY STUDY (LASS CAP) PRESENTATION

Guests: Elizabeth (Bizzy) Collins and Michelle McNulty

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

Tiffany Antol, Zoning Code Manager, City of Flagstaff, provided a presentation on the Land Availability and Site Suitability Study (LASS) and Code Analysis Project. The LASS is complete, and more information is available on the City of Flagstaff website. The project website can be found at <https://www.flagstaff.az.gov/4888/Land-Availability-Suitability-Study>. They are in the second phase of the Code Analysis Project, which is

the Code Concepts Report, highlighting high level ideas for future code. The Code Analysis Project focuses on climate and housing goals. The next public outreach community session is scheduled for Friday, June 13 at Lowell Observatory.

Bizzy Collins, Strategic Performance Planner, Mountain Line, presented information about the transit concept. Mountain Line is partnering with the City on this project to look at transit barriers. Improving transit access in Flagstaff is central to achieving housing and carbon neutrality goals. The focus of the transit-related codes assessment is on infill development and compact land use patterns, sustainable transportation networks and neighborhoods, and electric mobility, including on-route bus charging locations.

2. POSSIBLE ACTION REGARDING EXECUTIVE DIRECTOR'S CONTRACT

MetroPlan Staff: Kate Morley

Recommendation: Chair Sweet recommends the Board approve the 2ND Amendment to the Executive Director's Contract.

Motion: Member Vasquez made a motion to approve the 2nd Amendment to the Executive Director's Contract. Member Peshlakai seconded the motion. The motion passed unanimously.

Director Morley gave a brief update about the second amendment to the Executive Director's Contract, which included the addition of 40 hours of vacation time in lieu of salary adjustment recommended in recent compensation study and a 3% longevity raise that is in line with the longevity raise being offered to all Mountain Line Staff.

Chair Sweet offered praise and appreciation for Director Morley's work as Executive Director.

3. CONSIDER ADOPTION OF THE FISCAL YEAR 2026 METROPLAN BUDGET

MetroPlan Staff: Kate Morley

Recommendation: Staff recommend the Board adopt the FY2026 Budget as drafted.

Motion: Member Vasquez made a motion to adopt the Fiscal Year 2026 MetroPlan Budget. Member Peshlakai seconded the motion. The motion passed unanimously.

Director Morley provided a presentation and overview of the FY2026 budget for MetroPlan, reviewing the changes made to the draft budget presented to the Board at the May meeting.

Member Vasquez asked how much of the grant funding is federal and how many have the possibility of not coming in or at risk of claw back. Ms. Morley explained that MetroPlan's budget is largely federal and that funding is still flowing. There is one program, the Carbon Reduction Program, where future funding is most highly targeted for non-continuation. Because of the uncertainty, we have removed this funding loaned to for future years. Instead, we have obligated all the funds in FY26. The 5-year budget shows a \$50,000 overage. We have options to resolve this in the next few years and there are many questions about the projection due to the reauthorization of surface transportation funding in September 2026.

4. CONSIDER NORTHERN ARIZONA UNIVERSITY SUBRECIPIENT AGREEMENT

MetroPlan Staff: Dave Wessel

Motion: Member Peshlakai made a motion to not approve the NAU Subrecipient Agreement. Member Vasquez seconded the motion. The motion passed unanimously.

Planning Manager Wessel explained that staff have revised the recommendation to not approve the agreement as the funding for this agreement is no longer available.

5. FY2026 GREATER ARIZONA FUNDING INITIATIVES - RURAL TRANSPORTATION ADVOCACY COUNCIL (RTAC) BILL REGIONAL PROJECTS DISCUSSION

MetroPlan Staff: Sandra Tavel

Recommendation: None. For information and discussion only.

Planning Manager Tavel provided background information about the RTAC bill and funding initiatives for FY26. The call for projects will take place in October 2025 at the AZ Transportation Policy Summit. The TAC will hold a special meeting in July to discuss project nominations anticipating presentation to the Executive Board in September 2025.

Member Vasquez commented that the two projects mentioned are crucial, as well as the PROTECT grant, which may not come through. We need to think about other funding sources for drainage improvement on Highway 89.

Member Peshlakai thanked the County and Member Vasquez for the tour of the Highway 89 PROTECT Grant area and expressed the importance of keeping people safe from flooding. She also shared that the State Transportation Board will be meeting in Flagstaff in July. She expressed her appreciation for the work being done by MetroPlan.

6. 2024 FLAGSTAFF TRIP DIARY SURVEY FINAL REPORT

MetroPlan Staff: Dave Wessel

Recommendation: None. For information and discussion only.

Transportation Manager Wessel provided a report on results of the 2024 Trip Diary survey.

7. TRANSPORTATION DEMAND MANAGEMENT (TDM) UPDATE

MetroPlan Staff: Kim Austin

Recommendation: None. For information and discussion only.

Transportation Demand Manager Austin provided an update on the recent and upcoming activities.

8. METROPLAN HAPPENINGS

MetroPlan Staff: Kate Morley

Recommendation: None. For information and discussion only.

Executive Director Morley provided an update on staff transitions, current activities and achievements.

C. CLOSING BUSINESS

1. ITEMS FROM THE BOARD

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

None.

2. NEXT SCHEDULED EXECUTIVE BOARD MEETING

September 4, 2025

3. ADJOURN

Chair Sweet adjourned the meeting at 2:18 p.m.



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GREATER † FLAGSTAFF

STAFF REPORT

REPORT DATE: August 22, 2025

MEETING DATE: September 4, 2025

TO: Honorable Chair and Members of the Executive Board

FROM: Tami Suchowiejko, Business Manager

SUBJECT: FY2025 Quarter 4 Financial Report

1. RECOMMENDATION:

None. This item is for information and discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 1: Maximize Funding for Transportation Projects and Programs

Objective 1.4: Clean audits and reviews

3. BACKGROUND:

This report provides a fourth quarter (Q4) update for the FY2025 budget. The total expenses for FY2025 as of June 30, 2025, were \$1,427,342. This is about 53% of the annual budget. As we look more deeply into budget categories we see the following:

- Salary and Benefits: MetroPlan's annual budget is \$838,823 and as of Q4 expended \$817,341 about 97% of budget. Savings were due to vacancy in the Business Manager position.
- Operations: MetroPlan's annual budget is \$356,262 and as of Q4 spent \$261,570, about 73% of the annual budget. Savings were largely in public outreach efforts.
- Travel: MetroPlan budgeted \$30,200 in FY25 and as of Q4 expended \$28,792, which represents 95% of the annual budget.
- Projects: MetroPlan budgeted \$1,447,600 for projects including \$650,000 for Safe Routes Infrastructure, \$50,000 for West Route 66, \$90,000 for data collection including but not limited to the Trip Diary and traffic counts, and \$600,000 for a variety of transit planning activities. MetroPlan spent \$393,494 as of Q4. Safe Routes to School infrastructure spending began in 4th quarter and transit activities have been slower than anticipated.



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4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

No comments were made by the TAC or Management Committee.

5. FISCAL IMPACT:

MetroPlan has a sustainable 5-year budget.

6. ALTERNATIVES:

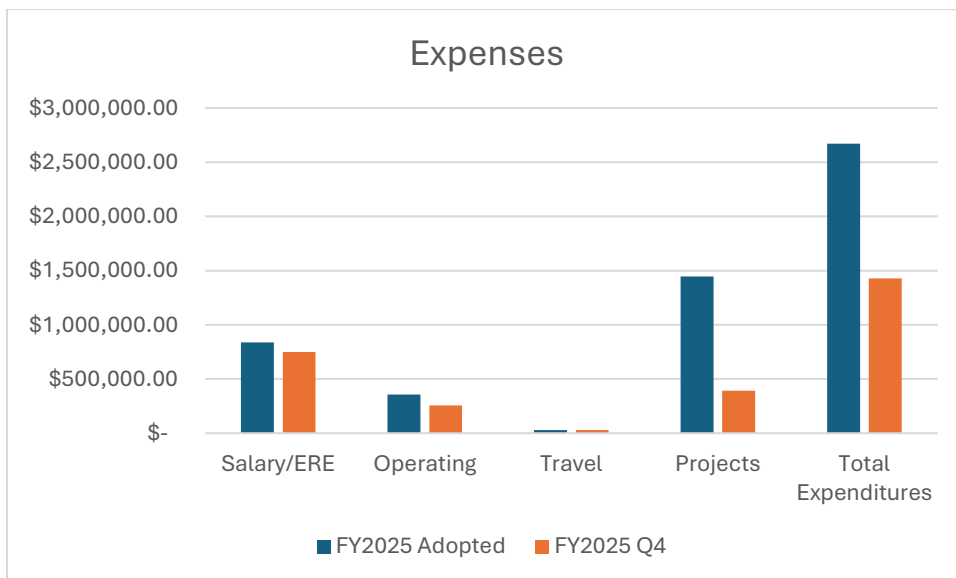
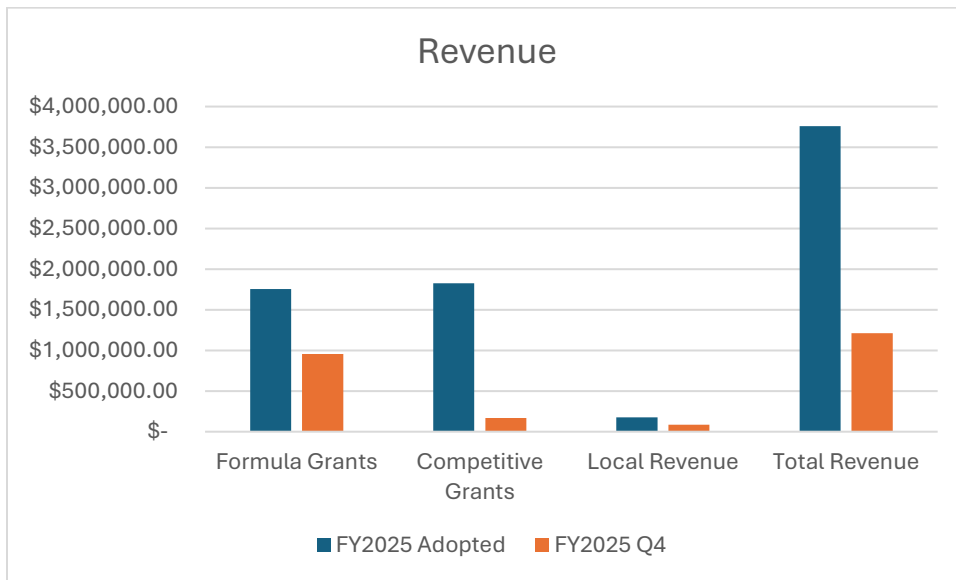
None. This item is for information and discussion only.

7. ATTACHMENTS:

FY2025 Q4 Financial Report

Q4 Financial Report

Revenue	FY2025	FY2025
	Adopted	Q4
Formula Grants	\$ 1,753,972.01	\$ 954,857.36
Competitive Grants	\$ 1,827,050.00	\$ 169,155.91
Local Revenue	\$ 177,050.00	\$ 86,757.20
Total Revenue	\$ 3,758,072.01	\$ 1,210,770.47
Expenses	FY2025	FY2025
	Adopted	Q4
Salary/ERE	\$ 838,823.00	\$ 748,403.53
Operating	\$ 356,261.86	\$ 256,653.36
Travel	\$ 30,200.00	\$ 28,791.69
Projects	\$ 1,447,600.00	\$ 393,493.70
Total Expenditures	\$ 2,672,884.86	\$ 1,427,342.28





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GREATER † FLAGSTAFF

STAFF REPORT

REPORT DATE: August 19, 2025

MEETING DATE: September 4, 2025

TO: Honorable Chair and Members of the Executive Board

FROM: Kate Morley, Executive Director

SUBJECT: Update on Key Performance Indicators (KPIs)

1. RECOMMENDATION:

None. This item is for information and discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

This item reports on the progress of all strategic work plan items.

3. BACKGROUND:

At its June 1, 2023, Board meeting, the Board adopted a Strategic Workplan that included key performance indicators (KPIs) to help measure progress on the goals and objectives that are shared with the Board quarterly. This report provides KPIs through the end of FY2025.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

This item was not presented to the TAC nor Management Committee.

5. FISCAL IMPACT:

None. However key performance indicators can provide useful information on the effectiveness of programs and budget resources.

6. ALTERNATIVES:

None. This item is for information and discussion only.



METROPLAN

GREATER † FLAGSTAFF

STAFF REPORT

REPORT DATE: August 5, 2025

MEETING DATE: September 4, 2025

TO: Honorable Chair and Members of the Executive Board

FROM: Tami Suchowiejko, Business Manager

SUBJECT: Consideration and possible action to adopt the Calendar Year 2026 (CY26) Executive Board Meeting Calendar

1. RECOMMENDATION:

Staff recommend the Board adopt the Calendar Year 2026 (CY26) Executive Board meeting calendar as presented.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 2: Deliver Plans that Meet Partner and Community Needs

Objective 2.4: Position partners for successful implementation of plans.

3. BACKGROUND:

The Executive Board meeting day and time is established as the first Thursday of each month from 1:00 p.m. to 3:00 p.m. with a recess in July and August. Deviations from this established schedule are proposed for the following:

- January 2026 - moving the meeting from January 1, 2026, to January 8, 2026, due to the New Year's Day holiday.
- February 2026 - moving the meeting from February 5, 2026, to February 4, 2026, 9:00 a.m. to 12:00 p.m. for the Annual Strategic Advance.

Section 4.5 of the MetroPlan bylaws include the following requirement, Regular Meetings of the Executive Board, state that, "in no event shall there be less than four meetings of the Executive Board in one year." This schedule aligns with requirements of the bylaws.



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4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

This item was not presented to the TAC nor the Management Committee.

5. FISCAL IMPACT:

There is no fiscal impact to adopting the Calendar Year 2026 Executive Board meeting calendar.

6. ALTERNATIVES:

- 1) **Recommended:** Adopt the Calendar Year 2026 Executive Board Meeting Calendar as presented. This action will allow Board members to reserve time on calendars to ensure a quorum can be met and allows the public to track meetings.
- 2) **Alternative Recommended:** Adopt the Calendar Year 2026 Executive Board Meeting Calendar with amended dates. This action will allow Board members to reserve time on calendars to ensure quorums can be met and allows the public to track meetings.
- 3) **Not Recommended:** Do not adopt the Calendar Year 2026 Executive Board Meeting Calendar as presented. This increases coordination of schedules and increases chances for cancelling meetings due to lack of quorum.

7. ATTACHMENTS:

Proposed CY26 Executive Board Meeting Calendar

Proposed CY26 Executive Board Meeting Calendar

January 8, 2026 – Regular Executive Board Meeting

February 4, 2026 – Annual Strategic Advance, 9:00 a.m. to 12:00 p.m.

March 5, 2026 - Regular Executive Board Meeting

April 2, 2026 - Regular Executive Board Meeting

May 7, 2026 – Regular Executive Board Meeting

June 4, 2026 - Regular Executive Board Meeting

July and August 2026 – Summer Recess

September 3, 2026 - Regular Executive Board Meeting

October 1, 2026 - Regular Executive Board Meeting

November 5, 2026 – Regular Executive Board Meeting

December 3, 2025 - Regular Executive Board Meeting



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STAFF REPORT

REPORT DATE: August 11, 2025

MEETING DATE: September 4, 2025

TO: Honorable Chair and Members of the Executive Board

FROM: Kate Morley, Executive Director

SUBJECT: Consider identifying \$8,000,000 for US 180 and \$18,649,600 for West Route 66 in the Greater Arizona Funding Initiative - Rural Transportation Advocacy Council (RTAC) Bill.

1. STAFF RECOMMENDATION:

Staff recommend the Board identify \$8,000,000 for US 180 and \$18,649,600 for West Route 66 to the Greater Arizona Funding Initiative- Rural Transportation Advocacy Council Projects Bill.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 1: Maximize Funding for Transportation Projects and Programs

Objective 1.3: Coordinate partners' legislative priorities related to transportation

3. BACKGROUND:

Process

The Rural Transportation Advocacy Council (RTAC) represents 11 small Councils of Government (COGs) and Metropolitan Planning Organizations (MPOs) around the State; Bullhead City recently formed an MPO. The mission of RTAC is to protect and promote rural and small metropolitan transportation interests, as well as to create a stronger and more effective rural transportation advocacy network in Arizona. Supervisor Jeronimo Vasquez serves on the RTAC Board, and Vice-Mayor Miranda Sweet is the Alternate. For the last three years, RTAC has put forward pieces of legislation to fund transportation projects across the state, called the RTAC Bill.

The RTAC bill pursues funding from the State as a special budget appropriation. A funding proposal is allocated to each Council of Governments (COG) or Metropolitan Planning Organization (MPO) region by population. The MetroPlan region is allocated \$26,649,600 of the \$480,000,000 bill, an amount determined by the RTAC Board.

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 11 other COGs and MPOs. For



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example, rather than MetroPlan submitting a standalone request and soliciting support, we will partner with 11 other organizations that all want to be successful. A key advocacy component: *MetroPlan and each local agency should also advocate for their projects separately to increase the likelihood of inclusion in the final budget.*

Selecting projects:

Projects the State finds compelling should be considered for inclusion since the State would provide the funding. Advantageous project attributes include:

- Local match percentage and any other partnership funding
- Timeliness/shovel-ready
- Projects of statewide impact, such as those on the state highway system, which the legislature is more likely to see as their responsibility over local roadways.
- Size of the request(s) relative to the size of the benefit and size of the surplus

Staff have reviewed projects in the most recent state budget and found that most were less than \$2 million, with only a handful of transportation appropriations over \$2 million. This may be a continuing trend because, at times, surplus funds are given out as earmarks to members with a limited dollar figure. Maintenance and intersection improvements were the most common project types.

Options for packages:

With needs far outweighing funding, there is no perfect project package. Considering legislative interest and the ability to go to the Capitol to speak out about projects is the key to getting funding. Staff presented the following options to the TAC for their consideration. The TAC recommended option B, US180 and Route 66, to the Board to be included in the bill.

a) Include US180 improvements for \$2million and split the remaining \$24 million

- a. City of Flagstaff: \$6 million
- b. Coconino County: \$6 million
- c. Mountain Line: \$6 million

This option rallies members behind a single project of a scale that is likely to be funded and buys members more time and autonomy to select their projects. Projects would need to be identified by mid-August for the September 5th Board meeting. However, the lack of collaboration may be contrary to the benefits of partnering on the bill.

b) US 180 and West Route 66

Including these projects elevates the US180 project that was selected as the top project in the MetroPlan region on the state highway system, the estimated cost is \$8 million. The remaining \$18million available to us in the bill could be put into West Route 66. West Route 66 has a total of



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\$31,855,431 in recommendations for full build in the Operational Assessment. The City has approximately \$11 million for priority improvements.

Strengths include the location on the high-injury network, ADOT-owned roadway, and financial support from the City. However, the scale of these projects may be unlikely to be funded, and they are not yet shovel-ready.

c) Continue to include Lone Tree Corridor, Burris Roundabout and bus and bus stop matching funds
These projects were previously selected, Lone Tree for all 3 years of the bill's existence and Burris for 1 year and were not funded. Partners could continue to include them in the bill.

d) Provide direction to split the entire \$26M in other ways.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

The TAC had a special meeting on July 15th to discuss prioritization options. The TAC recommended the US180 and W. 66 package to the Board presented in this staff report for inclusion in the bill.

5. FISCAL IMPACT:

There is no cost to pursue this funding, however, support of our legislative liaison will be critical for funding to be included in the final state budget. MetroPlan budgeted \$19,992 in local funds for legislative services for fiscal year 2026.

6. ALTERNATIVES:

- 1) **Recommended:** Identify \$8,000,000 for US 180 and \$18,649,600 for West Route 66 in the Greater Arizona Funding Initiative- Rural Transportation Advocacy Council Projects Bill. The action meets the RTAC deadline and prioritizes multi-jurisdictional projects benefiting all members.
- 2) **Alternative:** Select a different set of projects for inclusion in the RTAC Bill. This action will still meet the RTAC deadline, and the Board could choose a different package than the TAC recommendation.
- 3) **Not recommended:** Do not select and recommend a package of projects to the Board. This will not meet the RTAC deadline for inclusion in marketing materials.

7. ATTACHMENTS:

None.



METROPLAN

GREATER † FLAGSTAFF

STAFF REPORT

REPORT DATE: August 11, 2025

MEETING DATE: September 4, 2025

TO: Honorable Chair and Members of the Executive Board

FROM: Kate Morley, Executive Director

SUBJECT: Carbon Reduction Program Expenditures: Project Prioritization Process

1. STAFF RECOMMENDATION:

None. This item is for discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 1: Maximize Funding for Transportation Projects and Programs

Objective 1.3: Align capital and programmatic needs with priorities and fund sources

3. BACKGROUND:

During the development and adoption of the FY2026 budget, the addition of \$223,000 in Carbon Reduction Program funds that were originally slated for future years were moved to FY2026 in an effort to ensure the funds would be obligated and not subject to being swept due to changes in federal priorities. There was no specific effort tied to the funds at the time, but they were placed into the Special Project Consultant general ledger line in the budget. Staff assured the Board that before funds were expended, the Board would be informed about their proposed use.

Staff have reviewed opportunities to use the funds and found the best opportunity to be a project prioritization process to assist with efforts such as the Strategic Grant Plan, ADOT Planning to Programming (P2P) Process, and other processes to identify the region's highest priorities. The effort would begin by creating a consolidated list of projects from the many plans that have identified needs, map them into a GIS platform, and enabling them to be ranked according to a variety of criteria. A full draft of the scope of work is attached.

A consultant would be hired for the project, and formal change to the budget is not required.



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4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

This item was discussed with the Management Committee and will be shared with the TAC at their next meeting.

5. FISCAL IMPACT:

\$223,000 is included and available for this project in the FY2026 budget. When the funds were included, it created a \$50,000 deficit in revenue at the end of the Draft 5 Year Budget. Staff have reviewed options for reducing the deficit and have identified that the salaries and benefits savings from the vacant Strategic Grants Planner position remedy the projected shortfall in revenue. Staff are not pursuing refilling that position due to changes in the federal grant programs. If not refilled, the new surplus at the end of fiscal year 2031 is projected to be \$663,000.

6. ALTERNATIVES:

None. This item is for discussion and action only.

7. ATTACHMENTS:

Adopted FY2026 Budget

Draft scope of work

Scope of Work

Project Goals and Objectives:

MetroPlan is seeking a qualified firm to develop a GIS-based platform that integrates with partner GIS platforms to be a clearing house for all identified planned transportation projects in the region and create an associated prioritization process that can be filtered within the GIS platform based on MetroPlan's established vision zero goal and adopted transportation values:

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

MetroPlan and its partners are frequently tasked with identifying regional project priorities for a variety of different reasons and this platform will enable filtering for different priorities such as incorporation in MetroPlan's Strategic Grants Plan, ADOT's Planning to Programming (P2P) prioritization process, and partner capital plans as well as the ability to quickly find identified improvements associated with planned pavement preservation, capital projects, or private developments for implementation opportunities.

Deliverables:

This project will:

- Consolidate all planned projects and improvements in the region and create a GIS-based tool for partners to access them. Project information will include the scope of work, capital improvement plan timeline if applicable, relevant plans the project is identified in, jurisdiction owner, and evaluation scores. This project should include all modes. New projects are not to be developed but consolidated from existing plans, including but not limited to the Regional Transportation Plan, corridor plans, Vulnerable Roadway Users Plan, Regional Transportation Safety Plan, ADOT planning efforts, Area Plans throughout the region, partner restriping plans, and capital improvement programs. There may be some level of effort required to clarify the scope of projects based on the plan details and ensure that consistent scope language is used throughout (such as bike lane versus separated bike lane, etc).
- Establish scoring criteria based on MetroPlan's transportation values with an emphasis on meeting MetroPlan's Vision Zero and safety goals. The consultant should also recommend any other traditional performance measures that should be considered such as travel time. Scoring should be relatively simple and not require extensive technical analysis so that it can be

maintained by MetroPlan staff as new projects are identified. The consultant should describe the data sources required for the evaluation, such as crash data, traffic volume data, travel time indices, and environmental impact assessments and any software that are necessary to complete the analysis of all projects and refine as needed in coordination with staff into criteria that can be evaluated with existing tools, data a long-term budgeting. The consultant should detail the specific methodology that will be used to prioritize projects, such as a point-based system or a combination of quantitative and qualitative assessments.

- Score projects into a master prioritized list for the region. The list should be able to be filtered to meet a variety of sub-prioritization requirements such as roadway classification, jurisdiction, safety-based projects, and others as identified through the process as well as by scoring criteria. The consultant should consider and work with staff to identify any weighting or ability charge weighting in the system. The purpose of filtering is so that the master list can be sub-filtered to identify priorities such as for ADOT funding, HSIP programs, Safe Streets and Roads for All grants, transit grants, bike ped grants, etc.
- Training for MetroPlan staff and its partners to conduct scoring, use the tool, update information within the tool, and prioritize based on sub-requirements should be provided. The Consultant should also work with partners to identify how they can integrate the tool into their practices prior to design and construction of projects.
- The project will be integrated with the efforts of the Safe Streets Master Plan and require coordination with the final GIS product, scoped as an interactive map tool, so that in the end, one product exists between the efforts and not two. The selected respondent will also be expected to work with staff from MetroPlan and its partners to understand how partners want to use and access the system, what data will be available, and the level of effort can be expected to evaluate the new project. The Consultant will work with partners to ensure the GIS platform readily integrates with important available layers such as predictive safety analysis, Title VI, Transit Lines and bus stops, and road network.

Timeline

This project should be completed by September 30, 2026, with the ability to provide ongoing training for up to a year.

Proposal Evaluation Criteria

A. Experience of Assigned Staff on Similar Projects (40) –

- 1) Dedicated staff members have experience with prioritization processes and methodology.

- a. Share completed relevant project(s) within the last five (5) years;
- b. Include staff resumes of up to 1 page for leaders, 1/3 page for support staff that detail their role in the representative projects.

B. Project Understanding and Project Approach (40)

- 1) Sufficient detail and information to have a good understanding of the Respondent's approach to performing the work, including a high-level work plan
- 2) Incorporation of innovative and best practices
- 3) MetroPlan and partner engagement process including coordination with Safe Streets Master Plan team

C. Value and Fee Proposal (20)

- 1) Cost in tabular form by personnel, pay rate, and hours by task for the prime and any subconsultant also showing direct costs including estimated travel. Costs for other subconsultants may be shown as cost by task.
- 2) Hours and quality of staff committed to the project
- 3) Proposed timeline



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STAFF REPORT

REPORT DATE: August 11, 2025

MEETING DATE: September 4, 2025

TO: Honorable Chair and Members of the Executive Board

FROM: Kate Morley, Executive Director

SUBJECT: Call for Projects For Strategic Grants Plan and ADOT Planning to Program Process

1. STAFF RECOMMENDATION:

None. This item is for discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 1: Maximize Funding for Transportation Projects and Programs

Objective 1.3: Align capital and programmatic needs with priorities and fund sources

3. BACKGROUND:

The Strategic Grants Plan (SGP) and the ADOT Planning to Program (P2P) process are both opportunities to be strategic about funding capital needs in the region. While needs far exceed the available funds, having a united approach to grants and the ADOT P2P process can go a long way to getting funds.

The Strategic Grants Plan (SGP), attached, is a three-year outlook at projects that members will apply for competitive grant funding for. This approach reduces competition against each other and allows projects to have stronger support from congressional representatives, a key to project selection. This fall and winter, staff will review projects to make a recommendation to update the SGP to include a new third year and reevaluate competitiveness based on administration priorities, which is key to selecting projects likely to be awarded.

The ADOT Planning to Program (P2P) is the process by which ADOT selects which projects are to be included in its 5-Year Capital Plan. The Board selected seven priorities for ADOT funding at the February Advance, see below. Staff do not recommend changing the number one project, US 180 improvements, as having a clear and consistent message over several years may be required to move projects forward. However, there may be an opportunity to refine projects two to seven on our list.

Staff are now collecting projects from member agencies to identify any updates to these lists. There is no need to resubmit projects already on the prioritized lists. Staff will score the projects under both programs and bring forward a recommendation to the TAC and Board for updates to the adopted, prioritized lists by March. The deadline for submitting requests for projects to be evaluated is October 15.



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The Strategic Grants Plan is attached for reference. The prioritized P2P list is:

1	US 180 Corridor Improvements
2	Milton & Route 66 Enhanced Crossing
3	Route 66 & Ponderosa Pkwy Crosswalk Enhancement
4	Milton separated grade crossings Phoenix, Malpais, Starbucks
5	Route 66 Corridor Improvements Milton to Elden
6	W Route 66 Corridor Improvements
7	US89 & Burris Traffic Signal

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

The call for projects will be brought to the TAC at their September meeting.

5. FISCAL IMPACT:

There is no cost to updating these processes; however, being strategic about prioritizing projects can result in bringing more funding to the region.

6. ALTERNATIVES:

None. This item is for discussion only.

7. ATTACHMENTS:

1. Strategic Grants Plan

Strategic Grants Plan

FY 25-28



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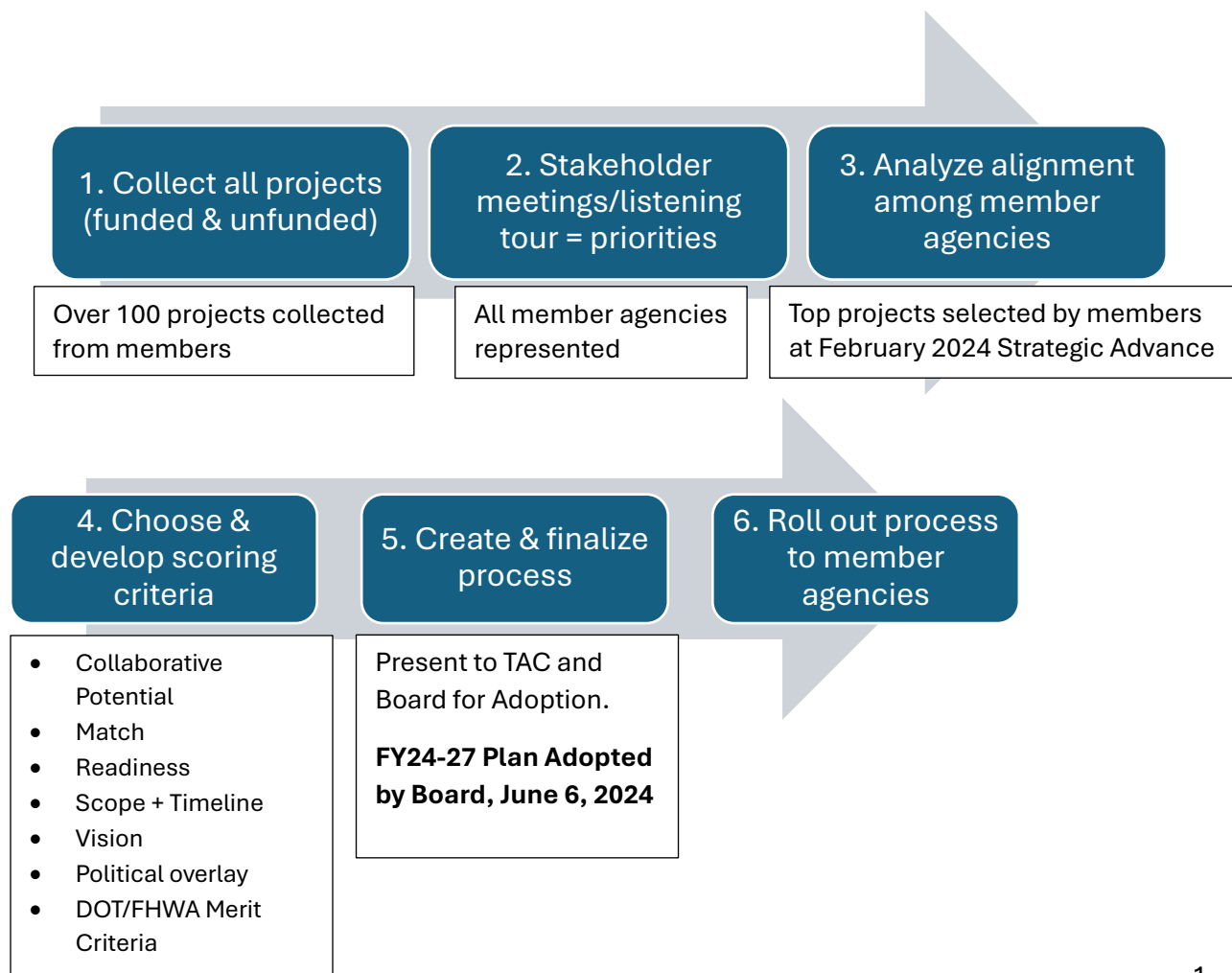
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Introduction

The Bipartisan Infrastructure Law (BIL) / Infrastructure Investment and Jobs Act (IIJA) that took effect in 2021, increased the availability of discretionary federal (competitive grant) dollars by 40%. The law is in effect through 2026. MetroPlan Flagstaff and its member agencies – City of Flagstaff, Coconino County, Mountain Line Transit, Arizona Department of Transportation (ADOT) and Northern Arizona University (NAU) have been able to apply for and win more transportation dollars than ever before. To this end, MetroPlan sought to create a proactive, rather than reactive fund seeking strategy. This strategy seeks to analyze regional projects for best fit for grant programs, increase collaboration and decrease or eliminate competition amongst members and allow more lead time to develop complex and time-consuming components of federal grant applications such as the Benefit Cost Analysis (BCA), environmental review (NEPA – National Environmental Policy Act) and Right-of-Way (ROW) acquisition.

The Strategic Grants Plan aligns with MetroPlan’s mission to *facilitate improvements and programs for all transportation modes through collaborative priority setting, planning and the strategic pursuit of funding.*

Steps taken to create Strategic Grants Plan in 2024:



Foreword:

MetroPlan Flagstaff created its Strategic Grants Plan in response to the [Bipartisan Infrastructure Law](#) that enabled historic investment in transportation infrastructure in the amount of \$350 billion over five years from 2021 – 2026. MetroPlan saw a need to create a roadmap of regional projects scored against best fit for grants that resulted in this plan after experiencing successes in supporting its member organizations in pursuing and obtaining federal discretionary grants. One of MetroPlan’s strategic goals is to maximize transportation funds and MetroPlan’s mission includes partner collaboration in the pursuit of funds. It is MetroPlan’s aim to maximize internal and regional resources toward projects that make the **best fit** for federal grants; and that this plan supports the increase of collaboration, decrease of competition and results in submitting better grant applications that if awarded, enable the leveraging of funds to pay for other projects that do not fit discretionary grants.

Internal process:

In FY24, MetroPlan collected 130 regional projects and scored them across 20 potential federal grant programs using the merit criteria and theme of federal discretionary grants’ Notice of Funding Opportunity (NOFO) through dedicated stakeholder meetings, its Strategic Advance and ad-hoc meetings across member agencies.

Common merit criteria across grant programs are:

- Safety
- Climate Change and Sustainability
- Equity
- Workforce Development, Job Quality and Wealth Creation
 - Includes economic competitiveness and opportunity
- Quality of Life
- Mobility and Community Connectivity
- State of Good Repair
- Partnership and Collaboration
- Innovation

This process resulted in identifying 14 projects as best fits across 7 discretionary grant programs for fiscal years 2025 through 2027.

The plan and process enable advanced knowledge on what grants regional partners are going to apply for in order to focus on grant components that take the most time.

Examples of time-consuming grant application components are: Benefit Cost Analysis, Right-of-Way and land acquisition, Environmental Review and obtaining non-federal matching funds between 5.7% and 20%, depending on the application requirements.

MetroPlan’s role:

In addition to its role as a traditional Metropolitan Planning Organization, MetroPlan is a thought and strategy partner for seeking funds. In pursuit of grant funds, we have the capacity to support with application narratives, both composition and/or editing; political advocacy via support letters, speaking at the Arizona State Transportation Board and using our lobbyist to support project funding advocacy, as well as connect member agencies to resources such as the [NAU Economic Policy Institute](#) for Benefit Cost Analysis functions.

Member Agencies:

City of Flagstaff	Coconino County	Mountain Line Transit	AZ Department of Transportation (ADOT)	Northern AZ University
City jurisdiction for most transportation projects in the MetroPlan Region	County jurisdiction for MetroPlan region	- Transit agency whose discretionary grants come from the Federal Transit Administration - Has own, already established project selection process for grants	- Jurisdiction for state-owned facilities the MetroPlan region - Provides pass through funds for both formula and discretionary funds - Programming and Policy partner	Jurisdiction for university infrastructure projects in the MetroPlan region

Rank/score:

MetroPlan ranked each project against federal grants using the following scores:

- 3 = best fit
- 2 = medium fit
- 1 = poor fit

Projects were compared against Merit Criteria elements mentioned in the Internal Process section earlier in this document. Though we did not use formal weighting of each criterion, we focused on Safety - whether the project is located in a High Injury Network (HIN) and Equity – whether the project is located in or directly affects a transportation disadvantaged area using the federal Council on Environmental Quality’s Climate and Economic Justice Screening tool, [CEJST](#). Lastly, we also considered whether the project fit the overarching theme of the discretionary grant program, such as resiliency against future climate-driven natural disasters like in the [PROTECT](#) grant. Most projects in this plan scored a 3 = best fit. The ones that scored a 2 = medium fit are marked in the pages below and made it into the plan as agreed-upon projects/grants among partners before this plan was created.

Note: Mountain Line transit has their own project selection process that is separate and distinct from MetroPlan’s; their content is still included in this plan via information on transit-related, discretionary grants. MetroPlan encourages all partners to consider transit in their projects.

How to use the plan:

This plan will be used by MetroPlan and its member agencies to guide future grant applications for the fiscal years **2025-2028**. In subsequent pages of the plan, there are summaries of each grant program, and which regional projects are best suited for each application, how they ranked, as well as a timeline.



Resource dedication:

MetroPlan has a small staff and one dedicated grant writer. This means that MetroPlan staff cannot always provide a full suite of grant writing services, such as writing the entire application narrative and facilitating subsequent components from strategy to submission. Given this resource limitation, MetroPlan will select 2-3 projects annually to focus on the entirety of the application and will recommend consultancy or members' in-house expertise for other projects.

Deviations from the Plan:

Should member agencies decide to apply for a federal discretionary grant with a project that has not been identified in the Strategic Grants Plan, MetroPlan will request a support letter from its Executive Board.

The reason for this is that when sudden and new projects that are not listed in the plan are proposed by members, MetroPlan may not have the capacity to connect resources to a whole new grant/project and our level of effort would likely decrease since we would already be working on grants that have been identified in the plan. If member agencies follow the plan, proactive resource dedication is possible, and the gathering of support letters can be almost immediate. The purpose of the plan is to look ahead to provide significant support, versus nominal support.

As mentioned, Mountain Line has its own project selection and grant seeking strategy that is separate from this plan.

Foundation (non-federal) Grants Addendum:

Non-federal grants are not part of the Strategic Grants Plan.

Frequency | Plan Update and Ranking:

The Strategic Grants Plan will be updated once annually in January based on when the bulk of grant application NOFOs are released, which is from May to August. Updating the plan each January allows for time to prepare for the next round of applications.

We will also consider ad-hoc updates if there are material changes to partners' Capital Improvement Plans (CIPs), scope changes or emergencies such as post wildfire flooding. MetroPlan will not re-rank all projects, but rather rank new projects or projects that have had significant scope changes enough to warrant re-ranking. Not everything is on the table every year.

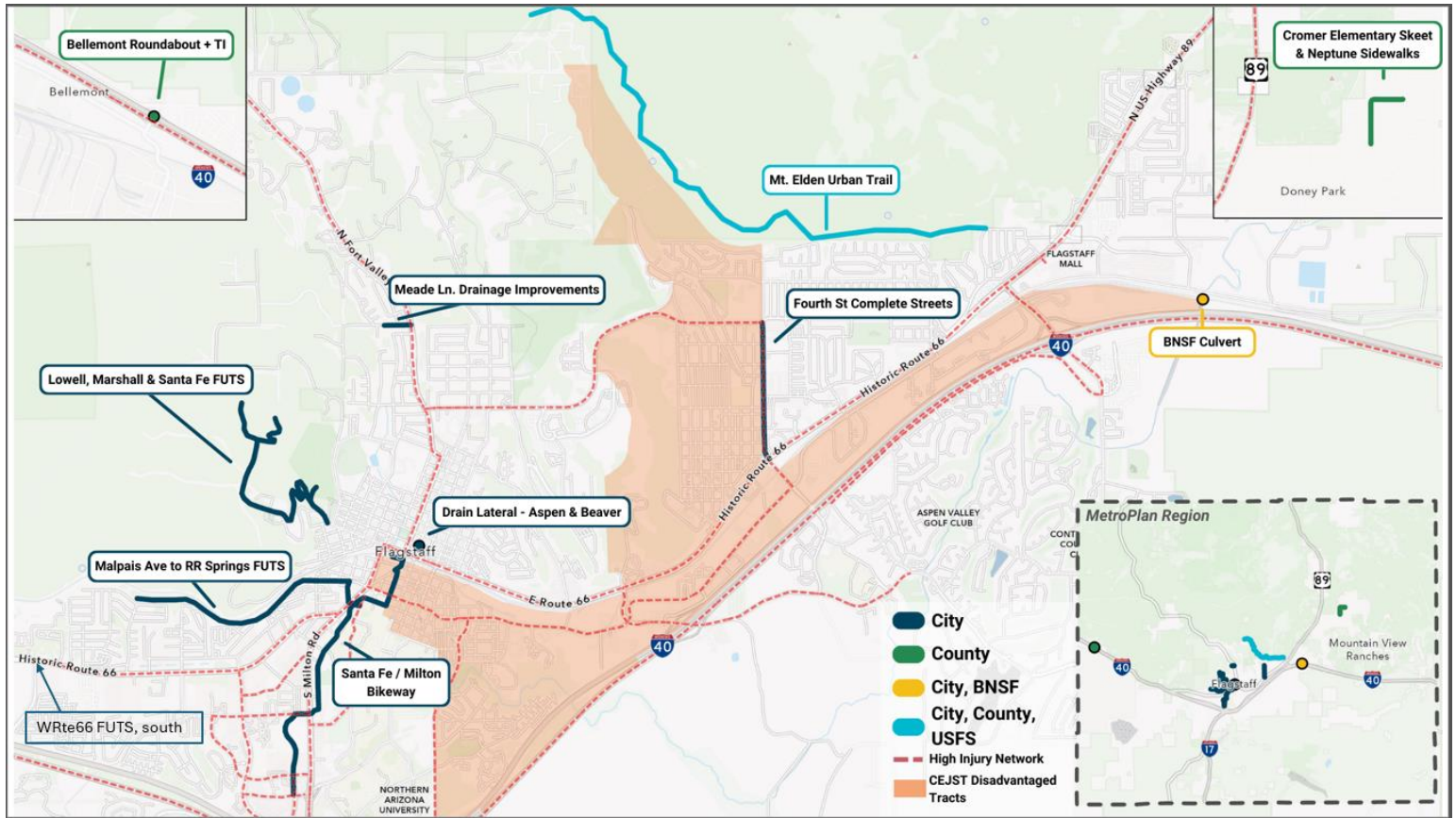
New projects will be ranked 1-3 using the above criteria. MetroPlan will then bring newly ranked projects to the TAC (Technical Advisory Committee) to refine.

We will revisit the projects that ranked 2s (medium fit) in our annual re-ranking process, as well as projects connected to failed grants. We will also re-rank projects in FY28 because one year will drop away.

List of Appendices:

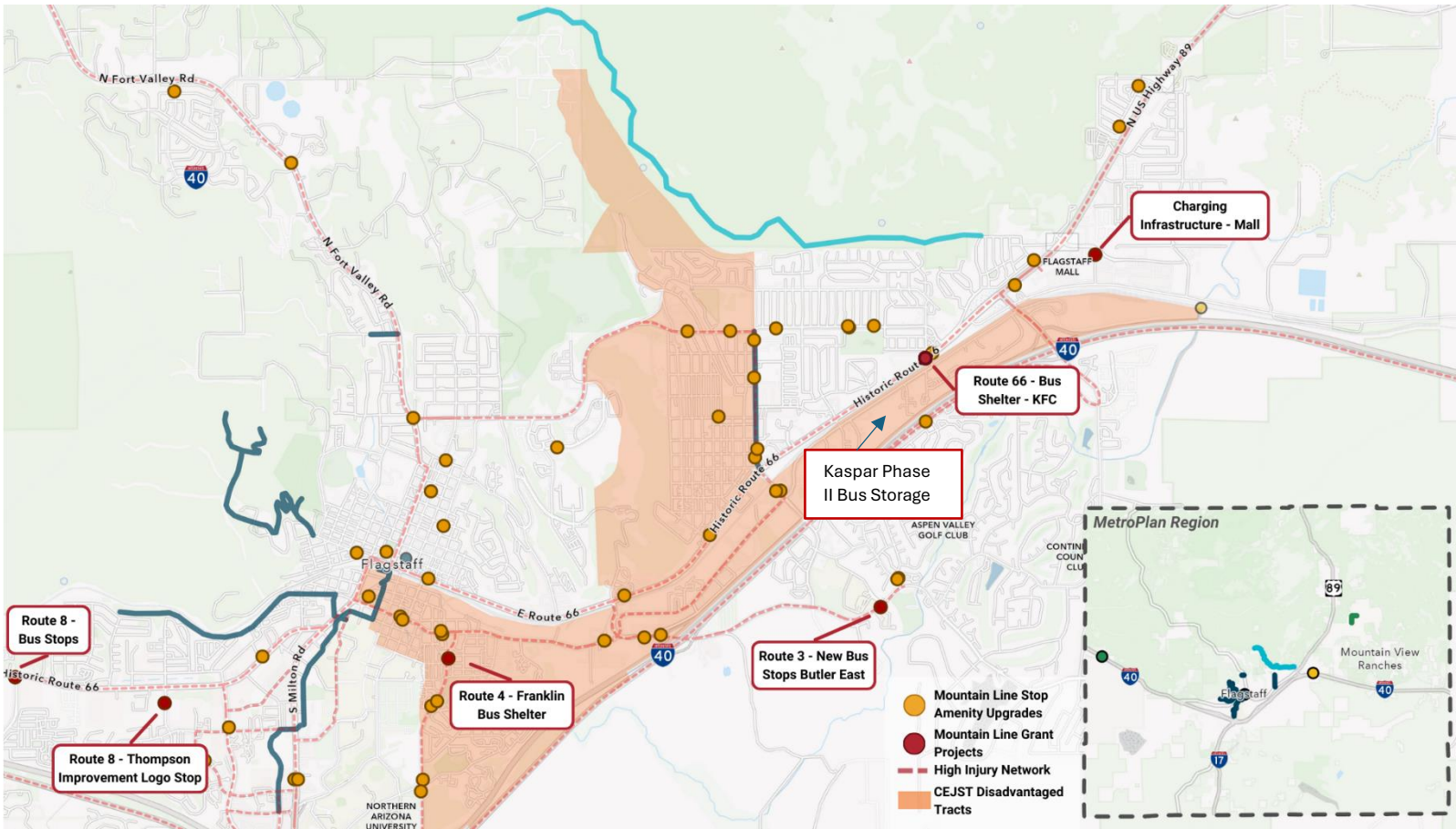
- Master List:
 - Regional matrix of all projects and discretionary fund sources

Regional Project Map*



*Excludes Mountain Line Transit

Mountain Line Transit Projects



Funder: State – AZ Dept of Transportation**Next Application Release Date:** February 2025**Required match:** 5.7%**Background:**

Smaller-scale transportation projects: pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements - historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.

Eligible project costs:

- Eligible non-infrastructure activities (e.g., educational programming)
- Planning/Scoping
- Design
- Construction
- Other items unavoidably required for the primary purpose of the project
- ADOT administrative fees

Ineligible project costs:

- Right-of-Way acquisition
- Routine maintenance and operations
- General recreation and park facilities
- Utility relocation not directly caused by the TA Program project
- Promotional activities except as permitted under the Safe Routes To School

PRIORITY PROJECTS

Project	Rank	Jurisdiction	FY25	FY26	FY27	FY28
Planning & Design Mt Elden Urban Trail 5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89 \$432,373	3	USFS, City, County				
Construction Cromer Elementary missing sidewalks – Neptune Dr (Skeet Dr to Lunar Dr) Skeet Dr (Silver Saddle Rd to Neptune Dr) \$1,300,000	3	County				
Planning & Design Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$463,100	3	City				
Safe Routes Phase 2 \$650,300	3	MetroPlan				
Planning & Design WRte66 FUTS, south, from Thompson to Woody Mountain \$500,000	3	City				
Safe Routes to School capital projects \$1,900,000	3	MetroPlan				

Grant Info: [SS4A](#) (Safe Streets and Roads for All)

Funder: federal, US DOT (Department of Transportation)

Required nonfederal match: 20%, ok to use in-kind

Next Application Release Date: Before the end of March 2025

Background:

- **Improve** roadway **safety** for all users by **reducing and eliminating serious injury and fatal crashes through comprehensive safety Action Plans** and their implementation.

Planning and Demonstration Grants:

- Develop, complete, or supplement a comprehensive safety action plan
- Demonstration activities | **temporary** safety improvements that inform Action Plans by testing them first

Implementation Grants:

- Implement projects and strategies identified in an Action Plan
 - Projects and strategies can be infrastructure, behavioral, and/or operational activities
 - May include demonstration activities, supplemental planning, and project-level planning, design, and development
 - Applicants **must have an eligible Action Plan** to apply for Implementation Grants
 - Project location must be on High Injury Crash Network

Note: Not just bike/ped money | Safety money = must be tied to a safety problem

PRIORITY PROJECTS

Project	Rank	Jurisdiction	FY25	FY26	FY27	FY28
Planning Safe Routes to School and Bus Stops \$700,000	3	County				
Planning & Demonstration Quick-build projects based on Vulnerable Road Users (VRU) plan findings \$20,000	3	MetroPlan				
Concept planning and design All FUTS prioritized in ATMP \$1,767,527	3	City				
Construction Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$30,000,000	3	City				
Construction Complete Streets Conversion Fourth St - Route 66 to Cedar Ave \$30,000,000	3	City				

Grant Info: [ATIIP](#) (Active Transportation Infrastructure Improvement Program)

Funder: FHWA (federal highway administration)

Required match: 20%

Next Application Release Date: TBD – unsure if program will continue to be funded | Appropriations through 2026 in line with BIL

Background:

Supports planning and **active transportation implementation** (mobility options powered primarily by human energy, including bicycling and walking) **at the network scale, rather than on a project-by-project basis.**

The ATIIP awards competitive grants to **plan, design, and construct networks of safe and connected active transportation facilities that connect between destinations within a community or metropolitan region.** Additionally, grants may fund projects to plan, design, and construct an active transportation spine, a facility that connects communities, metropolitan regions, or States.

PRIORITY PROJECTS

Project	Rank	Jurisdiction	FY25	FY26	FY27	FY28
*Planning and Design Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$463,100	3	City				
*Planning Unincorporated County connectivity to activity and economic centers \$ 1,000,000 *some of this project is outside the MetroPlan region	3	County				

*Both projects submitted in July of 2024. If not awarded and ATIIP program is continued, applicants may re-apply.

Grant Info: [PROTECT](#) (Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation)

Funder: federal, US DOT (Department of Transportation), FHWA (Federal Highway Administration)

Required nonfederal match: 20%*

Next Application Due Date: Feb 25, 2025 | Appropriations through 2026

Background:

Help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes. Funds planning, resilience improvement. ***Match gets reduced by 7 to 3 percentage points if the project is prioritized in a Resilience Improvement Plan.** No match for planning grants!

PRIORITY PROJECTS

Project	Rank	Jurisdiction	FY25	FY26	FY27	FY28
Design and Construction reduce the tailwater condition at BNSF culvert 338.9 and US 66 \$20,000,000	3	City, BNSF				
Resilience planning – Post Wildfire Flooding \$500,000	3	MetroPlan				
Construction Drainage bundle: Meade Lane drainage between Highway 180 and the Rio de Flag; Fanning Wash, Downtown Drain lateral - Aspen and Beaver \$11,000,000	3	City				

Grant Info: [RAISE](#) (Rebuilding American Infrastructure with Sustainability and Equity)

Funder: federal, US DOT (Department of Transportation)

Required nonfederal match: 20%

Next Application Due Dates: FY25: Jan 30, 2025 | FY26: Jan 2026

Background:

Planning or constructing surface transportation infrastructure projects that improve safety, environmental sustainability, quality of life, mobility & community connectivity, economic competitiveness & opportunity, including tourism, state of good repair, partnership & collaboration, and innovation

PRIORITY PROJECTS

Project	Rank	Jurisdiction	FY25	FY26	FY27	FY28
Engineering Bellemont Roundabout and TI modernization and expansion \$4,000,000	2	County				
Construction Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$30,000,000	3	City				
Construction Complete Streets Conversion Fourth St - Route 66 to Cedar Ave \$30,000,000	3	City				

Grant Info: [FLAP](#) (Federal Lands Access Program)

Funder: federal, US DOT (Department of Transportation), FHWA (Federal Highway Administration)

Required nonfederal match: 20%

Next Application Due Date: 2026, tentative

Background:

Improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. Supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

PRIORITY PROJECTS

Project	Rank	Jurisdiction	FY25	FY26	FY27	FY28
Design to 30% Lake Mary widening between N & S Mormon Loop Lake Access. Planning and construction Lake Mary Bike Lanes cost TBD	3	County				

Grant Info: [INFRA](#) | [MEGA](#) | [Rural](#)

Funder: federal, US DOT (Department of Transportation)

Required nonfederal match: 20%

Next Application Due Date: Closed; re-opening TBD | Appropriations through FY2026

Background:

Eligible Project Costs		
Mega	INFRA	Rural
Development-phase activities and costs, including planning, feasibility analysis, revenue forecasting, alternatives analysis, data collection and analysis, environmental review and activities to support environmental review, preliminary engineering and design work, and other preconstruction activities, including the preparation of a data collection and post-construction analysis plan; and, Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to that land), environmental mitigation (including projects to replace or rehabilitate culverts or reduce stormwater runoff for the purpose of improving habitat for aquatic species), construction contingencies, acquisition of equipment, protection, and	Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering, design, and other preconstruction activities, provided the project meets statutory requirements. Construction, reconstruction, rehabilitation, or acquisition of property (including land related to the project and improvements to the land), environmental mitigation (including a project to replace or rehabilitate a culvert, or to reduce stormwater runoff for the purpose of improving habitat for aquatic species), construction contingencies, equipment acquisition, and operational improvements directly related to system performance.	Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and, Construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational

MEGA: supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.

INFRA: multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

Rural: supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.

PRIORITY PROJECTS

Project	Rank	Jurisdiction	FY25	FY26	FY27	FY28
RURAL						
Construction Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$30,000,000	3	City				
Construction Complete Streets Conversion Fourth St - Route 66 to Cedar Ave est total project cost \$30,000,000	3	City				

Grant Info: [Bus and Bus Facilities](#) | 5339(b)

Funder: Federal | Federal Transit Administration

Required nonfederal match: 20%

Next Application Due Date: April 25, 2025

Background: Replace, rehabilitate and purchase buses and related equipment. Construct bus-related facilities. Includes tech or innovations to modify low or no emission vehicles or facilities. Some funds for workforce and training.

PRIORITY PROJECTS

Note: **bus stops included as one project*

Project	Jurisdiction	FY25	FY26	FY27	FY28
Fixed Route Bus Replacements (BEB) \$12,794,141	Mountain Line				
Kaspar Phase II Bus Storage \$41,129,000					
Battery Electric Bus Training \$50,000	Mountain Line				
Replace Paratransit Cutway Vans \$1,035,652	Mountain Line				
Charging Infrastructure – Offsite \$2,200,000	Mountain Line				
*Bus Stop Upgrade - Route 4 Mohawk \$33,169	Mountain Line				
*Route 4 and 14 - Zuni and Masonic Stops (2 logo) \$40,000	Mountain Line				
*Route 8 - Thompson Improvement logo stop \$30,000	Mountain Line				
*New Bus Stop - Route 3, Butler East \$159,848	Mountain Line				
*New Bus Stops – Route 8 Extension Stops \$232,000	Mountain Line				
*Bus Stop Upgrade - Route 4 Franklin \$34,164	Mountain Line				
*New Bus Stop – Route 66 Crown \$195,212	Mountain Line				
RTA Display – Various Locations (Shared Stops)	Mountain Line				
Kaspar Server Replacement \$35,000	Mountain Line				

Grant Info: [Lo and No Emission Bus Grants](#) | 5339(c)

Funder: Federal | Federal Transit Administration

Required nonfederal match: 20%

Next Application Due Date: April 25, 2025

Background: Purchase or lease zero-emission (battery electric and hydrogen fuel cell) and low-emission (hybrid electric/gas, hybrid electric/diesel, compressed natural gas, liquified natural gas, ethanol, propane) transit buses. Acquisition, construction, and leasing of required supporting facilities.

PRIORITY PROJECTS

Project	Jurisdiction	FY25	FY26	FY27	FY28
Fixed Route Bus Replacements (BEB) \$12,794,141	Mountain Line				
Fixed Route Bus Expansion \$5,589,319					
Charging Infrastructure – Offsite \$2,200,000	Mountain Line				

Grant Info: [Urbanized Area Formula Grants](#) | 5307 and 5339, competitive

Funder: ADOT through Federal | Federal Transit Administration

Required nonfederal match: 20%

Next Application Due Date: TBD

Background: Construction projects and capital purchases of vehicles.

PRIORITY PROJECTS

Note: **bus stops included as one project*

Project	Jurisdiction	FY25	FY26	FY27	FY28
Fixed Route Bus Replacements (BEB) \$12,794,141	Mountain Line				
Replace Paratransit Cutway Vans \$1,035,652	Mountain Line				
Charging Infrastructure – Offsite \$2,200,000	Mountain Line				
Operation Support Vehicle Replacement \$178,231	Mountain Line				
Shelter Rehabilitations \$660,000	Mountain Line				
*Bus Stop Upgrade - Route 4 Mohawk \$33,169	Mountain Line				
Route 66 Bus Shelter – KFC \$34,164	Mountain Line				
*Route 4 and 14 - Zuni and Masonic Stops (2 logo) \$40,000	Mountain Line				
*Route 8 - Thompson Improvement logo stop \$30,000	Mountain Line				
Bus Stop Amenity Upgrades \$1,800,000	Mountain Line				
*New Bus Stop - Route 3, Butler East \$159,848	Mountain Line				
*New Bus Stops – Route 8 Extension Stops \$232,000	Mountain Line				
*Bus Stop Upgrade - Route 4 Franklin \$34,164	Mountain Line				
*New Bus Stop – Route 66 Crown \$195,212	Mountain Line				

Grant Info: [Metropolitan Transportation Planning](#) | 5305

Funder: Federal | Federal Transit Administration

Required nonfederal match: 20%

Next Application Due Date: April 25, 2025

Background: Multimodal transportation planning activities that support economic vitality, increase safety, increase access, protects the environment, improves connectivity and quality of life.

PRIORITY PROJECTS

Project	Jurisdiction	FY25	FY26	FY27	FY28
Capital Planning Studies \$850,000	Mountain Line				



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STAFF REPORT

REPORT DATE: August 8, 2025

MEETING DATE: September 4, 2025

TO: Honorable Chair and Members of the Executive Board

FROM: Mandia Gonzales, Transportation Planner

SUBJECT: Vulnerable Road Users Safety Action Plan Update

1. RECOMMENDATION:

None. This item is for discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 2: Deliver Plans that Meet Partner and Community Needs

Objective 2.4: Position partners for successful implementation of plans.

3. BACKGROUND:

As a requirement to receive the Safe Streets and Roads for All (SS4A) grant for the Vulnerable Road Users Safety Action Plan, MetroPlan must commit at some level to reducing or eliminating traffic fatalities and serious injuries on our region's roadway. By adopting Vision Zero policies and goals, MetroPlan is stating our commitment to reducing or eliminating crashes.

To formalize MetroPlan's commitment to traffic safety, MetroPlan adopted a Vision Zero Resolution that sets a clear, measurable goal: ***reduce serious injuries and fatalities on the regional transportation system by 40% by the year 2045***. This resolution reinforces the region's dedication to eliminating traffic crashes through data-driven, equitable, and system-level approaches that prioritize the safety of all road users, especially those walking, biking, and using transit. With this goal in mind, MetroPlan has drafted policies and strategies to help MetroPlan take actionable steps to reduce deaths and serious injuries.

Policies that align with the resolution and FHWA's Safe Systems Approach will help ensure that Vision Zero implementation remains accountable, data-informed, and responsive to community needs and changing conditions. Staff are also recommending a consistent and transparent process for evaluating transportation safety outcomes and adjusting strategies accordingly.



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Draft policies and strategies will be shared at the meeting. Staff will be seeking feedback from the Executive Board on the policies and strategies presented. Final versions for adoption will be considered at the next meeting.

4. MANAGEMENT COMMITTEE AND TAC COMMENT:

Presentations will be provided at Septembers meeting prior to adoption.

5. FISCAL IMPACT:

The VRU Safety Action Plan is funded through a Safe Streets for All (SS4A) planning grant awarded to MetroPlan. The grant value is \$201,360 federal and \$50,360 in local match split between in-kind and cash. The grant agreement was executed on August 9, 2023.

6. ALTERNATIVES:

None. This item is for discussion only.

7. ATTACHMENTS:

Draft MetroPlan Policies and Strategies

VISION ZERO POLICIES AND STRATEGIES TO REDUCE SERIOUS INJURIES AND FATALITIES IN THE METROPLAN REGION

To formalize MetroPlan’s commitment to traffic safety, MetroPlan adopted a Vision Zero Resolution that sets a clear, measurable goal: **Reduce serious injuries and fatalities on the regional transportation system by 40% by the year 2045**. This resolution reinforces the region’s dedication to eliminating traffic injuries through data-driven, equitable, and system-level approaches that prioritize the safety of all road users, especially those walking, biking, and using transit. To achieve our Vision Zero resolution, MetroPlan needs to develop policies and strategies to meet this commitment.

MetroPlan should institutionalize a consistent and transparent process for evaluating transportation safety outcomes and adjusting strategies accordingly. Policies that align with the resolution and FHWA’s Safe Systems Approach will help ensure that Vision Zero implementation remains accountable, data-informed, and responsive to community needs and changing conditions.

VZ-1	Apply Safe System principles across all planning, engineering, and policy decisions.
Purpose	To integrate Safe System principles into every stage of planning, engineering, and policymaking, ensuring transportation systems are proactively designed to anticipate human error, minimize crash severity, and protect all road users—especially the most vulnerable.
Strategies	• MetroPlan adopts a Vision Zero Resolution sets forth a goal of reducing serious and fatal crashes by 40% by the year 2045. • Ensure that all long-range planning and project prioritization efforts include safety performance outcomes aligned with the Vision Zero resolution. • Work with partners to strategically prioritize projects with a focus on complete streets, vision zero, and transportation safety. • Annually review Capital Improvement Plans, maintenance, and preservation projects to identify opportunities for safety improvements with all users in mind. • Have the MetroPlan Technical Advisory Committee (TAC) serve as the Safety Committee. • Embed the 40% reduction target into the Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), Safety Action Plan, and other MetroPlan regional planning documents.

VZ-2	Maintain public awareness of the magnitude and cause of regional traffic injuries and fatalities.
Purpose	To institutionalize a consistent and transparent process for evaluating transportation safety outcomes and adjusting strategies accordingly. The policy ensures that Vision Zero implementation remains accountable, data-informed, and responsive to community needs and changing conditions.
Strategies	• Establish, maintain, and report annually a review of Vision Zero targets, goals, and performance as a means of accountability. • Share findings with partners to support consistent safety messaging, funding prioritization, and policy alignment. • Incorporate the Regional Transportation Safety Action Plan into the Regional Transportation Plan (RTP) and integrate safety analysis into its development.

VZ-3	Support and advance the implementation of transportation demonstration projects as a low-cost, short-term approach to test and evaluate potential long-term transportation improvements.
Purpose	To provide a structured yet flexible framework for piloting innovative street designs, temporary infrastructure, and mobility enhancements that align with the region's goals for Vision Zero.
Strategies	• Identify potential demonstration projects with support from the City and County Engineering and Planning staff. • Develop a process for before and after studies of demonstration projects, resident engagement, and site prioritization. • Develop a toolkit to be used by partners for repeatable interventions across the region

VZ-4	Integrate Speed Management into planning, programming, and policy decisions
Purpose	Speed management is a core component of a Safe System approach, recognizing that vehicle speed directly influences both the likelihood and severity of crashes. This policy promotes setting and managing vehicle speeds that align with safety and the surrounding street context.
Strategies	• Support speed management training for MetroPlan staff and partners on behalf of the region. • Recommend countermeasures and speed management strategies explicitly in MetroPlan transportation plans and priorities.

	• Coordinate Road Safety Assessments (RSA)¹ on behalf of partners through the ADOT process.
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VZ-5	Collaborate with schools, partners, and community organizations to coordinate planning and implementation of Safe Routes to School programming.
Purpose	This policy supports the development of safe, convenient, and accessible walking, biking, and transit routes for students traveling to and from school. It prioritizes traffic safety measures, and education programs that reduce barriers, encourage active transportation, and protect children from traffic-related risks.
Strategies	• Collaborate with schools, local governments, law enforcement, and community organizations to coordinate Safe Routes to School planning and implementation. • Seek funding through state and federal Safe Routes to School programs. • Collect and analyze data around schools to identify travel modes, speeds, and crashes. • Organize “Walk to School” and “Bike to School” days to encourage active transportation. • Work with partners and FUSD to ensure site planning for schools incorporates traffic safety review prior to siting/opening new, reconstructed or relocated school(s). • Provide pedestrian and bicycle safety education in school curricula. • Work with local colleges/universities to create and implement a new walking, biking, driving and transit riding safety campaign for students. • Conduct safety reviews of the transportation network in school zones.

VZ-6	MetroPlan is committed to advancing a culture of safety through inclusive transportation education and encouragement campaigns.
Purpose	These campaigns aim to inform, engage, and influence behavior among all road users—drivers, pedestrians, bicyclists, and transit riders—to reduce serious injuries and fatalities and support the region’s Vision Zero and Safe System goals. To ensure that transportation safety education is a core component of regional safety planning, complementing engineering and enforcement efforts.
Strategies	• Deploy pop-up education at community events, farmer’s markets, schools, and transit hubs. • Develop and provide Vision Zero messaging on an ongoing basis to be delivered to the public, neighborhood groups, and stakeholder group meetings.

¹ <https://azdot.gov/planning/traffic-safety/road-safety-assessments>

	• Provide targeted outreach and training when adding new infrastructure to teach street users how to navigate a newly constructed facility. • Develop and implement a marketing campaign centered on people crossing and drivers yielding – a primary safety issue in the region. • Build upon and distribute educational materials related to intersection and crossing safety for all road users.
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VZ-7	MetroPlan will recognize the importance of proven transportation safety technologies
Purpose	MetroPlan recognizes the critical role of proven safety technology in advancing regional transportation safety and achieving Vision Zero goals. Technologies such as automated speed enforcement, intelligent speed assistance, signal timing improvements, and real-time data monitoring have been shown to reduce traffic-related fatalities and serious injuries. ²
Strategies	• Include proven technology projects in MetroPlan’s funding strategies and grant applications (e.g., Safe Streets and Roads for All, HSIP). • Encourage the installation of automated enforcement cameras³ for red light violations on the High Injury Network using crash data and analysis from the Vulnerable Road Users Safety Action Plan and the Regional Transportation Safety Plan while. • Encourage the direction of revenue generated by traffic citations go directly to support prioritized transportation safety projects. • Encourage the use of safety technologies in locations and situations where data shows they can have the greatest impact in preventing crashes and saving lives.

² Red light running cameras should only trigger when some other device depicts a probable violation, the data is stored locally with limited ability to share – both legal and technical, processed quickly, and destroyed upon adjudication. An independent auditor reviews the process annually. Strong policies would need to be put in place and legal protections against firms that deploy the equipment – including independent audits of their systems.

³ <https://www.azleg.gov/Briefs/Senate/PHOTO%20TRAFFIC%20ENFORCEMENT%202022.PDF>

VZ-8	Support data-driven decision-making and access to technical assistance.
Purpose	Through this policy, MetroPlan will coordinate with partners to obtain timely, accurate crash and safety data, analytical tools, and planning support for the region to advance Vision Zero goals. To ensure that the region has the data, tools, and guidance needed to identify safety issues, prioritize projects, and evaluate the impact of interventions in alignment with a Safe System approach.
Strategies	• Provide technical resources and assistance, data analysis, and planning support to partners by providing crash prediction models, traffic count programs, bike/ped count programs. • Maintain a database of information on street design features to enable systemic safety analysis. Perform systemic safety analysis to determine street factors associated with crash types for each mode the development of a Risk Exposure Assessment Tool. • Host an annual Transportation Safety Summit.

VZ-9	MetroPlan will collaborate with partners to meet local, regional, and state Vision Zero goals
Purpose	To create a unified, regional approach to traffic safety that builds on shared data, coordinated strategies, and equitable investment. Through regional leadership and interagency partnerships, MetroPlan aims to help all member agencies and stakeholders make measurable progress toward Vision Zero, while ensuring that strategies reflect local needs and community priorities.
Strategies	• Facilitate information sharing between jurisdictions to align safety goals and deployment strategies. Incorporate best practices. • Support partners in using data to prioritize projects, apply for funding, and evaluate safety interventions. • Share success stories and lessons learned from partner agencies to promote innovation and continuous improvement. • Support statewide policies and strategies that support Vision Zero. • Encourage state to prioritize safety in project programming. • Collaborate with ADOT, FHWA, and other regional partners to ensure consistent performance metrics.

VZ-10	Prioritize funding and grant seeking projects that reduce serious injuries and fatalities for all road users, in alignment with Vision Zero goals.
Purpose	To guide MetroPlan's funding strategies and grant applications toward projects that advance safer, more equitable multimodal transportation networks and to accelerate progress toward Vision Zero's target of eliminating traffic fatalities and serious injuries.
Strategies	• Develop a process that prioritizes regional projects around safety. • Identify a sustainable funding source for staffing, education efforts and program management.



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STAFF REPORT

REPORT DATE: August 8, 2025

MEETING DATE: September 4, 2025

TO: Honorable Chair and Members of the Executive Board

FROM: Mandia Gonzales, Transportation Planner

SUBJECT: W. Route 66 Operational Assessment (OA) Update

1. RECOMMENDATION:

None. This item is for discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 2: Deliver Plans that Meet Partner and Community Needs

Objective 2.4: Position partners for successful implementation of plans.

3. BACKGROUND:

The purpose of the W. Route 66 Operational Assessment (OA) is to advise the City of Flagstaff on project selection for Proposition 419 funding. Proposition 419 was approved by voters in 2018 and included funding for W. Route 66. The funding is intended for partnerships and not sufficient for complete corridor improvements. The recommended projects will advance multimodal operations, contribute to final solutions, and not preclude a desired end-state for the corridor. The recommendations were developed in consultation with a multi-jurisdictional Project Advisory Group (PAG).

This item is a preliminary review of recommendations from the PAG, which will still be brought forward to the MetroPlan TAC for their input prior to consideration of adoption by the MetroPlan Board.

WHAT IS THE ASSESSMENT ABOUT?

The operational assessment addresses the following:

- Identify multimodal and transportation for the corridor.
- Identify bus stop locations for future route 8 extension.
- Address future transportation needs.
- Design with best practices.
- Prioritize potential projects.



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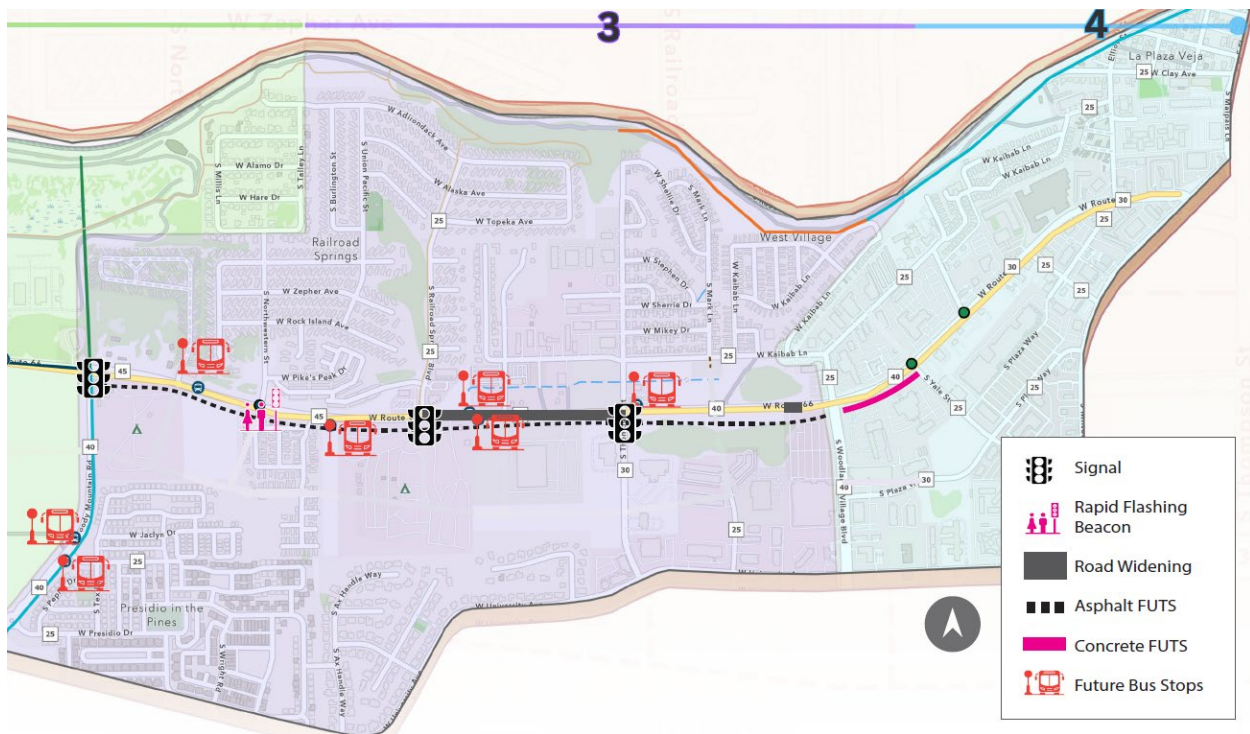
- Identify projects eligible for future federal funding.

PROJECT RECOMMENDATIONS

The development of the project selection and recommendations came through deliberations within the Project Advisory Group (PAG), careful examination of available data, modeling, public comment, and anticipated growth within the corridor. Recommendations are provided for a BUILDOUT 2045 (\$32,000,000) and a FISCALLY CONSTRAINED CONCEPT (\$11,700,000)

The PAG has approved recommending the Fiscally Constrained Concept to be adopted by the Executive Board and to be submitted to the City's Engineering Division.

- The fiscally constrained option is intended to be a transitional solution until additional funds or partnerships present themselves.
- The recommendations allow for more immediate solutions that respond to publicly identified needs and regional policies.
- These solutions allow for future expansion of the roadway within the ROW, to buildout separated bike lanes as identified in the Active Transportation Master Plan, and to support Mountain Line's expansion of Route 8.





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4. MANAGEMENT COMMITTEE AND TAC COMMENT:

Will be presented at the September meeting prior to adoption.

5. FISCAL IMPACT:

The FY2025 budget included staff time and subrecipient funds for modeling for NAU. FY2026 MetroPlan budget only includes staff time. There is no cost to the members.

6. ALTERNATIVES:

None. This item is for discussion only.

7. ATTACHMENTS:

None.



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STAFF REPORT

REPORT DATE: August 11, 2025

MEETING DATE: September 4, 2025

TO: Honorable Chair and Members of the Executive Board

FROM: Kate Morley, Executive Director

SUBJECT: MetroPlan Happenings

1) RECOMMENDATION:

None. This item is for information and discussion only.

2) RELATED STRATEGIC WORKPLAN ITEM:

Goal 3: Build MetroPlan's Visibility in the Community

Objective 3.3: Promote the value MetroPlan brings to the Community

3) BACKGROUND

The TAC discussed ways to better capture in-kind match for MetroPlan, an important tool in drawing down federal funds. In addition to capturing meeting time, prep time, and email time will also be captured. A new, fillable PDF form will enable members to add additional time that MetroPlan staff did not track.

Staff compiled comments from members on ADOT pavement preservation plans for Route 66 through the City. The project allows for the incorporation of minor improvements that can improve accessibility and safety in the region.

Kim assisted the City of Flagstaff in completing their Bike Friendly Community application.

AECOM was contracted to complete the Creative Local Match Plan. The work was completed with salary savings and will be presented to the Board at the October meeting.

Kim assisted the City of Flagstaff in completing their Bike Friendly Community application.



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MetroPlan and NACOG are the joint hosts of the 2026 Arizona Transportation Policy Summit here in Flagstaff. Planning is already underway with conference venue and room block reservations in place.

Travel and Training

Kim attended the Association of Commuter Transportation conference in the first week of August. The event is the leading forum on transportation demand management activities in the country.

Tami attended Title VI civil rights training in Phoenix. She serves as MetroPlan's Title VI Coordinator.

Grants

Coconino County is submitting two grant applications. One for improvements on Lake Mary Road near Mormon Lake, outside of the MetroPlan boundary, and a second for technical assistance on development of grant application of the Bellemont traffic interchange.

Two new awards were made in the Transportation Alternatives program in the region, one to the City of Flagstaff and one to Coconino National Forest.

MetroPlan assisted Mountain Line with the development of a national Bus and Bus Facilities grant application for bus stop improvements in the region. Awards are expected this fall.

4) TAC AND MANAGEMENT COMMITTEE DISCUSSION:

This item was not brought to the TAC nor Management Committee.

5) FISCAL IMPACT:

None. These items are updates only.

6) ALTERNATIVES:

None. This item is for information and discussion only.

7) ATTACHMENTS:

None.