

## 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

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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](mailto: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](mailto: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 5-8)

## **II. CONSENT AGENDA**

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

## **III. GENERAL BUSINESS**

### **A. Special Recognition**

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: This item is for information only.

### **B. [Election of 2023 Officers](#)**

(Pages 9-10)

MetroPlan Staff: Jeff “Miles” Meilbeck



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

**C. Greater Arizona Funding Initiative**

(Pages 11-18)

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) Greater Arizona Initiative.

**D. Federal and State Funding Update**

(Pages 19-20)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: This item is for information only.

**E. Stride Forward Updates**

(Pages 21-27)

MetroPlan Staff: David Wessel

Recommendation: None. Staff provides an assessment of Upward Concept policies against public input received.

**F. City 419/420 Update**

(Pages 28-41)

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.

**G. ADOT’s Milton and 180 Corridor Plans**

(Pages 42)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: None. ADOT staff will present a report on the LRTP and Milton/180 Corridor plans.

**H. Items from MetroPlan Staff**

MetroPlan Staff: Jeff “Miles” Meilbeck



Recommendation: This item is for information only.

**I. Future Agenda Items**

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: Discuss items for future MetroPlan agendas.

- April 6, 2023 - Strategic Advance

**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. January 5, 2023 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.metroplanflg.org](http://www.metroplanflg.org) on November 23<sup>rd</sup>, 2022 at 4:00 pm.

Dated this 23<sup>rd</sup> Day of November 2022.

*Rosie Wear*

Rosie Wear, Business Manager

## MINUTES

### Executive Board Meeting

1:00 PM

November 3, 2022

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

Meeting ID: 791 9911 5652

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**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).*

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- ☒ Jim McCarthy, Flagstaff City Council, Chair
- ☒ Jeronimo Vasquez, Coconino County Board of Supervisors, Vice-Chair
- ☐ Patrice Horstman, Coconino County Board of Supervisors **ABSENT**
- ☐ Austin Aslan, Flagstaff City Council **ABSENT**
- ☒ 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

**OTHERS IN ATTENDANCE:** Ed Stillings (FHWA) and Greg Nelson (Coconino County)

## **I. PRELIMINARY GENERAL BUSINESS**

### **A. CALL TO ORDER**

Chair Jim McCarthy called the meeting to order at 1:06pm.

### **B. ROLL CALL– See above**

### **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.)*

There was no public comment presented.

### **D. APPROVAL OF MINUTES**

Minutes of Regular Meeting: October 6, 2022

(Pages 5-9)

Motion: Board member Jim McCarthy made a motion to adopt the October 6, 2022 meeting minutes with a change to the header from Agenda to Minutes. Board member Tony Williams seconded the motion. Voted 5-0 to approve.

## **II. CONSENT AGENDA**

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

There were no items on consent.

## **III. GENERAL BUSINESS**

### **A. Federal and State Funding Update**

(Pages 24-26)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: This item is for information only.

Jeff “Miles” Meilbeck presented a federal and state funding update. There was no action taken on this item.

**B. Stride Forward: Regional Transportation Plan update** (Pages 50-56)

MetroPlan Staff: Jeff “Miles” Meilbeck/David Wessel

Recommendation: None. Staff will provide an update on the status of the Stride Forward Plan.

Jeff “Miles” Meilbeck presented a Stride Forward: Regional Transportation Plan update. There was no action taken on this item.

**C. South Lone Tree Planning & Environmental Linkages Study** (Pages 50-56)

MetroPlan Staff: Mandia Gonzales

Recommendation: None. This item is for discussion only.

Mandia Gonzales presented a South Lone Tree Planning & Environmental Linkages Study update. There was no action taken on this item.

**D. SMART and ATTAIN grant applications** (Pages 50-56)

MetroPlan Staff: Jeff “Miles” Meilbeck

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

Jeff “Miles” Meilbeck presented SMART and ATTAIN grant application updates. There was no action taken on this item.

**E. ADOT Invitation to Join Management Committee** (Pages 50-56)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: Staff recommends the Board approve a letter inviting a member of the ADOT Director’s office to serve on the MetroPlan Management Committee.

Motion: Chair McCarthy made a motion to send the draft letter circulated to committee members on October 31, which differed slightly from the version



included with the draft agenda. Board member Regina Salas seconded the motion. Voted 5-0 to approve.

#### **F. Items from MetroPlan Staff**

(Pages 61-63)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: This item is for information only.

Jeff “Miles” Meilbeck presented a few updates including his new membership with the Arizona Resource Allocation Advisory Council, that he was in negotiation with someone on one of the recently approved staff positions. There was no action taken.

#### **G. Future Agenda Items**

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: Discuss items for future MetroPlan agendas.

- December 2022 – Rural Transportation Advocacy Council (RTAC) Statewide Funding Initiative
- January 2023 –Executive Board & TAC Annual Orientation and Title VI training
- April 2023 – Consideration and possible adoption of Stride Forward Regional Transportation Plan

### **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.)*

Jesse Thompson’s term with the State Transportation Board will end December 31.

#### **B. NEXT SCHEDULED EXECUTIVE BOARD MEETING**

1. December 1, 2022 at 1:00 PM

#### **C. ADJOURN**

Chair McCarthy adjourned the meeting at 2:03pm



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

## STAFF REPORT

**REPORT DATE:** November 22, 2022  
**MEETING DATE:** December 1, 2022  
**TO:** Honorable Chair and Members of the Executive Board  
**FROM:** Jeff “Miles” Meilbeck, Executive Director  
**SUBJECT:** Election of Officers

### 1. Recommendation:

*Staff recommends the Board appoint a Chair and Vice Chair as officers for the Board.*

### 2. Related Strategic Workplan Item

*MetroPlan is fair and equally representative*

### 3. Background

As per section 6.1 of MetroPlan’s Bylaws, the Board elects a Chairperson and Vice Chairperson annually. The Bylaws provide additional guidance as follows and potentially relevant sections to Board discussion are **bolded and underlined** below:

#### **6.1 Executive Board Officers**

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

**6.1.2** *The Executive Board Chairperson shall be able to vote on all matters before the FMPO Executive Board. She/he shall sign, on behalf of the FMPO, all documents*



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requiring signatures. The FMPO Executive Board may delegate to the FMPO Executive Director such signatures it deems appropriate and/or necessary.

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

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

## 4. Fiscal Impact

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

## 5. Alternatives

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

## 6. Attachments

[MetroPlan Bylaws](#)



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## STAFF REPORT

**REPORT DATE:** November 22, 2022  
**MEETING DATE:** December 1, 2022  
**TO:** Honorable Chair and Members of the Board  
**FROM:** Jeff “Miles” Meilbeck, Executive Director  
**SUBJECT:** Greater Arizona Funding Initiative

### 1. Recommendation:

*Staff recommends the Board pursue up to \$15.6 of State funding through the Rural Transportation Advocacy Council (RTAC) Greater Arizona Initiative.*

### 2. Related Strategic Workplan Item

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

### 3. Background

*The Rural Transportation Advocacy Council (RTAC) represents 11 small Councils of Government (COGs) and Metropolitan Planning Organizations (MPOs) around the State. The mission of RTAC is “to protect and promote rural and small metropolitan transportation interests, as well as creating a stronger and more effective rural transportation advocacy network in Arizona”. 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 was 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 -- \$5M*
- *John Wesley Powell Bridge at I-40 -- \$5M*



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## 4. TAC and Management Committee Discussion

*The TAC and management committee were supportive of making flood mitigation funding the priority. However, neither group considered funding the John Wesley Powell Bridge, since the idea came out of meetings subsequent to the TAC and Management Committee meetings*

## 5. Fiscal Impact

*There is no cost to pursuing this funding.*

## 6. Alternatives

- 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

*Lone Tree Corridor Fact Sheet (Sample from October 2021 request)*  
*RTAC Legislation Allocations for 2023*

# Lone Tree Corridor



CITY OF  
**FLAGSTAFF**

## Project Overview

MetroPlan requests \$2,600,000 in support of one project:  
the **Lone Tree Corridor**.

- The Lone Tree Corridor serves these needs:
  - Safe, grade-separated railroad crossing
  - Arterial connection alternate to Milton Road
  - Alternate access to Northern Arizona University (NAU)
  - Missing pedestrian and bicycle facilities
- The Lone Tree Corridor includes:
  - Bridge over the BNSF railroad
  - Widening from 2-4 lanes
  - Sidewalks, trails, bike lanes
- Lone Tree benefits Flagstaff and the region by:
  - Less congestion Downtown
  - Access to future growth areas
  - Improved pedestrian and bicycle mobility
  - More effective evaluation routes

Flagstaff voted in taxes for the Corridor in 2018



## Project Lead

City of Flagstaff, Arizona



## Project Schedule

**Construction** in 2023

**Est. Completion** in 2026



## Project Cost

**Total Project Cost:** \$106,000,000

**State Surplus Request:** \$2,600,000

**Local Contribution:** \$103,400,000 (98%)



## Contact Info

**Christine Cameron**

Capital PM

928-213-2682

[ccameron@flagstaffaz.gov](mailto:ccameron@flagstaffaz.gov)



## Location

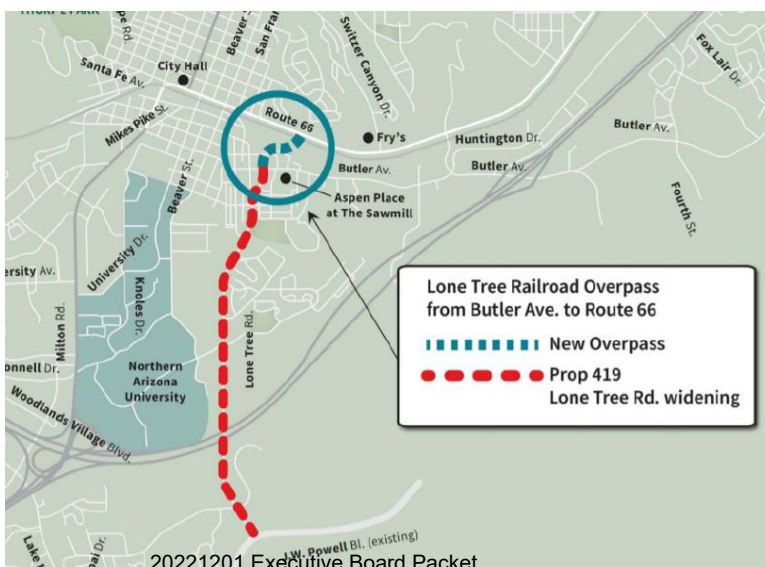


City of Flagstaff  
Coconino County  
AZ Legislative District 6  
**Flagstaff Region**



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## Vicinity Map & Site Photo



# J.W. Powell Bridge Replacement



## Project Overview

Construction of a four-lane minor arterial bridge over I-17 including replacement of the existing 2-lane structure and addition of active transportation facilities per City guidance.

The bridge will serve these major regional and statewide destinations: NAH Wellness Center and Tier 1 Trauma Center (opening 2025), Flagstaff Research and Development Park (opening ???), Flagstaff Pulliam Airport, Fort Tuthill Regional Park, Oak Creek Canyon/Sedona.



## Project Lead

MetroPlan



## Project Schedule

Design FY 2023

Construction FY 2024



## Project Cost

Total Project Cost: \$16,000,000

State Surplus Request: \$5,000,000

Local Contribution: \$11,000,000 (69%)



## Contact Info

David Wessel

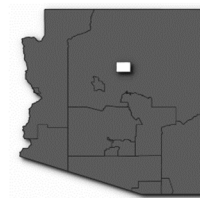
Planning Manager

928-699-3053

[david.wessel@metroplanflg.org](mailto:david.wessel@metroplanflg.org)



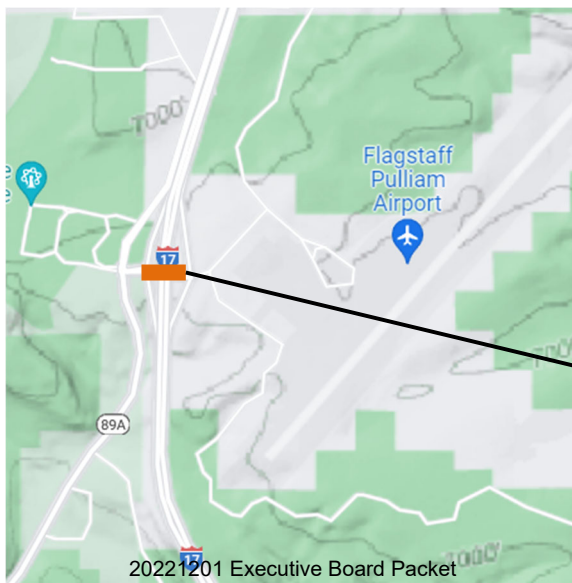
## Location



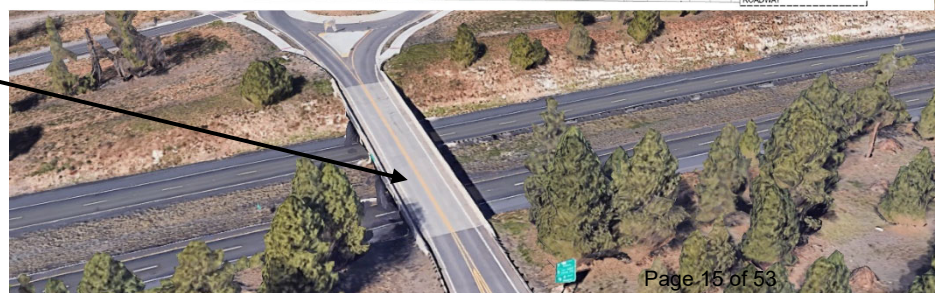
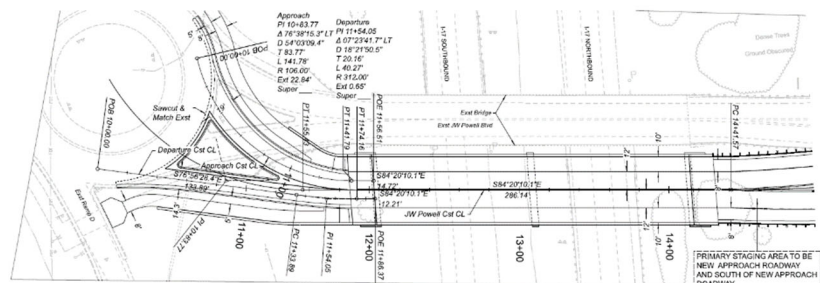
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## Vicinity Map & Site Photo



2022 Executive Board Packet



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## Project Overview

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 project include:

- Government Tank Flood Corridor Detention Facility
- Hwy 89 Culvert Upsizing (Govt. Tank/North Fork location)
- 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.

## Vicinity Map & Site Photo

Project Area Map



### Project Lead

Coconino County



### Project Schedule

Est. Completion in TBD



### Project Cost

Total Project Cost: \$40,000,000

State Surplus Request: \$5,000,000

Local Contribution: \$35,000,000 (88%)



### Contact Info

Lucinda Andreani

Deputy County Manager/Flood

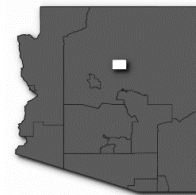
Control Dist. Administrator

928-679-7166

[landreani@coconino.az.gov](mailto:landreani@coconino.az.gov)



### Location



City of Flagstaff  
Coconino County  
AZ Legislative District 6  
Flagstaff Region



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# Hwy 180 Flood Mitigation



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## Project Overview

**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.

**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.

**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.



## Project Lead

City of Flagstaff



## Project Schedule

**Est. Completion** in 2023



## Project Cost

**Total Project Cost:** \$5,600,000

**State Surplus Request:** \$3,000,000

**Local Contribution:** \$2,600,000 (46%)



## Contact Info

**Edward Schenk**

Stormwater Manager, Flagstaff

928-213-2470

Edward.schenk@flagstaffaz.gov



## Location

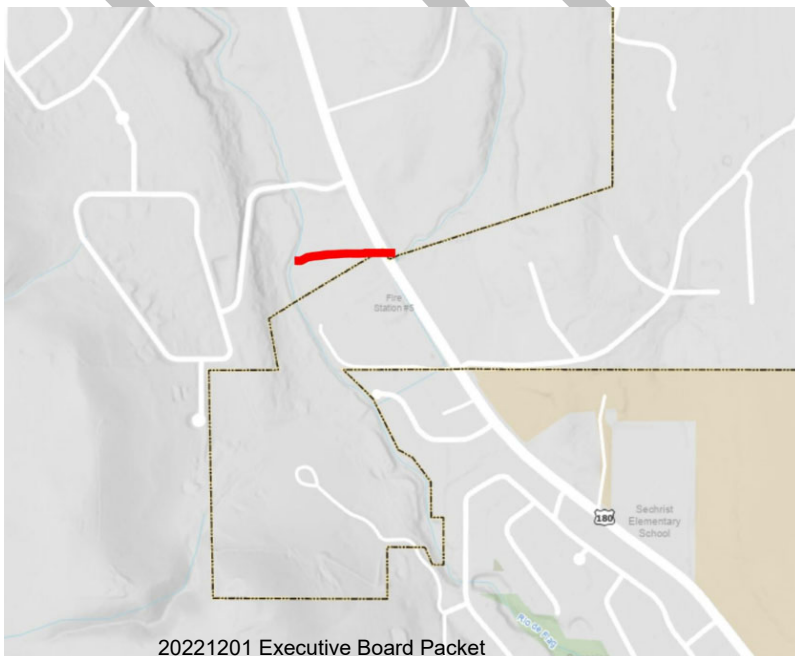


City of Flagstaff  
Coconino County  
AZ Legislative District 6  
**Flagstaff Region**



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## Vicinity Map & Site Photo



20221201 Executive Board Packet



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## 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
<b>Total</b>	<b>1,800,447</b>	<b>\$ 100,000,000</b>	<b>\$ 200,000,000</b>	<b>\$ 300,000,000</b>

\*2020 Population Estimates  
Provided by ADOT



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[www.metroplanflg.org](http://www.metroplanflg.org)

## STAFF REPORT

**REPORT DATE:** November 22, 2022  
**MEETING DATE:** December 1, 2022  
**TO:** Honorable Chair and Members of the Board  
**FROM:** Jeff “Miles” Meilbeck, Executive Director  
**SUBJECT:** Federal and State Funding Update

### 1. Recommendation:

*This item is for information only.*

### 2. Related Strategic Workplan Item

Measurable Objective 14:

- Secure \$2.6 million special state budget appropriation by 9/30/22

Measurable Objective 15:

- Pursue a 100% increase in annual formula award funding through ADOT

Measurable Objective 17:

- Inventory Congressionally Directed Spending, BIL/IIJA and other grant opportunities and identify which grants MetroPlan will pursue.

### 3. Background

*The purpose of this report is to provide an update on current and proposed initiatives:*

- *Director’s Task Force – Double Formula Funding - \$466,000. This initiative focuses on the fact that MetroPlan and other small Metropolitan Planning Organizations (MPOs) and Councils of Government (COGs) have not had an increase in formula funding in at least 10 years and works to correct that*



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*situation. A letter to John Halikowski signed by the COG and MPO task force is attached. A meeting was held with Director Halikowski and his team on November 21<sup>st</sup> and staff will provide an update.*

- *Governor's SMART Fund – NEW \$50M Available. The SMART Fund was established by the Arizona Legislature in 2022 to assist eligible cities, towns, counties, and ADOT in applying and competing for federal discretionary surface transportation grants. The Fund is administered by the Arizona Department of Transportation (ADOT) and all awards must be approved by the State Transportation Board (STB).*
- *Southwest Flagstaff Infrastructure development. Development of road infrastructure in Southwest Flagstaff is in the current Long Range Transportation Plan and will be recommended in Stride Forward. Private sector funding may exist to leverage federal grants and the MetroPlan staff team is exploring opportunities. Conceivably, MetroPlan will be in a position to submit an approximate \$40 Million grant request after the first of the year.*

## 4. TAC and Management Committee Discussion

*A brief update was provided to the TAC and Management Committee and no action was requested or taken.*

## 5. Fiscal Impact

*Each grant comes with its own impacts. MetroPlan has a 5-year financial plan to ensure that we always have adequate local match to deliver on grants we receive.*

## 6. Alternatives

*Since no recommendations are being made, no alternatives are provided.*

## 7. Attachments

*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:** David Wessel, Transportation Planning Manager  
**SUBJECT:** *Stride Forward: Regional Transportation Plan update*

### 1. Recommendation:

*None. Staff provides an assessment of Upward Concept policies against public input received.*

### 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

*Every five years, MetroPlan updates its regional transportation plan per federal mandate. The plan integrates land use, transportation, and other community values. It projects reasonably anticipated revenues for 20-25 years and identifies cost feasible transportation projects to make them eligible for federal funding. This iteration of the regional transportation plan is Stride Forward.*

*Through Stride Forward MetroPlan evaluated two 2045 scenarios: the Onward Plan and the Upward Concept. Due in part to a federal requirement for a plan to be fiscally constrained, MetroPlan staff will be recommending adoption of the Onward Plan, a minor modification of the current policy and voter-approved investment path. The Upward Concept illustrates the policies and investments required to meet 2030 carbon neutrality goals per Stride Forward analysis. It is offered for consideration by our member agencies in their forthcoming policy and budget discussions like the Regional*



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*Plan update. MetroPlan will assist our member agencies in those processes by bringing the policy, process and knowledge gained through Stride Forward.*

*Onward Plan policies largely reflect those in place through the Flagstaff Regional Plan 2030 and voter approved initiatives for roadways, pedestrian and bicycle facilities, and transit service. Minor modifications reflect the unfunded intentions of the Carbon Neutrality Plan and the Active Transportation Master Plan. Onward initiatives of minor or no cost to move toward the Upward Concept condition include pursuit of grants, regulatory reforms, and travel demand management. The latter funded through recent federal legislation.*

*The Upward Concept evaluation reveals policy and funding gaps between the Carbon Neutrality Plan goals and the current policy and funding in place today – specifically, current policy and funding can't achieve the necessary vehicle miles travelled reduction. From a general policy perspective, today's Onward policies are amplified and targeted to achieve the Upward Concept. Amplification applies to levels of regulation and incentives to achieve community design objectives like density and mix of uses and targeting applies to most effective modes (e.g., non-motorist) and geographies (e.g., Downtown and Fourth Street) for achieving reduced vehicle miles travelled.*

*Funding gaps were presented previously: transit service needs to double and pedestrian and bicycle facilities need to be quadrupled through 2030. Estimated tax rates to achieve this are almost four times higher than today:*

<b>Transportation Tax</b>	<b>Current</b>	<b>Upward</b>	<b>Total</b>
<b>Roads, Pedestrian &amp; Bicycle</b>	0.426	2.05	2.476
<b>Transit*</b>	0.295	0.46	0.755
<b>Lone Tree Overpass</b>	0.22	n/a	0.22
<b>Total Transportation Tax</b>	0.941	2.51	3.451

*\* The Upward Transit expansion assumes no new federal dollars*

*Gaps also exist between the Upward Concept policies and funding and public perception. An assessment of those gaps is offered here.*



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## 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 from all sources. Decision-makers and others may use this assessment to inform themselves about possible public reaction to future Upward policy decisions and prioritization.*

*Two guiding principles are established as underlying all policies and three overarching policies set the tone:*

*Principles: **Equity and Sustainability.***

*Overarching policies:*

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

*A full set of policies is available in other reports.*

## **Equity and Sustainability**

*Public input revealed concerns and support 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*



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*highly valued. A few comments were left calling for or inferring the need for equitable treatment of drivers.*

*When considering Title VI and Environmental Justice groups there is an array of equity concerns to be drawn from public input with the caveat that these are small subsets from online surveys, so not statistically representative. 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 expressed security concerns when walking or bicycling. Considering those making less than \$49,900 per year, driving is the 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 of 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)***

*Per industry research, investments in non-automotive transportation modes are not as effective as land use and design changes. However, if funded, they are of more immediate impact. The public input solicited shows aspirational support for these investments and is NOT indicative of how much investment the public seeks or how much they are willing to pay. This last point is critical given the \$75.5 million needed annually through 2030 estimated to reach carbon neutrality.*



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*Asked in different ways across multiple surveys, there is a stated preference to walk, bike, and take the bus more. The random sample survey shows a preference to move from 77% of time driving today (a revealed preference) to 57% driving 10-years into the future (a state preference). 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. A counter position was made by the Chamber of Commerce stating a desire for increased vehicle miles travelled. Inferences drawn from questions about changing neighborhoods lead one to conclude that retrofitting transportation connections there 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)***

*Industry research shows that increased density and intentional community design are the most effective means to reduce vehicle miles travelled. So, public input implications for community design are perhaps the most significant. Much political will sustained over time will be needed to effectively influence market forces, counter public perception of density, and overcoming existing development rights and patterns. Attention to neighborhood and architectural detail, including the provision of amenities and how density is built will be essential.*

*Many participants 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*



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*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](http://www.metroplanflg.org/strideforward)*

## Schedule

*Stride Forward is now scheduled for adoption in April of next year. Components of the plan will be delivered over time to avoid excessive review requests. The table below provides a schedule and status for your information.*

<b>RTP &amp; Strategic Plan* Components</b>	<b>Original Date</b>	<b>Revised Date</b>	<b>Completed / Status</b>
<i>Financial Plan</i>	<i>12-31-22</i>	<i>12-31-22 (individually)</i>	<i>90%</i>
<i>Electric Vehicle Plan*</i>	<i>12-31-22</i>	<i>2-2-23</i>	<i>95%</i>
<i>Mobile App Plan*</i>	<i>12-31-22</i>	<i>2-2-23</i>	<i>90%</i>
<i>Public Information Report</i>	<i>12-31-22</i>	<i>11-16-22</i>	<i>95%</i>
<i>Onward &amp; Upward Performance</i> <ul style="list-style-type: none"> <li><i>Policies</i></li> <li><i>Vehicle Miles Travelled Approach*</i></li> <li><i>Multimodal Plans</i></li> </ul>	<i>12-31-22</i>	<i>3-6-23</i>	<i>80%</i>  <i>95%</i> <i>90%</i>  <i>75%</i>  <i>50%</i>



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• Performance Reporting			
Define "Finest Transportation System"*	12-31-22	4-6-23	85%

## 4. TAC and Management Committee Discussion

*The TAC and Management Committees did not discuss this item.*

## 5. Fiscal Impact

*To achieve carbon neutrality by 2030, MetroPlan estimates the need to double transit service at an extra cost of \$12.5 million per year and to quadruple pedestrian and bicycle facilities at an extra \$53 million per year up to 2030.*

*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.*

## 7. Attachments

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

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

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

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



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## STAFF REPORT

**REPORT DATE:** November 22, 2022  
**MEETING DATE:** December 1, 2022  
**TO:** Honorable Chair and Members of the Board  
**FROM:** Jeff “Miles” Meilbeck, Executive Director  
**SUBJECT:** Proposition 419 and 420 Project Update

### 1. 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.*

### 2. Related Strategic Workplan Item

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

### 3. Background

*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

*This information was shared with the TAC, b*

## 5. Fiscal Impact

*None. This item is for information only.*

## 6. Alternatives

*None. This item is for information only.*

## 7. Attachments

*PowerPoint Presentation from City Staff*

# Proposition 419 and 420 City Project Updates

MetroPlan TAC / Board – November / December 2022

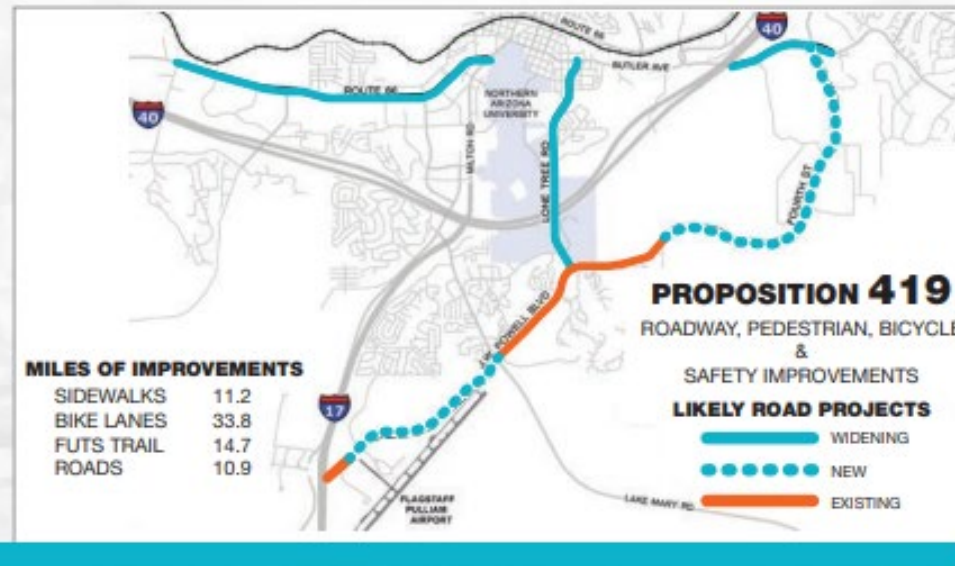


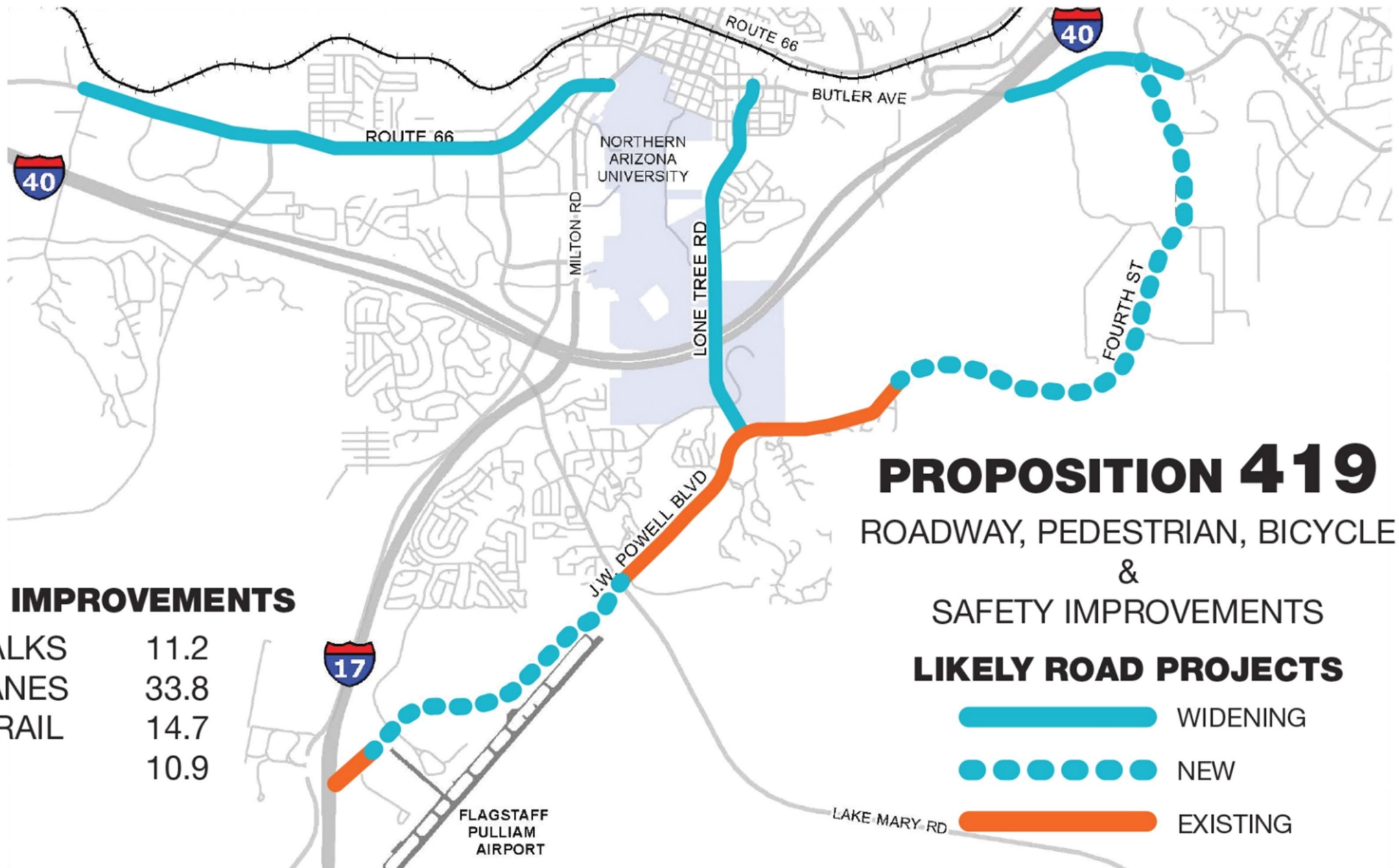
## Connecting Our Community



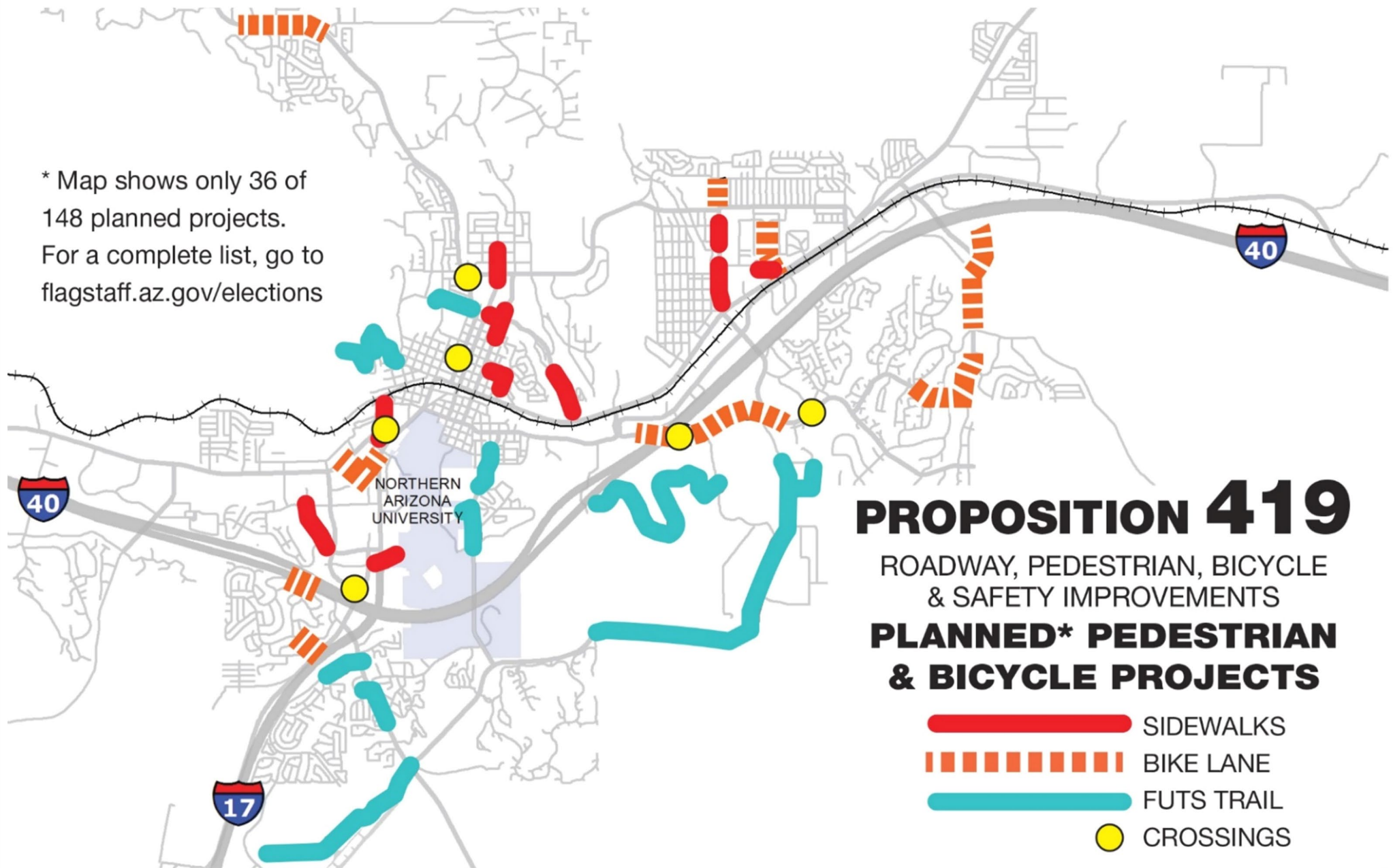
Proposition 419 is a continuation of an existing tax and the cost would remain 42.6 cents on a \$100 purchase. Proposition 419 would remain in effect for the next 21 years.

- **Improving traffic flow:** Continuation of the existing tax will allow Flagstaff to construct the most essential projects for the next 21 years. This includes major efforts to address congestion along West Route 66 and Butler Avenue and reduce reliance on Milton Road.
- **Improving bicycle and pedestrian pathways:** Proposition 419 adds missing segments of sidewalks, bike lanes, and trails throughout the City.
- **Increasing safety:** Proposition 419 includes traffic signal modernization, advanced traffic management systems, and dark sky street lighting to improve public safety.









\* Map shows only 36 of  
148 planned projects.  
For a complete list, go to  
[flagstaff.az.gov/elections](http://flagstaff.az.gov/elections)



## PROPOSITION 419

ROADWAY, PEDESTRIAN, BICYCLE  
& SAFETY IMPROVEMENTS

### PLANNED\* PEDESTRIAN & BICYCLE PROJECTS

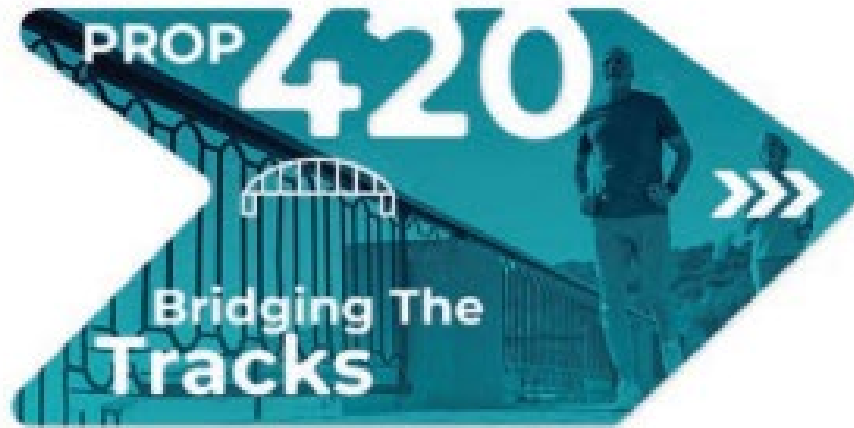
-  SIDEWALKS
-  BIKE LANE
-  FUTA TRAIL
-  CROSSINGS



## Proposition 419 Connecting Our Community

### Pedestrian/Bicycle Projects

Facility	Amount
Sidewalks	11.2 miles
Bike Lanes	33.8 miles
FUTS	14.7 miles
At Grade Crossings	12 total
Bridges/tunnels	7 total



## Bridging the Tracks



Proposition 420 will cost 23 cents on a \$100 purchase. Proposition 420 would be in effect for the next 20 years.

- **Helping traffic flow better:** Proposition 420 will help traffic flow better by building an overpass between Butler Avenue and Route 66 at Lone Tree Road. Combined with the improvements to Lone Tree Road in Proposition 419, the Lone Tree Railroad overpass is designed to provide an alternative to Milton all the way from I-17 to Downtown.
- **Investing in infrastructure:** If we continue to wait, the future cost to build the overpass will likely be greater as interest rates and the cost of labor and materials continue to increase.

*The Fourth St. overpass bridge was completed in 2006 with Transportation Tax funding, providing a vital link between north and south Flagstaff. The proposed Lone Tree overpass could have a similar impact on connectivity and traffic flow.*

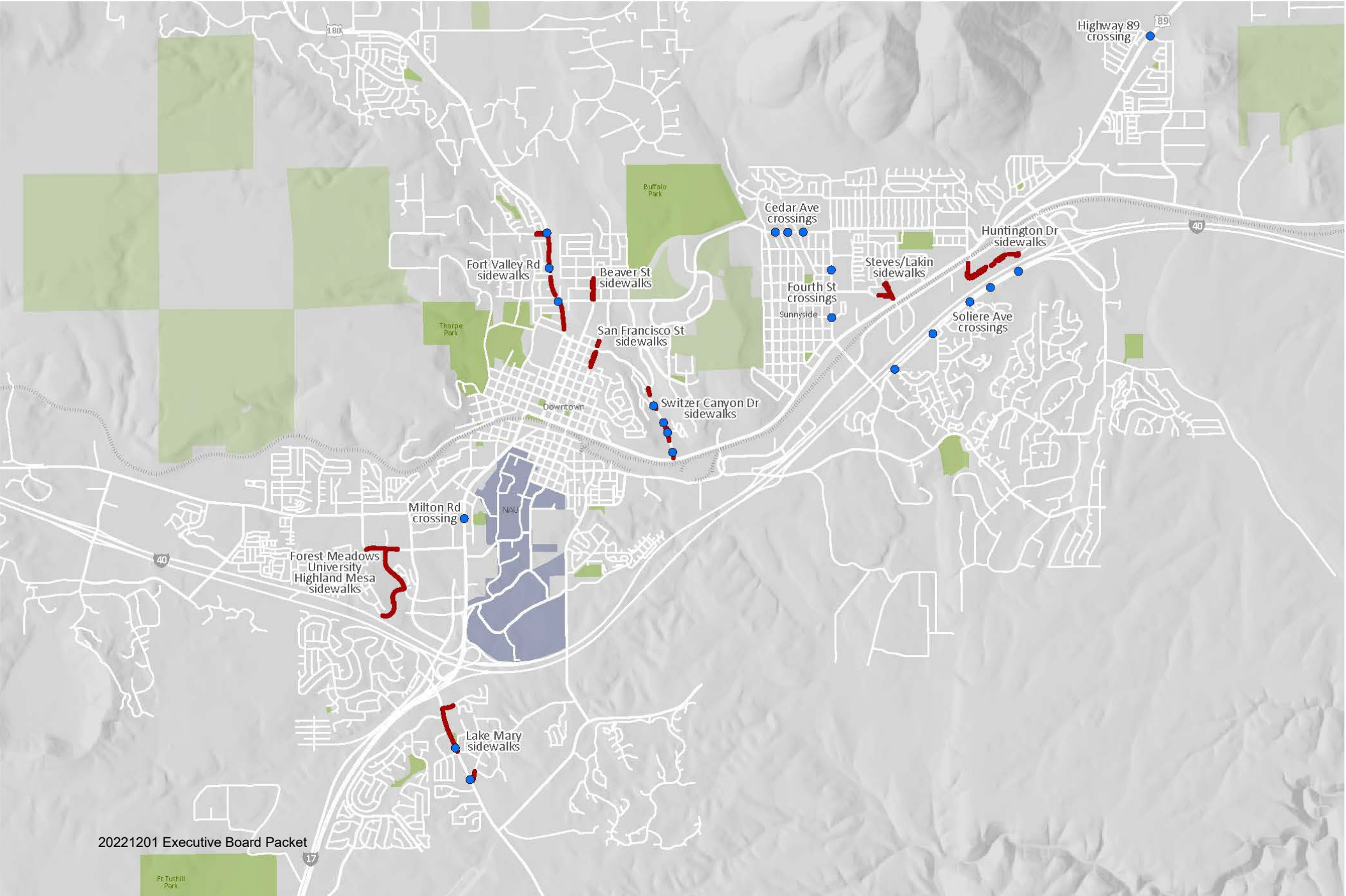




# 419 Project Updates

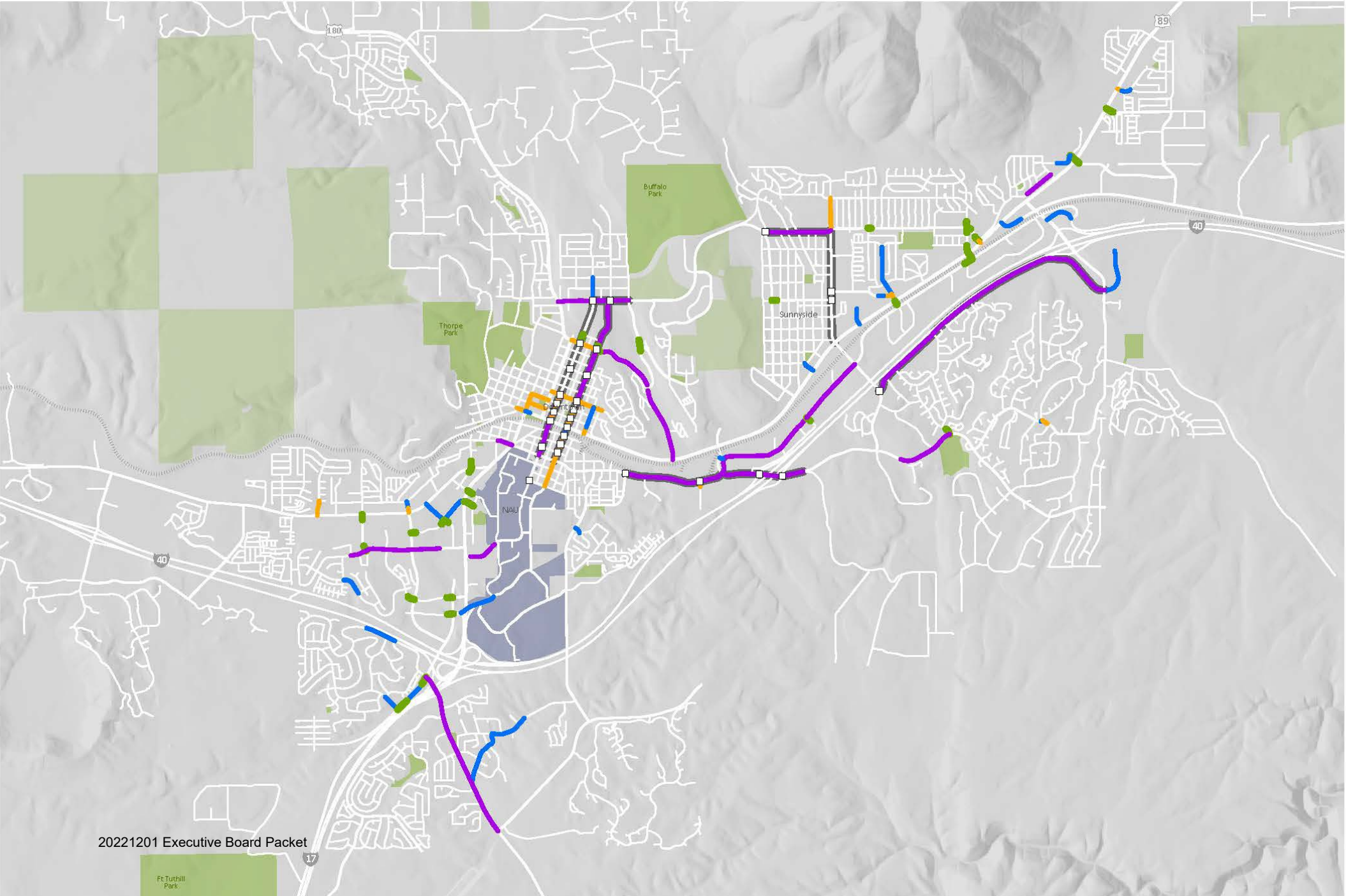
- Bicycle and Pedestrian
  - Protected Intersections Butler Corridor
    - Beaver and San Francisco – study
  - Bike Lanes
    - Butler Separated Bike Lanes - study
  - FUTS
    - Fox Glenn - planning
    - Mountain View access - planning
    - Switzer Mesa - designed
    - Sawmill Trail - planning
  - Crossings
    - Butler / O’leary - study
  - Sidewalk Infill
    - Numerous locations – construction
  - First Mile / Last Mile
    - Sidewalks and Crossings
    - Bikeways

First Mile Last Mile  
**Sidewalks and crossings**



 Sidewalks  
 Crossings

First Mile Last Mile  
**Bikeways**

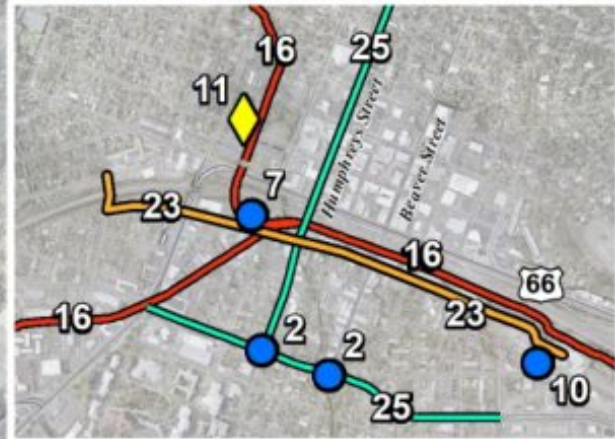


- Intersections
- Bike lanes
- Buffered bike lanes
- SLM/bike lanes
- Intersection enhancement
- Corridor enhancements

# 419 Project Updates

- Current Program
  - Plaza Vieja Traffic Improvements – completed CY 22
  - Beaver and Butler Pilot Separated Bike Lanes – ongoing evaluation
  - Fiber Optic Network extension – construction
  - SLEDS – Street Lighting to Enhance Dark Skies – implementation
  - Lone Tree, Butler to Sawmill - design
  - Butler, I 40 to Sinagua Heights - design
  - Beulah / University re-alignment – design
  - John Wesley Powell – Canyon del Rio to Juniper Point - planning
  - First Mile / Last Mile – grant matching funds - design
- Future Program
  - ATTAIN Grant – grant match hold – awaiting award decision
  - Downtown Mile – grant matching funds – FY 24
  - Fourth / Cedar / Lockett HSIP and 419 funded – FY 23
  - West Route 66 intersection partnering – FY 24
  - John Wesley Powell – Airport segment – FY 25

- City Monthly Project Report - <https://www.flagstaff.az.gov/DocumentCenter/Index/3320>



October 2022

No.	Project Name	
1	J.W. Powell Specific Plan Study	.....
2	Protected Intersections at Butler/Beaver and Butler/San Francisco	
3	LMWTP Flocculation and Sediment Rehabilitation	
4	Beulah Boulevard Extension / University Drive Realignment	
5	Coconino Estates Improvements Phase II	
6	Fremont Boulevard Restriping	
7	Mountain Line Downtown Connection Center	
8	Coconino Estates Improvements Phase I	
9	Lockett/Fourth Roundabout	
10	Lone Tree Overpass Project	
11	Library Entrance	
12	Solier Transmission Main	
13	Boulder Pointe - University Avenue Traffic Calming	
14	Switzer Canyon Transmission Main Phase IV & V	
15	Route 66 at Fanning - Landscaping	
16	Rio de Flag Flood Control Project	~~~~~
17	Steves Boulevard Wash at Soliere	
18	Wildcat Hill Wastewater Treatment Plant (WHWTP) Digester Complex	
19	Butler-Fourth Improvements	~~~~~
20	Museum Fire Flood Mitigation/Division D	~~~~~
21	Spruce Wash - Cedar to Dortha & Dortha Inlet	
22	Park Basins	
23	Downtown Mile	~~~~~
24	Woody Way	
25	Protected Bike Lane Pilot Projects (Butler Ave. & Beaver St.)	~~~~~
ATMP (Citywide) See website: <a href="http://www.flagstaff.az.gov/atmp">www.flagstaff.az.gov/atmp</a>		





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## STAFF REPORT

**REPORT DATE:** November 22, 2022  
**MEETING DATE:** December 1, 2022  
**TO:** Honorable Chair and Members of the Board  
**FROM:** Jeff “Miles” Meilbeck, Executive Director  
**SUBJECT:** ADOT Long Range Transportation Plan (LRTP) and Milton/180 Update

### 1. Recommendation:

*None. ADOT staff will present a report on the LRTP and Milton/180 Corridor plans.*

### 2. Related Strategic Workplan Item

*None*

### 3. Background

*The Milton/180 Corridor plan has been in the works for several years and Jason James with ADOT will present an update on ADOT’s Long Range Transportation Plan (LRTP) and the Milton/180 Plan.*

### 4. Attachments

- *Milton CMP:* [Milton Road Corridor Master Plan | ADOT \(azdot.gov\)](#)
- *US 180 CMP:* [US 180 Corridor Master Plan | ADOT \(azdot.gov\)](#)

*(Both are provided as links only)*

## **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	<a href="#">Highway Safety Improvement Program</a>	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	<a href="#">Transportation Alternative Program</a>	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	<a href="#">Bridge Formula Program (includes off-system bridges)</a>	BFP	TBD						Replace, rehabilitate, preserve, protect and construct bridges on public roads	June
FTA-ADOT	Metropolitan & Statewide Planning	5305	\$300,000			★				
ADOT	<a href="#">Federal Lands Access Program</a>	FLAP	\$250,000 - \$30,000,000			★	★		Roads, bridges, trails, transit systems and other facilities that improve multimodal transportation.	2025
AZ State Parks	<a href="#">Competitive OHV Grant</a>		\$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	<a href="#">Heritage Fund – Non-Motorized Trails Grant</a>		\$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	<a href="#">Recreational Trails Program - Non-Motorized</a>	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	<a href="#">Railway Highway Crossings Program</a>	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	<a href="#">Safe Routes to School Program</a>	SRTS	Varies (Formula based)							
ADOT	<a href="#">National Electric Vehicle Infrastructure Formula Program</a>	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	<a href="#">Rebuilding American Infrastructure Sustainably and Equitably</a>	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	<a href="#">Multimodal Projects Discretionary Fund: MEGA, INFRA, Rural Surface</a>	MPDG: INFRA, MEGA, Rural Surface				★	★		<i>A single application is eligible for INFRA, MEGA, and Rural Surface Transportation Grants.</i>	
USDOT	<a href="#">Infrastructure for Rebuilding America</a>	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	<a href="#">Mega Grant</a>	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	<a href="#">Rural Surface Transportation Grant Program</a>		\$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	<a href="#">Advanced Transportation and Congestion Management Technologies Deployment</a>	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	<a href="#">Consolidated Rail Infrastructure &amp; Safety Improvement Program</a>		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	<a href="#">All Stations Accessibility Program</a>	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	<a href="#">Bridge Investment Program</a>		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	<a href="#">Railroad Crossing Elimination Program</a>		TBD						Funds highway-rail or pathway-rail grade crossing improvements that focus on safety and mobility of people and goods.	
USDOT	<a href="#">Strengthen Mobility and Revolutionizing Transportation</a>	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	<a href="#">Pilot Program for Transit Oriented Development (Planning)</a>		\$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	<a href="#">Safe Streets and Roads for All</a>	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	<a href="#">Reconnecting Communities Pilot Program</a>		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	<a href="#">Innovative Coordinated Access Grant</a>		No Min./Max.					80/20	Innovative capital projects for the transportation disadvantaged that improve the coordination of non-emergency medical transportation services.	Oct.
FTA	<a href="#">Mobility for All</a>		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	<a href="#">Emergency Relief Program</a>	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	<a href="#">AARP Livable Communities Grant</a>		Average grant amount \$11,500 - no ceiling.						Transportation and Mobility: Connectivity, walkability, bikeability, wayfinding, access to transportation options and roadway improvements.	Jan.
Private/CDC	<a href="#">America Walks Community Change Grants</a>		Varies						Programs and projects that advance walkability	
Private	<a href="#">American Trails - Trail Fund</a>		\$2,000 - \$15,000					20/80		Feb.
Private	<a href="#">Bloomberg Philanthropies</a>		Up to \$25,000						Asphalt Art Initiative Grant	April
Private	<a href="#">People for Bikes – Big Jump Grant</a>		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/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	<a href="#">Highway Safety Improvement Program</a>	HSIP	\$5,000,000	✓	✓	✓		✓	✓
FHWA - ADOT	<a href="#">Transportation Alternative Program</a>	TAP	\$1,000,000		✓	✓	✓	✓	✓
FHWA-ADOT	<a href="#">Bridge Formula Program (includes off-system bridges)</a>	BFP	TBD		✓	✓			
FTA-ADOT	Metropolitan & Statewide Planning	5305	\$300,000	✓			✓		✓
FHWA - ADOT	<a href="#">Federal Lands Access Program</a>	FLAP	\$250,000 - \$30,000,000						
FHWA - AZ State Parks	<a href="#">Competitive OHV Grant</a>		\$10,000 - \$750,000	✓	✓	✓	✓	✓	✓
FHWA - AZ State Parks	<a href="#">Heritage Fund – Non-Motorized Trails Grant</a>		\$5,000 - \$100,000	✓	✓	✓		✓	
FHWA - AZ State Parks	<a href="#">Recreational Trails Program</a>	RTP	Up to \$150,000	✓	✓	✓		✓	
FRA/ADOT	<a href="#">Railway Highway Crossings Program</a>	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	<a href="#">Safe Routes to School Program</a>	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	<a href="#">Rebuilding American Infrastructure Sustainably and Equitably</a>	RAISE	\$1,000,000 - \$25,000,000	✓	✓	✓		✓	
USDOT	<a href="#">Multimodal Projects Discretionary Fund: MEGA, INFRA, Rural Surface</a>	MPDG: INFRA, MEGA, Rural Surface		See information below					
USDOT	<a href="#">Infrastructure for Rebuilding America</a>	INFRA	\$5,000,000-\$25,000,000		✓	✓	✓	✓	
USDOT	<a href="#">Mega Grant</a>	MEGA	No Min./Max.	✓	✓	✓	✓	✓	
USDOT	<a href="#">Rural Surface Transportation Grant Program</a>		\$25,000,000 max (no min.)	✓	✓	✓		✓	
FHWA	<a href="#">Advanced Transportation and Congestion Management Technologies Deployment</a>	ATCMTD	\$5,000,000 - \$25,000,000	✓	✓	✓	✓	✓	✓
FRA	<a href="#">Consolidated Rail Infrastructure &amp; Safety Improvement Program</a>		TBD	✓	✓	✓	✓	✓	

FTA	<a href="#">All Stations Accessibility Program</a>	ASAP	TBD	✓	✓	✓	✓	✓	
FHWA	<a href="#">Bridge Investment Program</a>		TBD		✓	✓	✓	✓	
FHWA	Advanced Transportation Technologies & Innovative Mobility Deployment		TBD						
FHWA	Highway Research & Development Program		TBD						
FRA	<a href="#">Railroad Crossing Elimination Program</a>		TBD	✓	✓	✓		✓	
USDOT	<a href="#">Strengthen Mobility and Revolutionizing Transportation</a>	SMART	TBD	✓	✓	✓	✓	✓	
FTA	<a href="#">Pilot Program for Transit Oriented Development</a>		TBD	✓	✓	✓	✓	✓	
USDOT	Active Transportation Infrastructure Investment Program		TBD	✓	✓	✓		✓	
USDOT	<a href="#">Safe Streets and Roads for All</a>	SS4A	Planning: \$200,000 - \$1,000,000 (\$5m - MPO)  Capital projects: \$5,000,000 - \$30,000,000 (\$50m-MPO)	✓	✓	✓	✓		
USDOT	<a href="#">Reconnecting Communities Pilot Program</a>		Planning: Up to \$2,000,000  Capital projects: Up to \$5,000,000	✓	✓	✓		✓	
FTA	<a href="#">Innovative Coordinated Access Grant</a>		No Min./Max.		✓	✓	✓		
FTA	<a href="#">Mobility for All</a>		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	<a href="#">Emergency Relief Program</a>	ER			✓	✓			
Non-Federal Grants									
				Eligible Applicants					
Source	Program	Abbreviation	Range Amount	MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
Private	<a href="#">AARP Livable Communities Grant</a>		Average grant amount \$11,500 - no ceiling.	✓	✓	✓	✓		
Private/ CDC	<a href="#">America Walks Community Change Grants</a>		Varies						
Private	<a href="#">American Trails - Trail Fund</a>		\$2,000 - \$15,000	✓	✓	✓	✓		
Private	<a href="#">Bloomberg Philanthropies</a>		Up to \$25,000						
Private	<a href="#">People for Bikes – Big Jump Grant</a>		Up to \$10,000	✓	✓	✓	✓	✓	✓