



6 E Aspen Avenue, Suite 200
Flagstaff, AZ 86001
928-266-1293
www.metroplanflg.org

Agenda

MetroPlan Technical Advisory Committee Meeting

1:30 pm to 3:30 pm

November 16, 2022

Join Zoom Meeting: <https://us02web.zoom.us/j/74739184308>

Meeting ID: 747 3918 4308

Dial-in: +1 408 638 0968 US

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Public Questions and Comments may be emailed to rosie.wear@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, Interim Chair
- ☐ VACANT, Northern Arizona University
- ☐ Anne Dunno, NAIPTA Capital Program Manager
- ☐ VACANT, City of Flagstaff Engineer
- ☐ Brenden Foley, ADOT North Central District Administrator
- ☐ Nate Reisner, Coconino County Assistant Engineer
- ☐ Jess McNeely, Coconino County Community Development Assistant Director
- ☐ Myrna Bondoc, ADOT Regional Planner
- ☐ Jeff Bauman, City of Flagstaff, Acting City Engineer and Transportation Manager
- ☐ Ed Stillings, FHWA

METROPLAN STAFF

- ☐ Jeff “Miles” Meilbeck, Executive Director
- ☐ David Wessel, Planning Manager
- ☐ Rosie Wear, Business Manager
- ☐ Mandia Gonzales, Transportation Planner

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: October 26, 2022](#)

(Pages 5-8)

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. [ADOT Data Analytics Update](#)

(Pages 9-23)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: None. ADOT will provide an update on current items.

[NAU Master Plan Update](#)

(Pages 24-25)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: None. NAU staff will present a
report.

(Pages 26-27)

[Proposition 419 and 420 Project Phasing](#)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: None. The City of Flagstaff will provide an update on the engineering, construction and phasing schedules for projects approved in 2018 under propositions 419 and 420.

D. [Northern Arizona Healthcare Infrastructure Grant](#) (Pages 28-29)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: None. This item is for discussion only.

E. [Rural Transportation Advocacy Council \(RTAC\) priorities](#) (Pages 30-45)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: Staff recommends the Board pursue up to \$15.6 of State funding through the Rural Transportation Advocacy Council (RTAC) statewide initiative.

F. [Stride Forward Updates](#) (Pages 46-60)

MetroPlan Staff: Jeff “Miles” Meilbeck and David Wessel

Recommendation: None. Staff will provide reports on fiscal constraint, a review of Upward concept policies, and an updated schedule.

G. [Election of Officers for 2023](#) (Pages 61-62)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: Staff recommends the TAC appoint a Chair and Vice Chair as officers for the TAC.

H. [Executive Board Agenda Review](#) (Pages 63-66)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: None. This item is for discussion only.

I. **Items from the MetroPlan Staff**

MetroPlan Staff

Recommendation: None. This item is for discussion only.

J. Future Agenda Items

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: Discuss items for future MetroPlan agendas.

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 not allowed.)

B. NEXT SCHEDULED TAC MEETING

1. January 25, 2023 ~ Zoom

C. ADJOURN

The Transportation Improvement Program (TIP) includes 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 November 10, 2022.

Dated this 10th Day of November 2022.

Rosie Wear



6 E Aspen Avenue, Suite 200
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MINUTES

MetroPlan Technical Advisory Committee Meeting

1:30 pm to 3:30 pm

October 26, 2022

Join Zoom Meeting: <https://us02web.zoom.us/j/74739184308>

Meeting ID: 747 3918 4308

Dial-in: +1 408 638 0968 US

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Public Questions and Comments may be emailed to rosie.wear@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, Interim Chair
- ☐ VACANT, Northern Arizona University
- ☒ Anne Dunno, NAIPTA Capital Program Manager
- ☐ VACANT, City of Flagstaff Engineer
- ☐ Brenden Foley, ADOT North Central District Administrator
- ☐ Nate Reisner, Coconino County Assistant Engineer **EXCUSED**
- ☒ Jess McNeely, Coconino County Community Development Assistant Director
- ☒ Myrna Bondoc, ADOT Regional Planner
- ☒ Jeff Bauman, City of Flagstaff, Acting City Engineer and Transportation Manager
- ☒ Ed Stillings, FHWA

METROPLAN STAFF

- ☒ Jeff "Miles" Meilbeck, Executive Director
- ☒ David Wessel, Planning Manager
- ☒ Rosie Wear, Business Manager
- ☒ Mandia Gonzales, Transportation Planner

OTHERS IN ATTENDANCE: None.

I. PRELIMINARY GENERAL BUSINESS

A. CALL TO ORDER

Chair Michelle McNulty called the meeting to order at 1:33 pm.

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: September 28, 2022

Motion: TAC Member Anne Dunno made a motion to approve the September 28, 2022 meeting minutes. TAC Member Jeff Bauman seconded the motion. The motion was passed unanimously. 5– 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.)

There were no items on the consent agenda.

III. GENERAL BUSINESS

A. Stride Forward Updates

MetroPlan Staff: Jeff “Miles” Meilbeck and David Wessel

Recommendation: None. Staff will provide a report and request feedback on policies developed and public input received to date.

David Wessel and Jeff “Miles” Meilbeck presented an update on Stride Forward. No action was taken.

B. South Lone Tree Planning & Environmental Linkage (PEL) Update

MetroPlan Staff: Mandia Gonzales

Recommendation: None. This item is for discussion only.

Mandia Gonzales presented an update on the South Lone Tree Planning & Environmental Linkage (PEL) study. No action was taken.

C. SMART and ATTAIN GRANT UPDATES

MetroPlan Staff: David Wessel

Recommendation: None. Staff will provide a report on the pending SMART and ATTAIN grant application submittals.

David Wessel presented updates on the SMART and ATTAIN grants. No action was taken.

D. Executive Board Agenda Review

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: None. This item is for discussion only.

Jeff “Miles” Meilbeck presented the draft Executive Board agenda. No action was taken.

E. Items from MetroPlan Staff

MetroPlan Staff

- Regional Strategic Transportation Safety Plan
- Staffing update
- ADOT Local Technical Assistance Program
- ADOT Rest Area Study
- 5310 Elderly & Disabled Transit Grant program
- Federal and State funding update

Staff presented other items to the TAC. No action was taken.

F. Future Agenda Items

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: Discuss items for future MetroPlan agendas.

- December 2022 – Consideration and possible adoption of Stride Forward Regional Transportation Plan
- January 2023 –Executive Board & TAC Annual Orientation and Title VI training

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 not allowed.)

B. NEXT SCHEDULED TAC MEETING

1. November 16, 2022 at 1:30 pm - Zoom

C. ADJOURN

The Transportation Improvement Program (TIP) includes 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 2:48pm.



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STAFF REPORT

REPORT DATE: November 10, 2022
MEETING DATE: November 16, 2022
TO: Honorable Chair and Members of the TAC
FROM: Jeff “Miles” Meilbeck, Executive Director
SUBJECT: ADOT Data Analytics Update

1. Recommendation:

i None. ADOT will provide an update on current items.

2. Related Strategic Workplan Item

i Facilitates communication and planning between member agencies to identify shared priorities, align goals and advance projects with one consolidated regional voice.

3. Background

i ADOT will provide an update including information on the following items:

- Data Coordination Updates/Tools
- Traffic Data Status Map
- Why we collect data
- Review of Certified Public Mileage
- Review of the ADOT We Love Your Input app, which allows agencies to view and suggest changes to road ownership, maintainer-ship, and federal functional classification.



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4. TAC and Management Committee Discussion

i Pending

5. Fiscal Impact

i None. This item is for information only.

6. Alternatives

i None. This item is for information only.

7. Attachments

i ADOT MetroPlan TAC PowerPoint Presentation

HPMS Data Coordination

MetroPlan TAC, November 16, 2022

Sage Donaldson (ADOT MPD)

Lucas Murray (ADOT MPD)

Sanja Katic -Jauhar (ADOT MPD)

HPMS Traffic Data Coordination

Supporting Roles

ADOT

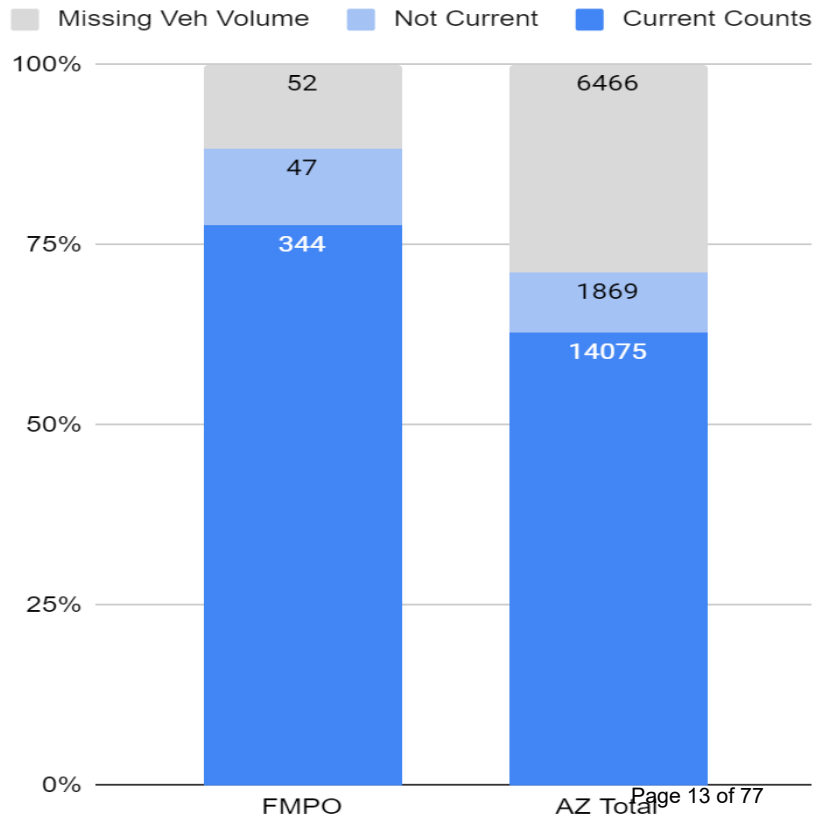
- Partnering Mindset
- Training and Other Support
- Technical Assistance
- Provide Traffic Related Updates/ Needs
- Contract Language Assistance
- Funds tied to AZ traffic data FHWA reporting

COG/MPO Partners

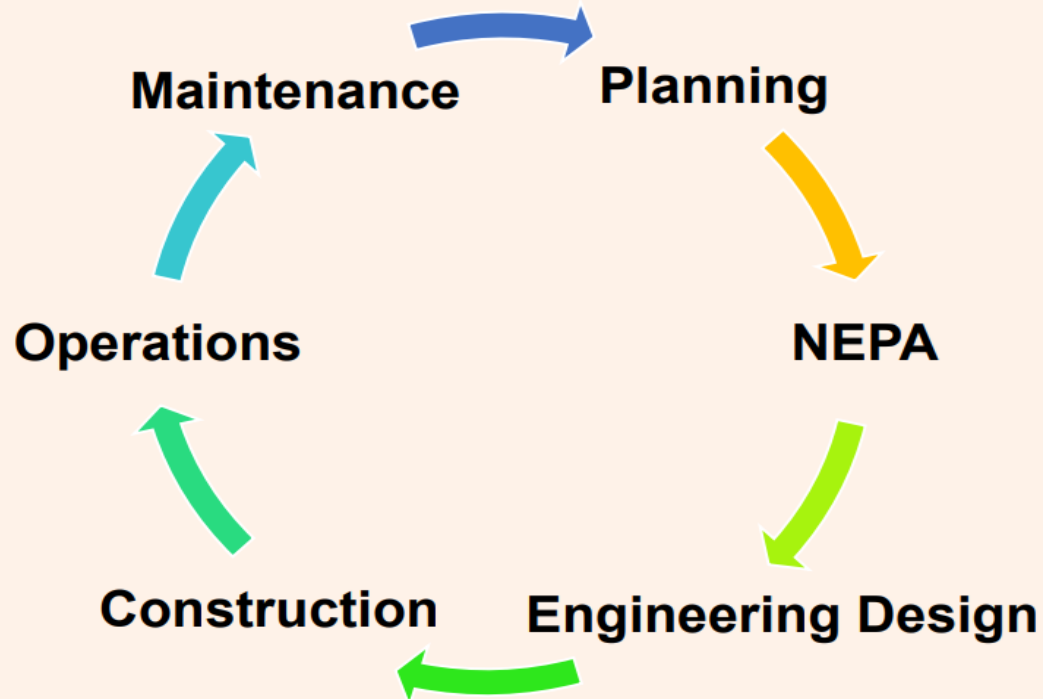
- Partnering Mindset
- Continue to stay engaged and proactive
- Continue to collect and share data via MS2
- Any Data Traffic related needs and requests and public records requests to AZTrafficData@azdot.gov

Traffic Program Coordination

- **Traffic counts for 2022 year**
 - Annual call for counts due Feb 1, 2023.
 - Please share your count schedules or program for 2022 year.
 - Coordinate with Sanja Katic-Jauhar for sharing schedules/program AZTrafficData@azdot.gov
- Continue to **Count Traffic** and **Share Data** with ADOT through the <https://fmpo.ms2soft.com> portal.
- Guidance and support on locating required HPMS traffic count gaps:
 - HPMS Traffic data Status Map: <https://arcg.is/00yyyS>



Why do we collect traffic data?



HPMS Rules and Guidelines

<https://bit.ly/3COBQ56>

Arizona HPMS Traffic Reporting

What traffic related Data Items are needed, and where?

HPMS Traffic Data Items (from HPMS Field Manual, page 2-3)

Data Item Type	Item Number	Data Item	Extent
Traffic	21	Annual Average Daily Traffic	FE + R
	22	Single-Unit Truck & Bus AADT	FE* SP*
	23	Percent Peak Single-Unit Trucks & Buses	SP
	24	Combination Truck AADT	FE* SP*
	25	Percent Peak Combination Trucks	SP
	26	K-factor	SP
	27	Directional Factor	SP
	28	Future AADT	SP
	29	Signal Type	SP
	30	Percent Green Time	SP
	31	No. of Signalized Intersections	SP
	32	No. of Stop Sign-Controlled Intersections	SP
	33	No. of Intersections, Type - Other	SP

FE = Full Extent (all FFC above "local" network, R = Ramps, SP = Sample Panels, * = some functional systems and some sample panels as relevant to individual data items in HPMS Field Manual section 4.4.

- AADT is required on all functionally classified roads in urban areas and all but minor collectors and local roads in rural areas.

Functional System	1	2	3	4	5	6	7
	NHS	IH	OFE	OPA	MIA	MaC	MIC
Rural	FE+R	FE+R	FE+R	FE+R	FE+R	FE+R	
Urban	FE+R	FE+R	FE+R	FE+R	FE+R	FE+R	

- Traffic volume cannot be extrapolated from sample panels to estimate non-sample segments.
- Existing sample panels make up 30% of all Federal Functionally Classified (FFC) road miles, but only 13% of local agency owned FFC miles.
- Classification counts are needed on all sample panel road segments.
- Directional 15-minute bin traffic counts are needed to calculate K-factor and Directional Factor.

How often are new traffic counts needed?

- Minimum 3-year count cycle** – The traffic monitoring program shall cover all NHS and Principal Arterial System (PAS) roadway sections (i.e., Interstates, Other Freeways and Expressways, and Other Principal Arterials) on a three-year cycle or better; at least one-third of these roadway sections should be counted each year. The remaining two-thirds counts must be estimated based on a documented process in accordance with the TMG and the Field Manual. The State shall cover all roads on these systems, not just State-owned roads, so data provided by MPOs, cities, or counties should be included in the count cycle. [HPMS Field Manual page 5-3]
- Minimum 6-year count cycle** – The traffic count program on a six-year cycle or better for all non-NHS lower functional system roadway sections (i.e., minor arterials, major collectors, and urban minor collectors). Traffic data for ramps, as defined in Chapter 4, are also to be collected on a six-year cycle or better. [HPMS Field Manual page 5-3]

Summary of traffic count cycles for state and non-state-owned roads:

Logical Groups	Minimum Count Cycle	Classification Counts
Principal Arterial & NHS Connectors	3-year	Interstates and NHS and remaining PA Samples
Minor Arterial, most Collectors, & Ramps	6-year	Sample Panels only
Local and Rural Minor Collectors	Unstated ¹	No
Sample Panels	According to functional system ²	Yes

Source: HPMS Field Manual, December 2016, Chapter 4, Item 21, pages 4-51 and 4-52, except as follows:

- ¹ Page 5-7, under Count Cycle heading, implies 6-year. Pages 5-3 and 4-52 fail to specifically state a cycle.
- ² Comparison of Dec 2016 vs March 2014 version removes the 3-year requirement from sample panels.

- ADOT requires that all collected traffic counts be shared through the ADOT or COG MS2 Traffic Count Database System (TCDS) module.

References:

- HPMS Field Manual <https://www.fhwa.dot.gov/policyinformation/hpms/fieldmanual/>
- Traffic Monitoring Guide (TMG) <https://www.fhwa.dot.gov/policyinformation/tmgguide/> [Information in the HPMS Field Manual will always supersede information in the TMG].
- The ADOT TCDS portal is viewable at <https://adot.ms2soft.com>. Corresponding local agency TCDS sites are viewable from a similar web address where "adot" is replaced with the abbreviated COG/MPO name (i.e., <https://inacog.ms2soft.com>).
- The ADOT HPMS Manager, James Meyer, can be contacted with questions, comments, or training requests (jmeyer@adot.gov).

Traffic Program Coordination

- Traffic Monitoring Local Government Liaison - Sanja Katic-Jauhar (skatic-jauhar@azdot.gov)
 - Contact for information on sharing traffic count data and planning traffic count efforts, MS2 or visit [ADOT Data Analytics site](#) for MS2 guide, story map
- ADOT LPA Traffic Count Coordination App
 - Give us information on your traffic counting efforts, and who is the best contact for your agency
 - <https://experience.arcgis.com/experience/0ae2cf9bf6114261b2e20e88e91bd3aa>
- ADOT Continuous Count Station and Intersection Sensors Survey

20221116 TAC Packet
<https://forms.gle/zK7UQ654bqJr9Yer8>

Coordination App

Story Map

Questionnaire

MPD

LPA Traffic Count Program Contacts Questionnaire

Please advise ADOT on who is the best point of contact for coordinating the sharing of traffic count data via the MS2 Portal.

Which local jurisdiction does this contact work for?

Please indicate which local jurisdiction this contact works for by typing in the bar, or scrolling through and selecting.

-Please Select-

Main Point of Contact information

Please give us the best point of contact for handling traffic data coordination and uploading traffic data to the respective MS2 Portal.

Name*

Phone number*

Email address*

Please add a point for the city, town, county or other jurisdiction the

Certified Public Mileage (CPM)

The sum of all public roads in the state that are:

- ✓ Publicly accessible
- ✓ Passable with a standard passenger car
- ✓ Not restricted by gates or other barriers
- ✓ Not Administrative roads

Includes BIA and some private roads that are publicly accessible



CPM will increase for 2021

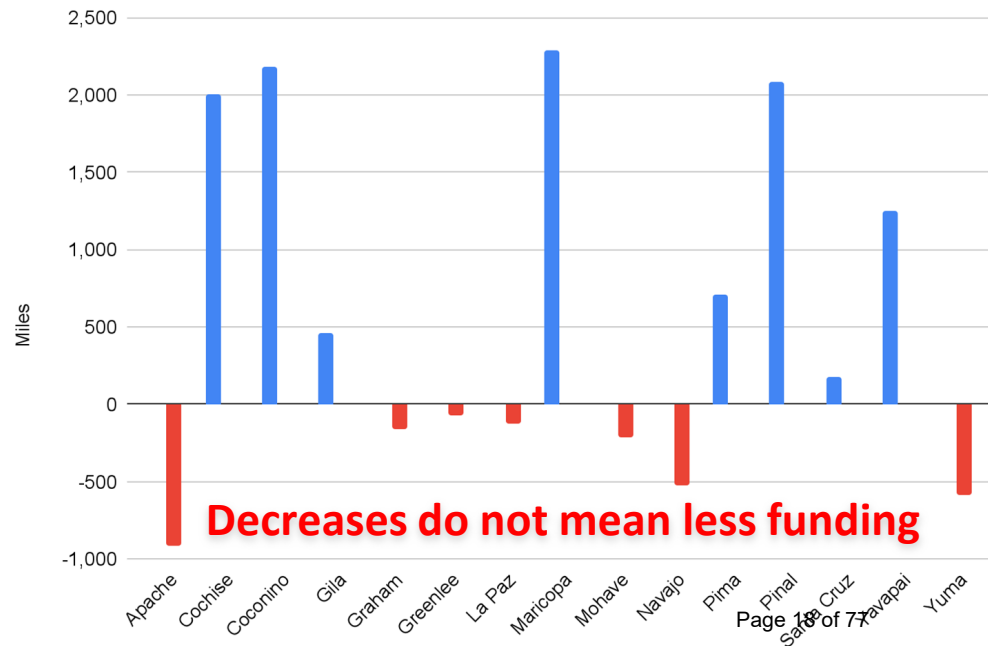
Statewide CPM:

- 2020 = 66,968.047
- 2021 = 74,643.62

Increase of 7,675.57

Improvements to ARNOLD led to more accurate CPM

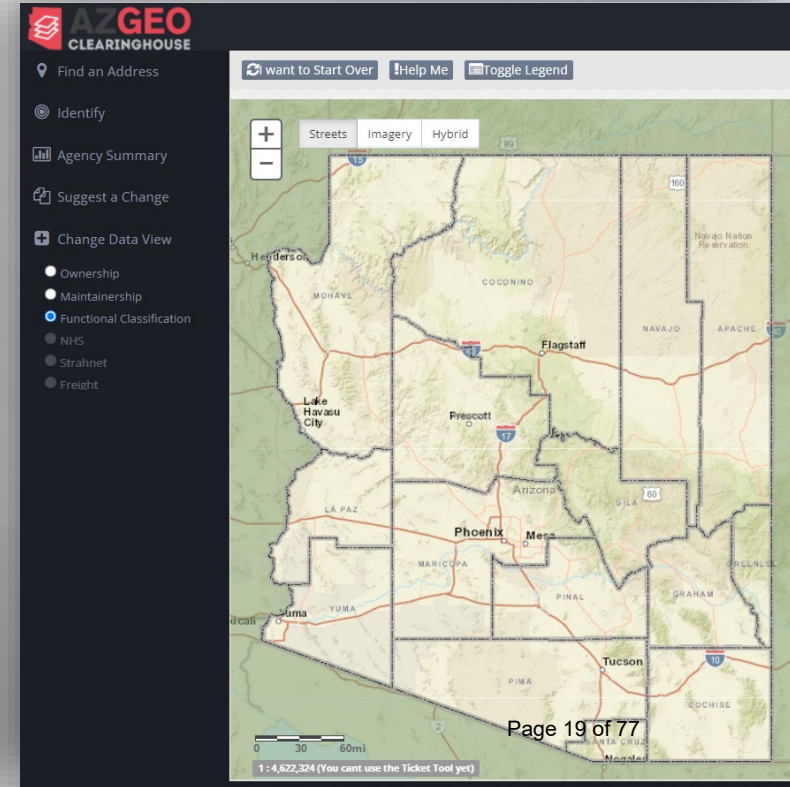
CPM Change by County 2020 - 2021



We Love Your Input

- [AZGeo We Love Your Input](#) web tool
 - View and approve your agency's CPM
 - Notify ADOT and other stakeholders of changes in:
 - CPM
 - Ownership
 - Maintainership
- Instructions and login information available on the [CPM Validation Tool](#)

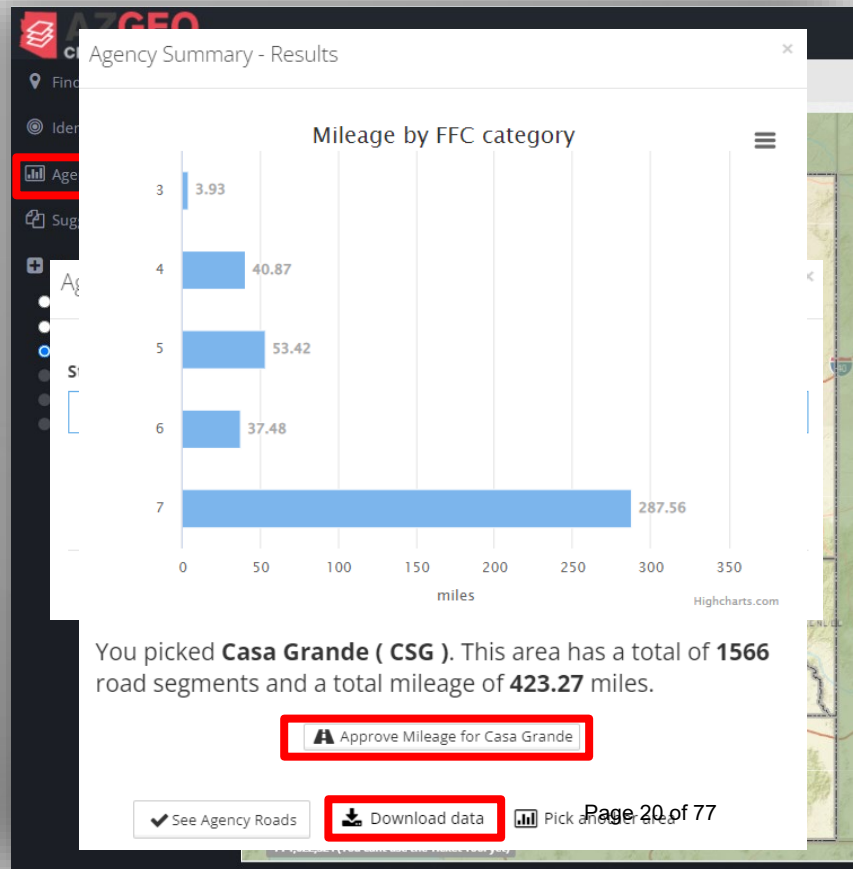
20221116 TAC Packet
[Storymap](#)



Demo: Validate Your CPM

1. Click on Agency Summary
2. Select your Agency and click Load Agency Streets
3. View chart or download detailed data table
4. If CPM appears accurate, click Approve Mileage

20221116 TAC Packet



Demo: Suggest Changes to CPM or Ownership

1. Click on a road
2. Click on Suggest a Change
3. Follow prompts to suggest changes
4. Submitted changes are sent to ADOT and stakeholders for review and approval

AZGEO CLEARINGHOUSE

Find an Address

want to Start Over Help Me Toggle Legend

Identify

ADOT data input tool

1 2 3 4

Available Information Request Justification Additional Files Save and Notify

Previous Next

Step 2 Request Justification

Please Pick the Owner:

Select

☐ Maintainer is different from Owner

☐ There are multiple owners

☒ The road is counted as 'Certified Public Mileage'

Suggest a Change

Important Takeaways

1. Certified Public Mileage has increased overall statewide. Because CPM affects funding from FHWA to the state, we care to have it as accurate as possible. Confirmation is needed from LPAs regarding roadway ownership and CPM in each region.
2. The ADOT Traffic Count Status Map allows LPAs to monitor where traffic count data is missing for Arizona HPMS reporting. Please load traffic counts to the MS2 TCDS (<https://fmpo.ms2soft.com>).
3. Lucas Murray (lmurray@azdot.gov) at ADOT should be contacted regarding CPM roadway Ownership verification. Contact Sanja Katic-Jauhar (aztrafficdata@azdot.gov) for any traffic data related requests.

Project Contact Information



Sage Donaldson
Data Analytics and
HPMS Program
Manager
SDonaldson@azdot.gov
Phone: 602-712-7870

Lucas Murray
HPMS/GIS Analyst
lmurray@azdot.gov
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Marissa Abeyta
Traffic Monitoring
Group Manager
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Phone: 602-712-6172

Sanja Katic-Jauhar
MPD Local Gov Liaison
skatic-jauhar@azdot.gov
Work: 602-712-7720

Jothan Samuelson, PE
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Mobile: 480-648-5007

Greg Rothwell
GIS Specialist
Works Consulting LLC
grothwell@worksconsulting.com
Work: 480-813-0570
Mobile: (602) 410-2507

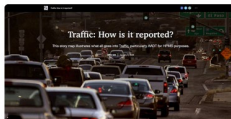
Learn more at <https://azdot.gov/planning/transportation-analysis/data-analytics>

 **Story Maps**

20221116 TAC Packet



[Guide to MS2](#)



[Traffic: How is it reported?](#)



[HPMS Overview](#)



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STAFF REPORT

REPORT DATE: November 7, 2022
MEETING DATE: November 16, 2022
TO: Honorable Chair and Members of the Board and TAC
FROM: Jeff “Miles” Meilbeck, Executive Director
SUBJECT: NAU Master Plan Update

1. Recommendation:

i None. NAU staff will present a report.

2. Related Strategic Workplan Item

i Facilitates communication and planning between member agencies to identify shared priorities, align goals and advance projects with one consolidated regional voice.

3. Background

i NAU will provide an update on their Master Planning effort and other transportation and infrastructure activities on campus.

4. TAC and Management Committee Discussion

i Pending

5. Fiscal Impact

i None. This item is for information only.



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6. Alternatives

i None. This item is for information only.

7. Attachments

i None



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STAFF REPORT

REPORT DATE: November 7, 2022
MEETING DATE: November 16, 2022
TO: Honorable Chair and Members of the Board and TAC
FROM: Jeff Meilbeck, Executive Director
SUBJECT: Proposition 419 and 420 Project Phasing Schedule

1. Recommendation:

- i** *None. The City of Flagstaff will provide an update on the engineering, construction and phasing schedules for projects approved in 2018 under propositions 419 and 420.*

2. Related Strategic Workplan Item

- i** *Facilitates communication and planning between member agencies to identify shared priorities, align goals and advance projects with one consolidated regional voice.*

3. Background

- i** *The City of Flagstaff advanced three transportation propositions in 2018 and two of them passed:*

Proposition 419: Transportation Projects including Roads, Bikes and Pedestrians

Proposition 420: Construction of the Lone Tree Railroad Overpass

These important transportation projects will impact the community and all member agencies, so it makes sense for the TAC, Management Committee and Executive Board to be aware of the City's engineering, construction, and project



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phasing schedule. Furthermore, MetroPlan and its member agencies may be able to support the City's efforts and find synergy with other regional projects.

4. TAC and Management Committee Discussion

i Pending

5. Fiscal Impact

i None. This item is for information only.

6. Alternatives

i None. This item is for information only.

7. Attachments

i [Prop 419,420,421 flyer](#) (link only)

[2018 Proposition Pamphlet](#) (link only)



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STAFF REPORT

REPORT DATE: November 8, 2022
MEETING DATE: November 16, 2022
TO: Honorable Chair and Members of the Board and TAC
FROM: Jeff “Miles” Meilbeck, Executive Director
SUBJECT: NAH Infrastructure Grant Discussion

1. Recommendation:

i None. This item is for discussion only.

2. Related Strategic Workplan Item

i 5 Year Horizon:

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.

Guiding Principles:

- *Provides ambitious and credible solutions.*
- *Strategically plans for political and financial realities and possibilities.*
- *Provides targeted, effective and prolific communication to “speak with one voice”*
- *Strategically leverages project champions and other plans*
- *Writes and secures competitive grants.*



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3. Background

i Northern Arizona Healthcare may present a report on project status and infrastructure funding. Items discussed may include the approval process, project funding, grant initiatives and the role of MetroPlan in the project.

4. TAC and Management Committee Discussion

i Pending

5. Fiscal Impact

i Pending.

6. Alternatives

i None. This item is for information only.

7. Attachments

i Pending



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STAFF REPORT

REPORT DATE: November 10, 2022
MEETING DATE: November 16, 2022
TO: Honorable Chair and Members of the Board
FROM: Jeff “Miles” Meilbeck, Executive Director
SUBJECT: Rural Transportation Advocacy Council (RTAC) priorities

1. Recommendation:

- i** Staff recommends the Board pursue up to \$15.6 of State funding through the Rural Transportation Advocacy Council (RTAC) statewide initiative.

2. Related Strategic Workplan Item

- i** • Secure a \$2.6 Million special state budget appropriation by 9/30/22.

3. Background

- i** 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”. Councilmember Regina Salas serves as Vice Chair on the RTAC Board and Supervisor Jeronimo Vasquez serves as the alternate.

RTAC is re-envisioning a funding initiative this year, one that promises to benefit the MetroPlan region in significant ways. Specifically, RTAC is pursuing a up to \$300M through the Governor and State Legislature as a special budget appropriation. This is not funding that would be apportioned through ADOT, and the funding would go directly to the local agencies for local projects.



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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 COG's and MPO's. For example, rather than MetroPlan submitting a standalone \$15.6M 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.

Another advantage of this approach is that there is little risk. MetroPlan can continue to pursue stand-alone requests for funding as we have done the past few years. For example, in years past, and on behalf of MetroPlan, Councilmember Salas made a request of Senator Rogers and Representative Blackman for \$5M for the Fourth Street Corridor. Such efforts at stand-alone funding can continue.

Projects the State finds attractive and compelling should be considered since the State is providing funding. When viewed from this perspective, the Lone Tree Corridor could be selected because it was approved by voters, has local funding, is pursuing federal funding, and construction will happen relatively soon. In other words, there is momentum behind this project, it's a road project, and it is highly tangible. Similarly, Flooding Mitigation is a highly visible issue and the need is urgent. RTAC has asked each organization to provide priority projects and make the case for funding.

Based on recent discussions staff is recommending the following distribution of the total potential \$15.6M request:

- Lone Tree Corridor – City of Flagstaff -- \$2.6M
- HWY 180 Flood Mitigation – City of Flagstaff -- \$3M
- HWY 89 Flood Mitigation – Coconino County -- \$10M

4. TAC and Management Committee Discussion

i Pending



METROPLAN

GREATER † FLAGSTAFF

5. Fiscal Impact

i *There is no cost to pursuing this funding.*

6. Alternatives

- i**
- 1) *Approve the distribution of funding as outlined above.*
 - 2) *Modify the funding distribution between identified projects or identify additional projects. For example, all the funding could be put towards one project, such as the Lone Tree Corridor.*
 - 3) *Do not pursue the funding. Not recommended*

7. Attachments

- i** *Lone Tree Corridor Fact Sheet (Sample from October 2021 request)*
County RTAC Flood Project Summary
City RTAC Flood Project Summary
RTAC Legislation Allocations for 2023

Coconino County Brief Summary

Flood flows in the Hwy 89 corridor are now 10 to 22 times greater than pre-fire. The Government Tank flood corridor is experiencing a 22% increase in discharge, 4,000 CFS at the forest boundary. There are over 600 homes impacted or at risk for flooding in this flood corridor (the two projects below are within this flood corridor). The District spent \$8.2 million on response and short-term mitigation from only one monsoon season.

The projects include:

- Government Tank Flood Corridor Detention Facility – total cost - \$6 million, District/County contribution - \$900,000
- Hwy 89 Culvert Upsizing (Govt. Tank/North Fork location) – total cost - \$3 million, District/County contribution - \$450,000

FHWA has made it clear (that it will not fund these projects via the Emergency Relief funding.

- Another component of the Expansion of Copeland Detention Facility can also be added to the list. The total cost of the project will be \$12.1 million if it's determined that adding 50% capacity to the facility is necessary. The project is a component of what ADOT will be analyzing and potentially funding with FHWA Emergency Relief funds. If it moves forward, the District would be responsible for the 5.7% match which is \$690,000.

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

City of Flagstaff Brief Flood Control Summary

Purpose: The Highway 180 culvert at Schultz Creek is sized for pre-fire conditions. The culvert is currently insufficient for routine flood flows following the 2022 Pipeline Fire that burned over a quarter of the Schultz Creek watershed. The purpose of this project is to upsize the conveyance under Highway 180 to provide capacity for regular flood flows and to improve the channel stability upstream and downstream of the highway crossing to prevent scour and future incision that may damage the highway crossing.

Total cost: \$5.3M estimated for the culvert and conveyance between Highway 180 and the Rio de Flag, another \$300,000 for upstream channel stability.

Request: \$3M to supplement City of Flagstaff Stormwater funds for this project.

Conceptual design: attached

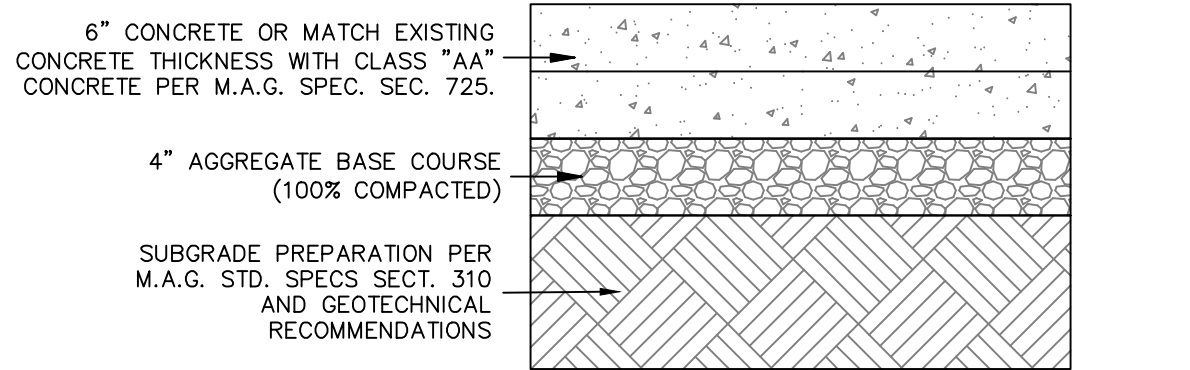
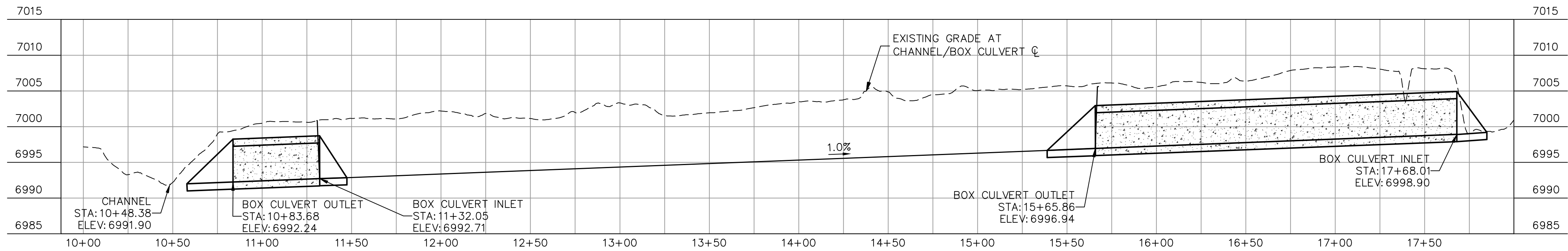
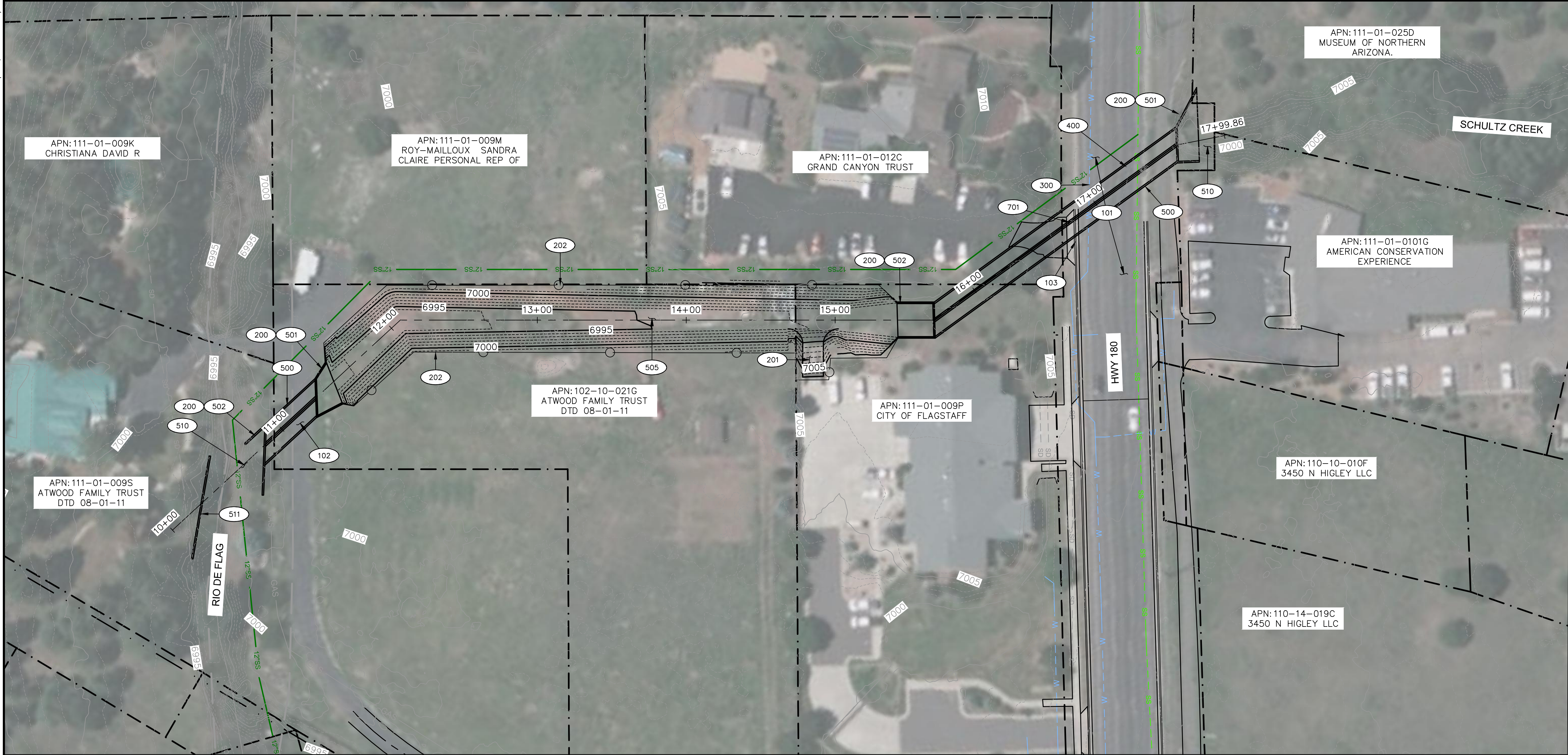
Flood risk report: attached

Engineer's Opinion of Probable Cost: attached

Benefits: reduce flood closures of Highway 180, reduce flood debris on Highway 180, reduce flood impacts in the Coconino Estates neighborhood, reduce sediment and debris sourcing from the channel and transport to downtown Flagstaff.

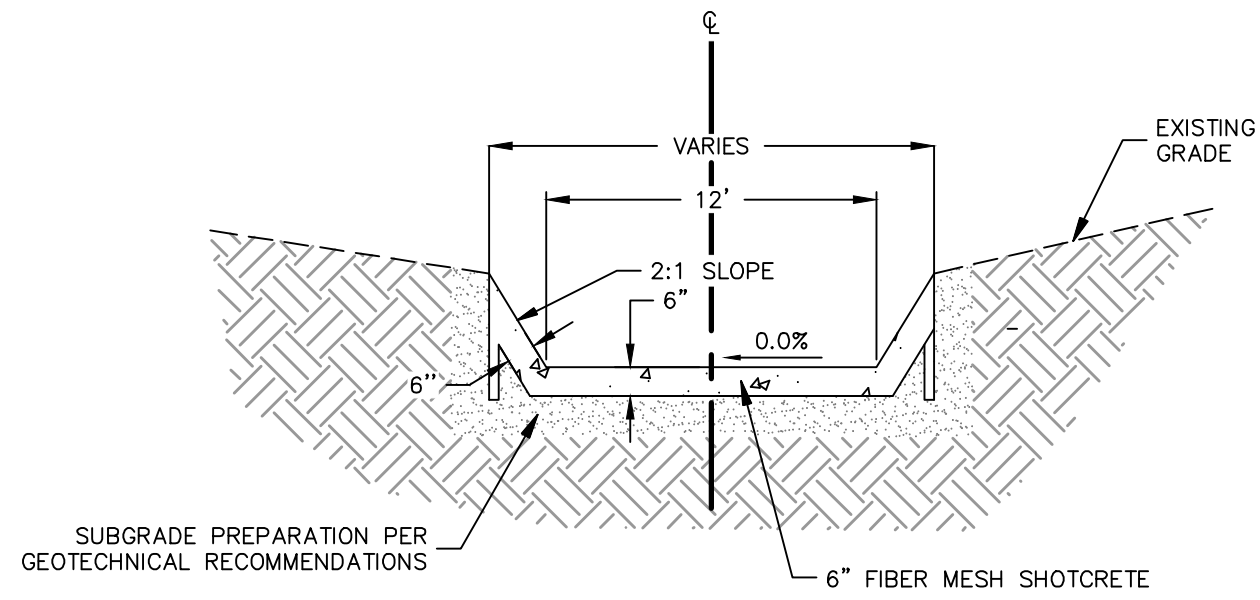
"Leverage cooperation to maximize financial and political resources for a premier transportation system."

Shultz Creek Elden Lookout Rd to HWY 180 Stabilization					
Channel Stabilization Conceptual Cost					
Item No.	Item	Quantity	Unit	Cost/Unit	Cost
1	Cut	664	cy	\$ 22.00	\$ 14,609.38
2	Hauloff	740	cy	\$ 8.00	\$ 5,920.50
3	Install Cross Vane Weir	9	ea	\$ 7,000.00	\$ 63,000.00
4	Install J-Hook Vane	20	ea	\$ 3,000.00	\$ 60,000.00
5	Install 24" Rock Sill	200	lf	\$ 90.00	\$ 18,000.00
6	Install 18" Graded Toe Rock	213	cy	\$ 105.00	\$ 22,312.50
15	Seeding	4.5	ac	\$ 550.00	\$ 2,475.00
16	Double Net ECB	12	roll	\$ 325.00	\$ 3,900.00
18	Purchase/Deliver 36" Rock	144	ea	\$ 180.00	\$ 25,920.00
19	Purchase/Deliver 24" Rock	476	ea	\$ 33.00	\$ 15,708.00
20	Purchase/Deliver 18" Rock	213	ea	\$ 25.00	\$ 5,333.33
21	Purchase/Deliver 12" Rock	200	ea	\$ 12.00	\$ 2,400.00
22	Purchase/Deliver 18" D100 Rip Rap	213	cy	\$ 95.00	\$ 20,187.50
Construction Cost					\$ 259,766.21
Engineering (15%)					\$ 31,171.95
Survey/Layout (2.5%)					\$ 6,494.16
Mobilization (10%)					\$ 25,976.62
Total					\$ 323,408.93



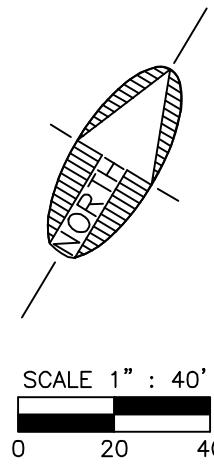
*VERIFY WITH GEOTECHNICAL REPORT FOR COMPACTION AND EARTHWORK RECOMMENDATIONS. GEOTECH INVESTIGATION HAS NOT YET TAKEN PLACE.

CONCRETE PAVEMENT SECTION 1 NO SCALE



*VERIFY WITH GEOTECHNICAL REPORT FOR COMPACTION AND EARTHWORK RECOMMENDATIONS. GEOTECH INVESTIGATION HAS NOT YET TAKEN PLACE.

SHOTCRETE CHANNEL DETAIL 2 NO SCALE



PRELIMINARY
 NOT FOR CONSTRUCTION,
 BIDDING OR RECORDING

CITY IMPROVEMENT KEYNOTES

100	5,100 CY	EARTHWORK (CUT)
101	500 SY	DEMO AND REPLACE HWY 180 ROAD SECTION
102	350 SY	DEMO & REPLACE LOCAL ROAD SECTION
103	1 LS	DEMO & DISPOSE OF EXISTING BOX CULVERT AND CAP EXISTING STORM DRAIN PIPE
200	280 LF	INSTALL GUARD RAILING.
201	500 SF	CONSTRUCT CONCRETE STRUCTURAL SECTION PER DETAIL '1' FOR MAINTENANCE RAMP
202	850 LF	INSTALL PROTECTION FENCING AND ACCESS GATE
300	1 LS	VERTICALLY REALIGN 20" DUCTILE IRON WATER MAIN.
400	1 LS	REALIGN EXISTING SEWER MAIN.
500	246 LF	INSTALL DOUBLE 8'X5' PRECAST BOX CULVERT.
501	2 EA	INSTALL INLET HEADWALL.
502	2 EA	INSTALL OUTLET HEADWALL.
505	18,100 SF	CONSTRUCT SHOTCRETE CHANNEL PER DETAIL '2'
510	500 SY	INSTALL ROCK RIP-RAP PROTECTION.
511	70 LF	CONSTRUCT CHANNEL BANK PROTECTION WALL
701	1 LS	DRY UTILITY RELOCATIONS
900	41,100 SF	PROPERTY ACQUISITIONS FOR EASEMENTS

FLAGSTAFF
 ARIZONA

HIGHWAY 180 BOX CULVERT

JOB NO:	TBD
DATE:	SEP 22
SCALE:	AS SHOWN
DRAWN:	KMF
DESIGN:	KMF
CHECKED:	SCJ

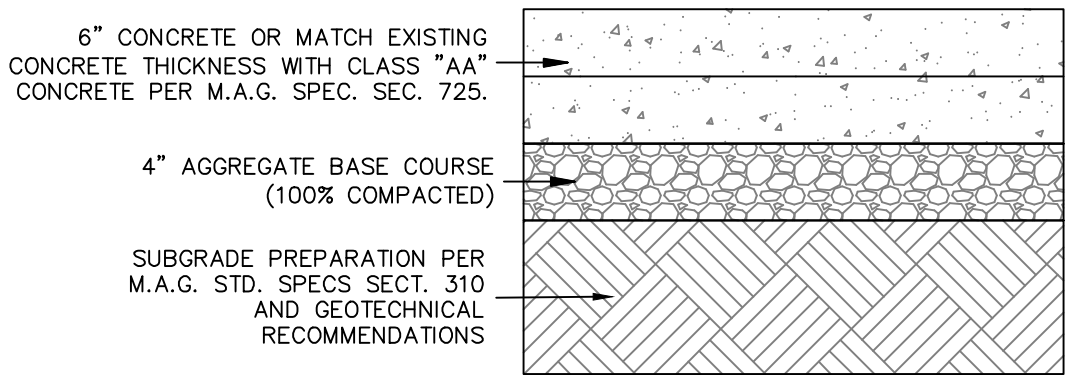
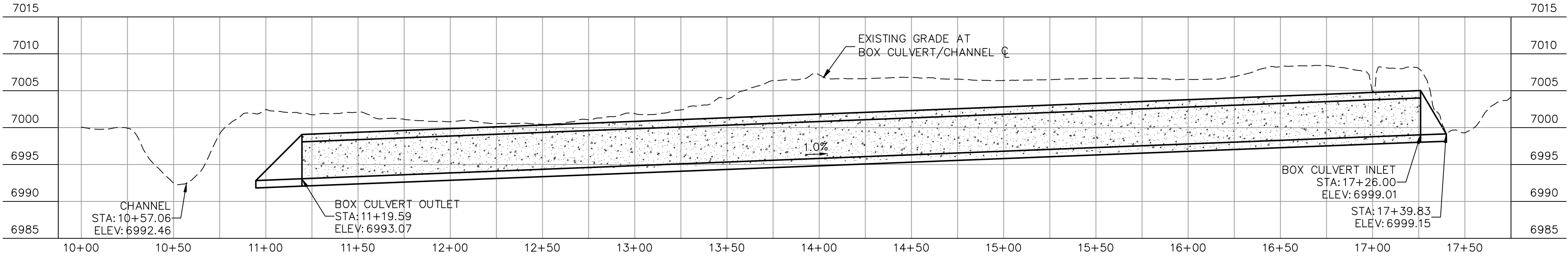
75 Kilolet Place
 Suite 200
 Scottsdale, AZ 85256
 928.282.1100 fax
 928.282.2058
 www.swiaz.com

SWI
 Shephard Wesnitzer, Inc.

REVISIONS	NO.	DESCRIPTION	DATE	BY

Contact Arizona 811 at least two full working days before you begin excavation
 ARIZONA 811
 Call 811 or click Arizona811.com

DRAWING NO.	C01
SHT NO.	1
OF	3

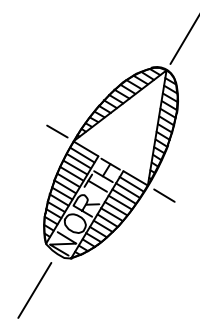


*VERIFY WITH GEOTECHNICAL REPORT FOR COMPACTION AND EARTHWORK RECOMMENDATIONS. GEOTECH INVESTIGATION HAS NOT YET TAKEN PLACE.

CONCRETE PAVEMENT SECTION

NO SCALE

1



SCALE 1" = 40'

PRELIMINARY

NOT FOR CONSTRUCTION, BIDDING OR RECORDING

CITY IMPROVEMENT KEYNOTES

- 100 3,600 CY EARTHWORK (CUT)
- 100.2 500 CY EARTHWORK (FILL) FOR MIN COVER ON BOX CULVERT
- 101 500 SY DEMO AND REPLACE HWY 180 ROAD SECTION
- 102 1,300 SY DEMO & REPLACE LOCAL ROAD SECTION
- 103 1 LS DEMO & DISPOSE OF EXISTING BOX CULVERT AND CAP EXISTING STORM DRAIN PIPE
- 200 160 LF INSTALL GUARD RAILING.
- 201 900 SF CONSTRUCT CONCRETE STRUCTURAL SECTION PER DETAIL '1' FOR MAINTENANCE RAMP
- 300 1 LS VERTICALLY REALIGN 20" DUCTILE IRON WATER MAIN.
- 400 1 LS REALIGN EXISTING SEWER MAIN.
- 401 1 LS REMOVE EXISTING SEPTIC SYSTEM AND CONNECT TO PUBLIC SEWER
- 500 605 LF INSTALL DOUBLE 8'X5' PRECAST BOX CULVERT.
- 501 1 EA INSTALL INLET HEADWALL.
- 502 1 EA INSTALL OUTLET HEADWALL.
- 506 1 EA MAINTENANCE VAULT
- 510 500 SY INSTALL ROCK RIP-RAP PROTECTION.
- 511 70 LF CONSTRUCT CHANNEL BANK PROTECTION WALL
- 700 1 LS REMOVE AND REINSTALL SOLAR FIELD.
- 701 1 LS DRY UTILITY RELOCATIONS
- 900 37,800 SF PROPERTY ACQUISITIONS FOR EASEMENTS

FLAGSTAFF ARIZONA

HIGHWAY 180 BOX CULVERT

JOB NO: 22106
DATE: SEP 22
SCALE: AS SHOWN
DRAWN: KMF
DESIGN: KMF
CHECKED: SQI

75 Kallist Place
Suite 107
Flagstaff, AZ 86001
928.282.1161 fax
928.282.2058 fax
www.swiwoz.com

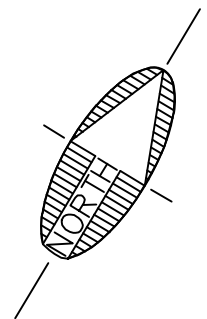
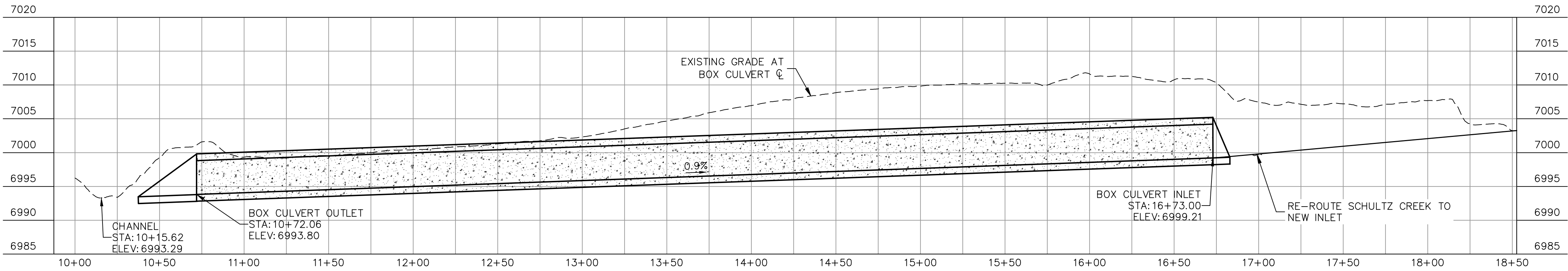
SWI
Shephard Wesnitzer, Inc.

REVISIONS	NO.	DESCRIPTION	DATE	BY

Contact Arizona 811 at least two full working days before you begin excavation
Call 811 or click Arizona811.com

DRAWING NO.
C02

SHT NO. OF
2 3



SCALE 1" = 40'
0 20 40

PRELIMINARY
NOT FOR CONSTRUCTION,
BIDDING OR RECORDING

CITY IMPROVEMENT KEYNOTES

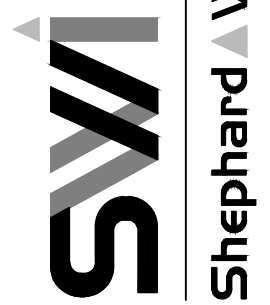
100	6,100 CY	EARTHWORK (CUT) INCLUDING CHANNEL RE-ROUTE [TRAPEZOIDAL CHANNEL 40' BOTTOM WIDTH WITH AN APPROX. DEPTH OF 6 FEET AND 2:1 SIDE SLOPES]
100.2	1,600 CY	EARTHWORK (FILL) FOR MIN COVER ON BOX CULVERT
101	500 SY	DEMO & REPLACE HWY 180 ROAD SECTION
102	2,000 SY	DEMO & REPLACE LOCAL ROAD SECTION
103	22,000 SF	DEMO & REPLACE SOD
104	100 SY	DEMO STORM DRAIN
105	1 EA	DEMO OUTLET STRUCTURE
200	100 LF	INSTALL GUARD RAILING.
201	900 SF	CONSTRUCT CONCRETE STRUCTURAL SECTION PER DETAIL '1' FOR MAINTENANCE ACCESS
300	1 LS	VERTICALLY REALIGN 20" DUCTILE IRON WATER MAIN.
400	1 LS	REALIGN EXISTING SEWER MAIN.
500	600 LF	INSTALL DOUBLE 8'x5' PRECAST BOX CULVERT.
501	1 EA	INSTALL INLET HEADWALL.
502	1 EA	INSTALL OUTLET HEADWALL.
510	500 SY	INSTALL ROCK RIP-RAP PROTECTION.
511	70 LF	CONSTRUCT CHANNEL BANK PROTECTION WALL
701	1 EA	DRY UTILITY RELOCATIONS
900	47,600 SF	PROPERTY ACQUISITIONS FOR EASEMENTS

FLAGSTAFF
ARIZONA

HIGHWAY 180 BOX CULVERT

JOB NO:	22106
DATE:	SEP 22
SCALE:	AS SHOWN
DRAWN:	KMF
DESIGN:	KMF
CHECKED:	SCJ

75 Kallist Place
Suite 200
Flagstaff, AZ 86001
928.282.1100 fax
928.282.2058 fax
www.swioz.com



REVISIONS	NO.	DESCRIPTION	DATE	BY

Contact Arizona 811 at least two full working days before you begin excavation
ARIZONA 811
Call 811 or click Arizona811.com

DRAWING NO.	C03
SHT NO.	3
OF	3

DRAFT**ENGINEER'S OPINION OF PROBABLE COST**

SWI Job # 22106

Shultz Creek Hwy 180 Crossing - Option 3

Flagstaff, Arizona

September 28, 2022



Item #	Line Item Description	Quantity	Unit	Unit Cost	Total
IMPROVEMENTS OUTSIDE OF ADOT RIGHT-OF-WAY					
100	EARTHWORK (CUT) INCLUDING CHANNEL RE-ROUTE	5,600	CY	\$ 25.00	\$ 140,000.00
100.2	EARTHWORK (FILL) FOR MIN COVER ON BOX CULVERT	1,600	CY	\$ 25.00	\$ 40,000.00
102	DEMO AND REPLACE LOCAL ROAD SECTION	2,000	SY	\$ 35.00	\$ 70,000.00
103	DEMO AND REPLACE SOD	22,000	SF	\$ 2.00	\$ 44,000.00
104	DEMO STORM DRAIN	100	LF	\$ 60.00	\$ 6,000.00
105	DEMO OUTLET STRUCTURE	1	EA	\$ 50,000.00	\$ 50,000.00
200	INSTALL GUARD RAILING	50	LF	\$ 200.00	\$ 10,000.00
400	HORIZONTALLY REALIGN 12" SEWER MAIN (APPROX. 1340 LF AND 6 MANHOLES)	1	LS	\$ 205,800.00	\$ 205,800.00
500	INSTALL DOUBLE 8'X5' PRECAST BOX CULVERT	510	LF	\$ 2,500.00	\$1,275,000.00
502	INSTALL OUTLET HEADWALL	1	EA	\$ 200,000.00	\$ 200,000.00
510	INSTALL ROCK RIP-RAP PROTECTION	250	SY	\$ 80.00	\$ 20,000.00
511	CONSTRUCT CHANNEL BANK PROTECTION WALL	70	LF	\$ 250.00	\$ 17,500.00
900	PROPERTY ACQUISITIONS FOR EASEMENTS	47,600	SF	\$ 18.00	\$ 856,800.00
IMPROVEMENTS OUTSIDE OF ADOT RIGHT-OF-WAY SUBTOTAL					\$2,935,100.00
MISCELLANEOUS					
	Mobilization (5% construction cost)	1	L.S.	\$146,755.00	\$146,755.00
	Erosion Control (1% construction cost)	1	L.S.	\$29,351.00	\$29,351.00
	Traffic Control (5% construction cost)	1	L.S.	\$146,755.00	\$146,755.00
	Construction Staking/As-Builts (2% construction cost)	1	L.S.	\$58,702.00	\$58,702.00
	Construction Observation (2% construction cost)	1	L.S.	\$58,702.00	\$58,702.00
	Topographic Survey (1% construction cost)	1	L.S.	\$29,351.00	\$29,351.00
	Engineering (5% construction cost)	1	L.S.	\$146,755.00	\$146,755.00
IMPROVEMENTS OUTSIDE OF ADOT RIGHT-OF-WAY MISCELLANEOUS SUBTOTAL					\$616,371.00
IMPROVEMENTS OUTSIDE OF ADOT RIGHT-OF-WAY CONSTRUCTION SUBTOTAL					\$3,551,471.00
15% CONTINGENCY					\$440,265.00
IMPROVEMENTS OUTSIDE OF ADOT RIGHT-OF-WAY CONSTRUCTION TOTAL					\$3,991,736.00
IMPROVEMENTS WITHIN ADOT RIGHT-OF-WAY					
100	EARTHWORK (CUT)	500	CY	\$ 25.00	\$ 12,500.00
101	DEMO AND REPLACE HIGHWAY ROAD SECTION	500	SY	\$ 150.00	\$ 75,000.00
200	INSTALL GUARD RAILING	50	LF	\$ 200.00	\$ 10,000.00
201	CONSTRUCT CONCRETE STRUCTURAL SECTION PER DETAIL '1' FOR MAINTENANCE ACCESS	900	SF	\$ 35.00	\$ 31,500.00
300	VERTICALLY REALIGN 20" DIP WATER MAIN	1	LS	\$ 150,000.00	\$ 150,000.00
400	HORIZONTALLY REALIGN 12" SEWER MAIN (APPROX. 60 LF AND 1 MANHOLES)	1	LS	\$ 14,700.00	\$ 14,700.00
500	INSTALL DOUBLE 8'X5' PRECAST BOX CULVERT	90	LF	\$ 2,500.00	\$ 225,000.00
501	INSTALL INLET HEADWALL	1	EA	\$ 200,000.00	\$ 200,000.00
510	INSTALL ROCK RIP-RAP PROTECTION	250	SY	\$ 80.00	\$ 20,000.00
701	DRY UTILITY RELOCATIONS	1	LS	\$ 250,000.00	\$ 250,000.00
IMPROVEMENTS WITHIN ADOT RIGHT-OF-WAY SUBTOTAL					\$988,700.00
MISCELLANEOUS					
	Mobilization (5% construction cost)	1	L.S.	\$49,435.00	\$49,435.00
	Erosion Control (1% construction cost)	1	L.S.	\$9,887.00	\$9,887.00
	Traffic Control (5% construction cost)	1	L.S.	\$49,435.00	\$49,435.00
	Construction Staking/As-Builts (2% construction cost)	1	L.S.	\$19,774.00	\$19,774.00
	Construction Observation (2% construction cost)	1	L.S.	\$19,774.00	\$19,774.00
	Topographic Survey (1% construction cost)	1	L.S.	\$9,887.00	\$9,887.00
	Engineering (5% construction cost)	1	L.S.	\$49,435.00	\$49,435.00
IMPROVEMENTS WITHIN ADOT RIGHT-OF-WAY MISCELLANEOUS SUBTOTAL					\$207,627.00
IMPROVEMENTS WITHIN ADOT RIGHT-OF-WAY CONSTRUCTION SUBTOTAL					\$1,196,327.00
15% CONTINGENCY					\$148,305.00
IMPROVEMENTS WITHIN ADOT RIGHT-OF-WAY CONSTRUCTION TOTAL					\$1,344,632.00
PROJECT TOTAL					\$5,336,368.00

HURF Funding - Population Only

Population		
COG/MPO	*Population	Population Percentage
CAG	80,859	4.49%
CYMPO	138,652	7.70%
LHMPO	60,775	3.38%
METROPLAN	93,679	5.20%
NACOG	334,400	18.57%
PINAL (MAG)	312,042	17.33%
SCMPO	128,720	7.15%
SEAGO	162,972	9.05%
SVMPO	71,677	3.98%
WACOG	181,350	10.07%
YMPO	235,321	13.07%
Total	1,800,447	100.00%

*Population Estimates Provided By ADOT for 2020

HURF Funding - \$100.0M

HURF Amount Requested \$ 100,000,000

11 COG/MPOs = \$ -

Balance \$ 100,000,000

Population		
COG/MPO	*Population	Population Percentage
CAG	80,859	4.49%
CYMPO	138,652	7.70%
LHMPO	60,775	3.38%
METROPLAN	93,679	5.20%
NACOG	334,400	18.57%
PINAL (MAG)	312,042	17.33%
SCMPO	128,720	7.15%
SEAGO	162,972	9.05%
SVMPO	71,677	3.98%
WACOG	181,350	10.07%
YMPO	235,321	13.07%
Total	1,800,447	100.00%

Funds distributed based upon population of COG/MPO boundaries.		
COG/MPO	Population Percentage	Population Distribution
CAG	4.49%	\$ 4,491,051
CYMPO	7.70%	\$ 7,700,976
LHMPO	3.38%	\$ 3,375,551
FMPO	5.20%	\$ 5,203,097
NACOG	18.57%	\$ 18,573,165
PINAL (MAG)	17.33%	\$ 17,331,363
SCMPO	7.15%	\$ 7,149,336
SEAGO	9.05%	\$ 9,051,752
SVMPO	3.98%	\$ 3,981,067
WACOG	10.07%	\$ 10,072,499
YMPO	13.07%	\$ 13,070,143
Total	100.00%	\$ 100,000,000

*American Community Survey by Block Group, 2015-2019 5 year estimates

HURF Funding - \$200.0M

HURF Amount Requested \$ 200,000,000

11 COG/MPOs = \$ -

Balance \$ 200,000,000

Population		
COG/MPO	*Population	Population Percentage
CAG	80,859	4.49%
CYMPO	138,652	7.70%
LHMPO	60,775	3.38%
METROPLAN	93,679	5.20%
NACOG	334,400	18.57%
PINAL (MAG)	312,042	17.33%
SCMPO	128,720	7.15%
SEAGO	162,972	9.05%
SVMPO	71,677	3.98%
WACOG	181,350	10.07%
YMPO	235,321	13.07%
Total	1,800,447	100.00%

*American Community Survey by Block Group, 2015-2019 5 year estimates

Funds distributed based upon population of COG/MPO boundaries.		
COG/MPO	Population Percentage	Population Distribution
CAG	4.49%	\$ 8,982,103
CYMPO	7.70%	\$ 15,401,953
LHMPO	3.38%	\$ 6,751,101
METROPLAN	5.20%	\$ 10,406,194
NACOG	18.57%	\$ 37,146,331
PINAL (MAG)	17.33%	\$ 34,662,725
SCMPO	7.15%	\$ 14,298,671
SEAGO	9.05%	\$ 18,103,504
SVMPO	3.98%	\$ 7,962,134
WACOG	10.07%	\$ 20,144,997
YMPO	13.07%	\$ 26,140,286
Total	100.00%	\$ 200,000,000

HURF Funding - \$300.0M

HURF Amount Requested \$ 300,000,000

11 COG/MPOs = \$ -

Balance \$ 300,000,000

-

Population		
COG/MPO	*Population	Population Percentage
CAG	80,859	4.49%
CYMPO	138,652	7.70%
LHMPO	60,775	3.38%
METROPLAN	93,679	5.20%
NACOG	334,400	18.57%
PINAL (MAG)	312,042	17.33%
SCMPO	128,720	7.15%
SEAGO	162,972	9.05%
SVMPO	71,677	3.98%
WACOG	181,350	10.07%
YMPO	235,321	13.07%
Total	1,800,447	100.00%

Funds distributed based upon population of COG/MPO boundaries.		
COG/MPO	Population Percentage	Population Distribution
CAG	4.49%	\$ 13,473,154
CYMPO	7.70%	\$ 23,102,929
LHMPO	3.38%	\$ 10,126,652
FMPO	5.20%	\$ 15,609,290
NACOG	18.57%	\$ 55,719,496
PINAL (MAG)	17.33%	\$ 51,994,088
SCMPO	7.15%	\$ 21,448,007
SEAGO	9.05%	\$ 27,155,256
SVMPO	3.98%	\$ 11,943,201
WACOG	10.07%	\$ 30,217,496
YMPO	13.07%	\$ 39,210,429
Total	100.00%	\$ 300,000,000

*American Community Survey by Block Group,
2015-2019 5 year estimates

Side-By-Side Comparison RTAC Distribution Table -- November 8, 2022

COG/MPO	Population*	\$100M	\$200M	\$300M
CAG	80,859	\$ 4,491,051	\$ 8,982,103	\$ 13,473,154
CYMPO	138,652	\$ 7,700,976	\$ 15,401,953	\$ 23,102,929
LHMPO	60,775	\$ 3,375,551	\$ 6,751,101	\$ 10,126,652
METROPLAN	93,679	\$ 5,203,097	\$ 10,406,194	\$ 15,609,290
NACOG	334,400	\$ 18,573,165	\$ 37,146,331	\$ 55,719,496
PINAL (MAG)	312,042	\$ 17,331,363	\$ 34,662,725	\$ 51,994,088
SCMPO	128,720	\$ 7,149,336	\$ 14,298,671	\$ 21,448,007
SEAGO	162,972	\$ 9,051,752	\$ 18,103,504	\$ 27,155,256
SVMPO	71,677	\$ 3,981,067	\$ 7,962,134	\$ 11,943,201
WACOG	181,350	\$ 10,072,499	\$ 20,144,997	\$ 30,217,496
YMPO	235,321	\$ 13,070,143	\$ 26,140,286	\$ 39,210,429
Total	1,800,447	\$ 100,000,000	\$ 200,000,000	\$ 300,000,000

*2020 Population Estimates
Provided by ADOT



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6 E Aspen Avenue, Suite 200
Flagstaff, AZ 86001
928-266-1293
www.metroplanflg.org

STAFF REPORT

REPORT DATE: November 7, 2022
MEETING DATE: November 16, 2022
TO: Honorable Chair and Members of the Board and TAC
FROM: Jeff Meilbeck, Executive Director and David Wessel,
Transportation Planning Manager
SUBJECT: *Stride Forward: Regional Transportation Plan update*

1. Recommendation:

None. Staff will provide reports on fiscal constraint, a review of Upward concept policies, and an updated schedule.

2. Related Strategic Workplan Item

Complete MetroPlan's long-range Regional Transportation Plan and have it adopted by the Board by 12-31-2022

3. Background

Policy Assessment

Stride Forward Upward Concept policies were presented to the TAC last month as were the list of activities and participants in the robust public involvement campaign. Presented here are those policies filtered against the feedback received. Decision-makers and others may use this assessment to inform policy discussions and decisions on policy prioritization.

Two guiding principles are established as underlying all policies: Equity and Sustainability. Three overarching policies set the tone, dealing with funding, transportation, and community design. A full set of policies is available in other reports.

Equity and Sustainability



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Public input revealed concerns for the social, economic, and environmental aspects of sustainability. Socially, the matter of equity was raised by several stakeholder groups. Surveyed stakeholders feel that vehicle miles travelled reduction (VMT) strategies can be good for physical and mental health. Several survey comments were left supporting the social connections that walking, bicycling, transit and walkable neighborhoods afford. Economically, affordable housing was raised as an important issue. Stakeholders responding to a survey, though few, see positive impacts to business and housing affordability from vehicle miles travelled reduction strategies. Environmentally, a large majority of random sample survey respondents recognize climate change as real (94%) and support action (74%). Scenic beauty is highly valued.

When considering Title VI and Environmental Justice groups there is an array of equity concerns to be drawn from public input. The very low-income, those making less than \$25,000 per year, have real mobility needs that are not being met by the current system. This same group express security concerns when walking or bicycling. Considering those making less than \$49,900 per year, driving is slightly favored mode of transportation. However, this same group is more likely to travel less when gas prices are high. Minorities have a more favorable view of transit service and are more likely to support increasing service. At the same time, they are more disposed to cite driving as their preferred means of transport. Those over 65-years old are less supportive of walking, biking, and moving to walkable neighborhoods.

MetroPlan and its partners will seek funding to achieve as much of Upward as possible. (FUNDING)

Few questions were asked about cost or willingness to pay. Reasonable inferences can be made that the public considers transit, pedestrian, and bicycle investments to be lacking. This is supported by the combination of stated preferences for those modes and concerns related to those modes about safety, convenience, and lack of service. Safety concerns included maintenance of bicycle and pedestrian facilities during the winter months, particularly.

Some trade-offs of current traffic flow efficiency in favor of these modes would be acceptable. Some willingness to pay modest amounts for transit service to County communities was expressed by a plurality City and County residents.

MetroPlan and its partners will prioritize the safety, comfort, and convenience of bicyclists, pedestrians, and transit users, in the design, operation, and maintenance of transportation infrastructure while ensuring vehicle access. (TRANSPORTATION)



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Asked in different ways, there is a stated preference to walk, bike, and take the bus more. Inferences reaching a similar conclusion can also be made from responses regarding satisfaction with the different modal systems: People are generally satisfied with the roads and streets system and generally dissatisfied or neutral about the pedestrian, bike and transit systems. To successfully manage a mode shift from automobiles to other modes those systems must be improved and managed for year-round use according to the public input. Inferences drawn from questions about changing neighborhoods and changes to neighborhoods may lead one to conclude that retrofitting connectivity will meet opposition, especially if not well-designed.

MetroPlan and its partners will prioritize the safety, comfort, and convenience of bicyclists, pedestrians, and transit users, in community design decisions while ensuring vehicle access. (COMMUNITY DESIGN)

Public input implications for community design are perhaps the most significant. Effectively influencing market forces, countering public perception, and overcoming existing development rights and patterns will take much political will sustained over time. Attention to neighborhood and architectural detail, including the provision of amenities and the realities and perceptions of density is essential.

Many people support walkable neighborhoods and desire to walk or bike to destinations. Countering that, driving is seen by a majority of respondents as a necessity. 40% consider the distances too far to walk or ride. Many participants recognize the need for multi-family housing, owner and renter-occupied, as important for meeting affordable housing needs. Likewise, many recognize that more dense, mixed, and compact residential uses are more likely to support nearby shopping and employment opportunities. Countering that, large majorities of respondents expressed dislike for 5 to 6-story building and 3 to 4-story buildings, with many seeing them as a source of nuisance, traffic and as being less safe than other neighborhoods. 41% of respondents felt that small 2-3 story apartments or tri-plexes could fit into their neighborhoods. 44% felt they would not. This is true for all groups except the very low-income. That majorities felt parks and access to transit would make more dense neighborhoods more attractive (or less unattractive) speaks further to the need for holistic neighborhood planning.

Reports from the various outreach events are available at www.metroplanflg.org/strideforward



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Updated Schedule:

Staff will be presenting components of the Stride Forward Plan in monthly meetings as follows:

Component	Original Date	Revised Date	Completed
<i>Electric Vehicle Plan</i>	12-31-22	2-2-22	
<i>Mobile App Plan</i>	12-31-22	2-2-22	
<i>Public Information Plan</i>	12-31-22	9-3-22	✓
<i>Vehicle Miles Travelled Approach</i>	12-31-22	3-6-22	
<i>Multi-Modal Plan</i>	12-31-22	3-6-22	
<i>Define “Finest Transportation System”</i>	12-31-22	4-6-22	

4. TAC and Management Committee Discussion

Pending

5. Fiscal Impact

The RTP is a major FY2023 work program product and all of the activities described above have either been budgeted or absorbed by staff within existing budgets.

6. Alternatives

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



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7. Attachments

Website: <https://www.metroplanflg.org/strideforward>

Facebook: <https://www.facebook.com/StrideForwardFlg/>

Twitter: <https://twitter.com/stridewdflg>

Instagram: <https://www.instagram.com/strideforwardflg/>

Stride Forward Public Participation Report 11-4-22 DRAFT



Stride Forward – Regional Transportation Plan

Public Participation Report and Policy Assessment

Introduction

Stride Forward is MetroPlan's mandated update to the regional transportation plan. This plan is unique coming on the heels of a City of Flagstaff declared climate emergency and subsequent Carbon Neutrality Plan (CNP). The CNP calls for the maintenance of vehicle miles travelled at 2019 levels.

Stride Forward implemented a robust public involvement plan including a random sample survey, online surveys, virtual public meetings, pop-up events and stakeholder engagement. This report summarizes the results of those efforts and evaluates policy against this public feedback.

Summary of Findings

Stakeholder Feedback Round 1 of 2

Finest transportation systems experienced: The predominant answers identified large metro transit systems in the United States and Europe and intercity rail systems in Europe, China, and Japan. Trails, pedestrian, and bike facilities was a distant but important second. The Netherlands and Copenhagen were frequently mentioned. Washington, D.C. was also listed as were Boulder and Fort Collins, CO. Flagstaff's FUTS system also received many compliments. Highways and streets were mentioned less often with roughly half of comments being negative.

Participants in the survey or in person listed several features that contributed to their positive experience.

- Easy
- Access to destinations
- Clean
- Efficient
- Convenient
- Inexpensive
- Fun

Questions to answer through the process: In rough order of frequency.

- *Transit Service to Surrounding Areas & Regions*
- *Representation – underserved/broader region*
- *Density and Growth*
- *Access/Accessibility*
- *Vehicle Miles of Travel (VMT)*
- *Safety*
- *Other topics:* Less frequently cited are questions about funding, electric vehicles and vehicle charging, incentives for people to change behaviors, induced traffic, and students.

Random Sample Telephone Survey

Initial outreach efforts focused on informing the community of the *Stride Forward* Regional Transportation Plan update. Presentations were made to ten Boards and Commissions and 9 different community organizations and information shared with a stakeholder list of nearly 250 people. At the same time, a random sample telephone survey was conducted exploring community values. Key findings from the survey's 674 respondents:

- Schools, protecting beauty, protecting clean air
- 49/47 large lots vs. small lot (60/40 nationally)
- 77% drive 14% walk, 5% bike, 2% transit
- Projecting future, big shift from driving to biking, walking and transit, driving down 26%
- 78% rate the system well
- Roads, sidewalks, trails, priority investments
- 94% climate change, 74% say action is needed

Three online surveys were held over the following months digging deeper into questions from each previous survey. These were not random sample surveys and respondents tended to live in the City, be more educated, wealthier, and more likely to ride bicycles.

Online Survey #1 – 640 respondents

System satisfaction: 75% of respondents find the transportation system serves them Very Well or Somewhat Well. This falls off significantly when viewed by mode with only 35-38% satisfied with transit, pedestrian, and bicycle facilities and 22% satisfied with transit frequency. More County residents are dissatisfied with transit service. Minority and lower-income are more satisfied with transit service and many people selected "Don't know" regarding transit service.

Driving as a necessity: 68% said driving is sometimes a necessity most often because distances are too far. Too many stops or packages were also stated. Lack of transit access was less often listed.

Driving for safety reasons: Fear of bike crashes and poor weather conditions were most cited for safety reasons to drive.

Willingness to change community types: 53% said they would be willing to move to a more walkable community. Of these, buildings over 3 stories tall would make them less likely or much less likely to move. Parks and access to transit are two reasons that would make them more likely or much more likely to move.

Willingness and motivation to switch travel modes: 62% indicated a willingness to change from driving alone. Minority, low-income and county residents were less willing to change. The most motivating factors are health (83%), safe bike lanes (78%), closer destinations (68%), access to transit (67%); and secure bike storage (65%).

Online Survey #2 – 579 respondents

System preference: 44% of respondents selected bicycling as their preference for transportation if all modal systems were equally safe and convenient. However, the low-to-moderate-income group skews far less at 29% for bicycling. Compared to the other groups, low-to-moderate income demonstrates a stronger preference (24%) for bus travel. Driving as a preferred means is 14% higher for minority populations compared to the overall results.

Influence of gas prices: 48% of respondents selected that gas prices have not changed their daily travel decisions. 37% stated they combine errands. However, a greater percentage of minority and low-to-moderate-income groups chose to reduce how often they travel.

Transportation network support of walking, bicycling and transit: Only 35% of total respondents feel that the transportation network supports walking, bicycling, and transit. Most noticeably, 90% of the low-income group do not feel that the transportation networks support walking, bicycling and transit modes. Similar percentages of county (32%) and city (36%) residents find these modes sufficiently supported.

Travel time duration trade-off for bike and pedestrian safety: 44% of respondents stated that they were willing to take an additional 1 to 3 minutes driving to improve walking and bicycling on Milton Road.

Walking and biking in bad weather: Across all groups, falling on cinders or ice was of the top concern for walking or biking in bad weather. 6% of participants selected “might get sick” as a reason. However, minority groups reported at 12%, low-moderate-income at 12%, and low-income reported at 22%. Respondents indicated they would be willing to walk or bike up to 10 minutes in bad weather if they had the right gear.

Monetary support for transit to county communities: 37% of respondents selected \$0 in contribution to transit services for areas outside of city limits. 46% selected some form of contribution with the preferred amount of \$50 selected by 28% of total respondents.

Perceptions of multi-family housing: There is a general rejection of multi-family housing with the strongest dislike expressed for the largest complexes. Buildings over 5-6 stories tall and 3-4 stories tall dissuade most people from changing communities. Large complexes are viewed as sources of nuisance and traffic and only 47% view them as safe as other neighborhoods. 41% of people believe small 2-3 story apartment buildings or tri-plexes could fit into their existing neighborhoods. At the same time,

large majorities of people see owner and renter-occupied multi-family housing as important to meeting affordable housing needs and 49% see multi-family housing as likely to create demand for shopping and services within walking distance.

Online Survey #3 – 194 respondents

Preferred personal carbon footprint reduction strategies: Riding a bike or walking was the highest rated strategy with 62% of respondents responding that they “Already do” or are “Very willing” to participate. Minorities, those over 65, and the disabled were less likely to select this strategy. Working from home was second at 44%, followed closely by shopping online at 43%. The disabled were more likely to choose these strategies. County residents were more likely to choose work from home. Minorities more likely to choose shop online. Low to moderate income individuals and those over 65 were less likely to choose the fourth rated strategy, trading for an electric vehicle. Low to moderate income individuals were more likely to take the bus, with 54% of those in the lowest category rating this highly versus 26% overall. Choosing a closer destination was the lowest rated strategy at 13%. Notably, minorities rate this at 48%, their second highest strategy.

Preferred government carbon footprint reduction strategies: Completing the trail network scored highest at 91%, followed by separated bike lanes (85%), walkable neighborhoods (84%), and increasing bus service (78%). Providing electric vehicle charging stations received 70%. Two strategies fell below 50% support – Add bus only lanes (48%) and increasing parking fees (40%). Minorities were more supportive of increasing bus service and the low to moderate-income respondents supported bus only lanes in greater numbers. This contrasts to the disabled and county residents who are less supportive of bus only lanes. Low-income respondents are the only group where a majority favored higher parking fees. A majority of low income, people over 65 and disabled respondents supported walkable neighborhoods, just not as strong as the overall population.

Influence of greater information on strategy selection: When given additional information on the gap size between “business as usual” and carbon neutrality goals only 22% of respondents were willing to change their answer. Most increased their willingness by one level on the strategies they already supported.

Intercept Surveys – 53 respondents

Intercept surveys replicating Online surveys 1 and 2 were placed in boxes at two library branches, three community centers, and administered at the Mountain Line Transit Downtown Connection Center. Inconsistent responses due to administration made quantifiable results difficult, so broad observations are provided here. The respondents were much less wealthy, more likely to be minority, and possessed much less education. Because of the locations, participants were also much more likely to be bus riders. These participants were more supportive of moving to walkable communities and like respondents to other surveys are deterred by buildings of 3 or more stories. Safety and convenience are major motivating factors when considering changing modes.

Stakeholder Feedback Round 2 of 2 – 26/250 survey responses

Respondents were asked to rate the impacts to elements of the regional economy, housing, wellness, and environment of these vehicle mile reduction strategies:

- Increasing density and mixing of land uses to create walkable neighborhoods
- Providing more and safer services and facilities for pedestrians, bicyclists, and transit riders to make them more appealing
- Providing information and incentives to use those modes
- Making travel by car relatively less convenient (charging more for parking, deferring road widening plans)

For all four regional aspects, more than 2/3 of respondents rated impacts as Strongly Positive or Positive. Comments associated with Negative or Neutral ratings were usually associated with making driving less convenient or access to goods and services, presumably by modes other than car.

Field Events – 340 participants

The table below summarizes the participant's selection of strategies across all 8 events. Participants were asked to select three each from the individual and regional strategies.

	<i>Total Responses</i>	<i>% Of Responses</i>
Exercise 1: Support of individual strategies		
Ride or Walk	298	85%
Take the bus	152	49%
Work from home	138	38%
Choose local activities	124	38%
Trade gas car for electric vehicle	108	36%
Rideshare	107	30%
Online Shopping	84	24%
Exercise. 2: Support of regional strategies		
Create walkable neighborhoods	267	79%
Complete the trail system	256	75%
Add separated bike lanes	173	48%
Increase bus service (<i>frequency, routes, duration of service</i>)	163	48%
Add EV charging stations	81	23%
Create bus-only lanes	54	16%
Charge more for parking	40	11%

Virtual Public Meetings – 44 Attendees

Events were held in October and polling questions put to attendees. The total of all three meeting is presented here. 5 people reported being from the County and 2 from elsewhere in the state.

	<i>Total Responses</i>	<i>% of Responses</i>
Poll 1: Support of individual strategies		
Ride or Walk	30	68%
Work from home	26	59%
Take the bus	22	50%
Online Shopping	16	36%
Trade gas car for electric vehicle	14	32%
Rideshare	13	30%
Choose local activities	11	25%
Poll 2: Support of regional strategies		
Increase bus service (<i>frequency, routes, duration of service</i>)	35	80%
Create walkable neighborhoods	27	62%
Add separated bike lanes	25	57%
Complete the trail system	20	46%
Add EV charging stations	10	23%
Create bus only lanes	9	21%
Charge more for parking	5	11%

Policy Assessment

This assessment focuses exclusively on the implications of public feedback for Upward Concept policies. Onward Plan policies are existing and presumed supported by the public. Two guiding principles are established as underlying all policies: Equity and Sustainability. Three overarching policies set the tone, dealing with funding, transportation, and community design. A full set of policies is available in other reports.

Equity and Sustainability

Public input revealed concerns for the social, economic, and environmental aspects of sustainability. Socially, the matter of equity was raised by several stakeholder groups. Surveyed stakeholders feel that vehicle miles travelled reduction (VMT) strategies can be good for physical and mental health. Several survey comments were left supporting the social connections that walking, bicycling, transit and walkable neighborhoods afford. Economically, affordable housing was raised as an important issue. Stakeholders responding to a survey, though few, see positive impacts to business and housing affordability from vehicle miles travelled reduction strategies. Environmentally, a large majority of random sample survey respondents recognize climate change as real (94%) and support action (74%). Scenic beauty is highly valued.

When considering Title VI and Environmental Justice groups there is an array of equity concerns to be drawn from public input. The very low-income, those making less than \$25,000 per year, have real mobility needs that are not being met by the current system. This same group express security concerns when walking or bicycling. Considering those making less than \$49,900 per year, driving is slightly favored mode of transportation. However, this same group is more likely to travel less when gas prices

are high. Minorities have a more favorable view of transit service and are more likely to support increasing service. At the same time, they are more disposed to cite driving as their preferred means of transport. Those over 65-years old are less supportive of walking, biking, and moving to walkable neighborhoods.

MetroPlan and its partners will seek funding to achieve as much of Upward as possible. (FUNDING)

Few questions were asked about cost or willingness to pay. Reasonable inferences can be made that the public considers transit, pedestrian, and bicycle investments to be lacking. This is supported by the combination of stated preferences for those modes and concerns related to those modes about safety, convenience, and lack of service. Safety concerns included maintenance of bicycle and pedestrian facilities during the winter months, particularly.

Some trade-offs of current traffic flow efficiency in favor of these modes would be acceptable. Some willingness to pay modest amounts for transit service to County communities was expressed by a plurality City and County residents.

MetroPlan and its partners will prioritize the safety, comfort, and convenience of bicyclists, pedestrians, and transit users, in the design, operation, and maintenance of transportation infrastructure while ensuring vehicle access. (TRANSPORTATION)

Asked in different ways, there is a stated preference to walk, bike, and take the bus more. Inferences reaching a similar conclusion can also be made from responses regarding satisfaction with the different modal systems: People are generally satisfied with the roads and streets system and generally dissatisfied or neutral about the pedestrian, bike and transit systems. To successfully manage a mode shift from automobiles to other modes those systems must be improved and managed for year-round use according to the public input. Inferences drawn from questions about changing neighborhoods and changes to neighborhoods may lead one to conclude that retrofitting connectivity will meet opposition, especially if not well-designed.

MetroPlan and its partners will prioritize the safety, comfort, and convenience of bicyclists, pedestrians, and transit users, in community design decisions while ensuring vehicle access. (COMMUNITY DESIGN)

Public input implications for community design are perhaps the most significant. Effectively influencing market forces, countering public perception, and overcoming existing development rights and patterns will take much political will sustained over time. Attention to neighborhood and architectural detail, including the provision of amenities and the realities and perceptions of density is essential.

Many people support walkable neighborhoods and desire to walk or bike to destinations. Countering that, driving is seen by a majority of respondents as a necessity. 40% consider the distances too far to walk or ride. Many participants recognize the need for multi-family housing, owner and renter-occupied, as important for meeting affordable housing needs. Likewise, many recognize that more dense, mixed, and compact residential uses are more likely to support nearby shopping and employment opportunities. Countering that, large majorities of respondents expressed dislike for 5 to 6-story building and 3 to 4-story buildings, with many

seeing them as a source of nuisance, traffic and as being less safe than other neighborhoods. 41% of respondents felt that small 2-3 story apartments or tri-plexes could fit into their neighborhoods. 44% felt they would not. This is true for all groups except the very low-income. That majorities felt parks and access to transit would make more dense neighborhoods more attractive (or less unattractive) speaks further to the need for holistic neighborhood planning.

Log of Public Outreach Activities, Attendance and Participation

Stakeholder Outreach - 250 +/- Stakeholders

- 12 email contacts
- 2 surveys
- Commission & Organization Meetings
 - Spring: 10 Commission meetings / 9 Organization meetings
 - Fall: 3 Commission meetings / 4 Organization meetings

RTP Advisory Group

- 12 meetings

Surveys

DEMOGRAPHIC OR CHARACTERISTIC	RANDOM SAMPLE SURVEY (JAN. 2022)	ONLINE SURVEY #1 (MAR. 2022)	ONLINE SURVEY #2 (APR. 2022)	ONLINE SURVEY #3 (AUG. 2022)	Intercept Survey (April-May)
Total Number of Participants	674	640	579	194	53
Primary Travel Mode - Bike	5%	14%	11%	19%	10%
Transportation system service Somewhat well / Not well	63%	84%	N/A	N/A	50%
Age 65+	24%	38%	21%	22%	20%
Education Bachelor / Post-Graduate	74%	82%	85%	87%	35%
Income Over \$100k	29%	40%	42%	41%	5%

Race White	80%	87%	75%	77%	38%
City / County City residents	61%	84%	83%	89%	84%

Field Events - 340 people

Event Information		Event Information	
Event:	<i>Earth Day</i>	Event:	<i>Farmers Market</i>
Hours:	<i>3</i>	Hours:	<i>4</i>
# Participants:	<i>49</i>	# Participants:	<i>86</i>
Event:	<i>Bike Bazaar</i>	Event:	<i>Wed. Market</i>
Hours:	<i>3</i>	Hours:	<i>4</i>
# Participants:	<i>57</i>	# Participants:	<i>31</i>
Event:	<i>Wed. Market</i>	Event:	<i>Movies on the Sq.</i>
Hours:	<i>4</i>	Hours:	<i>3.5</i>
# Participants:	<i>21</i>	# Participants:	<i>18</i>
Event:	<i>Movies on the Sq.</i>	Event:	<i>Farmers Market</i>
Hours:	<i>3</i>	Hours:	<i>4</i>
# Participants:	<i>27</i>	# Participants:	<i>53</i>

Virtual Public Meetings: 44 People

Social Media (July-August):

- Facebook: 114 Profiles
 - 667 view of MetroPlan content
- Twitter: 19 Profiles
 - 767 impressions
- Instagram: 83 Profiles
 - 227 unique accounts viewed our content

Media releases: 3 releases

Appendices

(Individual reports to be appended here)



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STAFF REPORT

REPORT DATE: November 7, 2022
MEETING DATE: November 16, 2022
TO: Honorable Chair and Members of the TAC
FROM: Jeff Meilbeck, Executive Director
SUBJECT: Election of Officers

1. Recommendation:

i Staff recommends the TAC appoint a Chair and Vice Chair as officers for the TAC.

2. Related Strategic Workplan Item

i MetroPlan is fair and equally representative

3. Background

i As per section 7.2.4 of MetroPlan's Bylaws, the TAC elects a Chairperson and Vice Chairperson annually. The Bylaws provide additional guidance as follows:

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.



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4. Fiscal Impact

i *There is no fiscal impact related to this decision.*

5. Alternatives

- i**
- 1) *Appoint an annual Chair and Vice Chair effective January 1, 2023.
Recommended.*
 - 2) *Hold a special meeting prior to January 1, 2023 to appoint a Chair and Vice Chair.*

6. Attachments

i [MetroPlan Bylaws](#)

AGENDA

Executive Board Meeting

1:00 PM

December 1, 2022

Join Zoom Meeting:

<https://us02web.zoom.us/j/79199115652>

Meeting ID: 791 9911 5652

Dial-in: +1 408 638 0968US

In-Person Option available:

Mountain Line

3773 N. Kaspar Dr

VERA room

Flagstaff, AZ 86004

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 rosie.wear@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 rosie.wear@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).

EXECUTIVE BOARD MEMBERS

- ☐ Jim McCarthy, Flagstaff City Council, Chair
- ☐ Jeronimo Vasquez, Coconino County Board of Supervisors, Vice-Chair
- ☐ Patrice Horstman, Coconino County Board of Supervisors
- ☐ Austin Aslan, Flagstaff City Council
- ☐ Tony Williams, Mountain Line Board of Directors
- ☐ Regina Salas, Flagstaff City Council
- ☐ Jesse Thompson, Arizona State Transportation Board Member
- ☐ Judy Begay, Coconino County Board of Supervisors (alternate)
- ☐ VACANT, Flagstaff City Council (alternate)



METROPLAN STAFF

- ☐ Jeff “Miles” Meilbeck, Executive Director
- ☐ David Wessel, Planning Manager
- ☐ Rosie Wear, Business Manager
- ☐ Mandia Gonzales, Transportation Planner

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

D. APPROVAL OF MINUTES

Minutes of Regular Meeting: November 3, 2022

(Pages 5-9)

II. CONSENT AGENDA

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

A. ADOT Performance Measures

(Pages 50-56)

MetroPlan Staff: Dave Wessel

Recommendation: Placeholder for February EB meeting

III. GENERAL BUSINESS

A. Special Recognition

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: This item is for information only.



B. Federal and State Funding Update

(Pages 24-26)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: This item is for information only.

C. Stride Forward Updates

(Pages 50-56)

MetroPlan Staff: Jeff “Miles” Meilbeck/David Wessel

Recommendation: This item is for information purposes only. Staff will provide a report and request feedback on the virtual public meetings which will be presented next week.

D. ADOT’s Milton and 180 Corridor Plans

(Pages 50-56)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: This item is for information purposes only. ADOT staff will present an update on the Milton and 180 Corridor Plans.

E. Items from MetroPlan Staff

(Pages 61-63)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: This item is for information only.

F. Future Agenda Items

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: Discuss items for future MetroPlan agendas.

V: CLOSING BUSINESS

A. ITEMS FROM THE BOARD

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

B. NEXT SCHEDULED EXECUTIVE BOARD MEETING



1. November 3, 2022 at 1:00 PM

C. ADJOURN

The Transportation Improvement Program (TIP) includes 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.metroplanfig.org on September 30th, 2022 at 3:00 pm.

Dated this 30th Day of September 2022.

Rosie Wear, Business Manager

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

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

MetroPlan Funding Matrix

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

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

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

MetroPlan Funding Matrix

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

MetroPlan Funding Matrix

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

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

MetroPlan Funding Matrix

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

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

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

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

RESOURCES:

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

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

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

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



Eligibility Table

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

In-State Competitive Grants									
				Eligible Applicants					
Source	Program	Abbrevia tion	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									
				Eligible Applicants					
Source	Program	Abbreviation	Range Amount	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									
				Eligible Applicants					
Source	Program	Abbreviation	Range Amount	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		See information below					
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	✓	✓	✓	✓	✓	✓