



**METROPLAN**  
GREATER † FLAGSTAFF

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Flagstaff, AZ 86004  
928-266-1293  
[www.metroplanflg.org](http://www.metroplanflg.org)

## AGENDA

### MetroPlan Technical Advisory Committee Meeting

1:30 pm to 3:30 pm

March 22, 2023

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

Meeting ID: 747 3918 4308

Dial-in: +1 408 638 0968 US

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 [mandia.gonzales@metroplanflg.org](mailto:mandia.gonzales@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 [mandia.gonzales@metroplanflg.org](mailto:mandia.gonzales@metroplanflg.org) prior to the meeting or presented during the public call for comment.**

#### TECHNICAL ADVISORY COMMITTEE MEMBERS

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

## METROPLAN STAFF

- Kate Morley, Interim Executive Director
  - David Wessel, Planning Manager
  - Mandia Gonzales, Transportation Planner
  - Sandra Tavel, 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: February 22, 2023](#)

(Page 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. [Coordinated Public Transit & Human Services Transportation Plan](#) (Pages 9-131)

MetroPlan Staff: David Wessel

Recommendation: Staff recommends adoption of the 2023 MetroPlan-Mountain Line

Coordinated Public Transit – Human Services Transportation Plan update.

B. **Stride Forward | Regional Transportation Plan** (Pages 132-137)

MetroPlan Staff: David Wessel

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

C. **Arizona Legislative Update** (Pages 138-143)

MetroPlan Staff: Kate Morley

Recommendation: None. This item is for discussion only.

D. **Fiscal Year 2022 Audit** (Pages 144-146)

MetroPlan Staff: Kate Morley

Recommendation: None. This item is for discussion only.

E. **Coconino County Updates | Alternative Base Products and ADOT I-40 Design Concept for Bellemont**

County Staff: Nate Reisner

Recommendation: None. This item is for discussion only.

F. **Items from the MetroPlan Staff** (Pages 147-162)

MetroPlan Staff

- W Route 66 Corridor Masterplan
- SS4A Action Planning Grant
- NACTO Membership
- Regional Transportation Safety Plan

Recommendation: None. This item is for discussion only.

G. **Happening at MetroPlan** (Pages 163-164)

MetroPlan Staff: Kate Morley

Recommendation: None. This item is for discussion only.

**H. Executive Board Agenda Review**

MetroPlan Staff: Kate Morley

Recommendation: None. This item is for discussion only.

**I. Future Agenda Items**

MetroPlan Staff: Kate Morley

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. April 27, 2023, at 1:30 pm - Zoom

**C. ADJOURN**

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

**CERTIFICATION OF POSTING OF NOTICE**

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at [www.metroplanflg.org](http://www.metroplanflg.org) on March 16, 2023, at 5:00 pm.

Dated this 16<sup>th</sup> Day of March 2023.



Mandia Gonzales, Transportation Planner



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## MEETING MINUTES

### MetroPlan Technical Advisory Committee Meeting

1:30 pm to 3:30 pm

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

**Public Questions and Comments must be emailed to [mandia.gonzales@metroplanflg.org](mailto:mandia.gonzales@metroplanflg.org) prior to the meeting or presented during the public call for comment.**

#### TECHNICAL ADVISORY COMMITTEE MEMBERS

- Michelle McNulty, City of Flagstaff Planning Director, Chair – [arrived at 1:37](#)
- Nate Reisner, Coconino County Assistant Engineer, Vice-chair
- Anne Dunno, Mountain Line Capital Program Manager
- Brenden Foley, ADOT North Central District Administrator
- Jess McNeely, Coconino County Community Development Assistant Director
- Myrna Bondoc, ADOT Regional Planner
- Jeff Bauman, City of Flagstaff, Transportation Manager
- Ed Stillings, Federal Highways Administration (FHWA) – [excused at 2:31](#)
- Paul Mood, City of Flagstaff Engineer
- VACANT, Northern Arizona University

## METROPLAN STAFF

- Jeff “Miles” Meilbeck, Executive Director
- David Wessel, Planning Manager
- Mandia Gonzales, Transportation Planner
- Sandra Tavel, Transportation Planner

OTHERS IN ATTENDANCE: None.

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### I. PRELIMINARY GENERAL BUSINESS

#### A. CALL TO ORDER

Vice-chair Reisner called the meeting to order at 1:35 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: January 25, 2023

Motion: TAC Member Jeff Bauman made a motion to approve January 25, 2023, meeting minutes. Vice-chair Nate Reisner seconded the motion. The motion passed 7– 0.

### II. CONSENT AGENDA

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

No consent items were presented.

### III. GENERAL BUSINESS

#### A. **Stride Forward: Regional Transportation Plan Release for Public Comment**

MetroPlan Staff: David Wessel

Recommendation: Staff recommends that MetroPlan release Stride Forward: Regional Transportation Plan for public comment from March 2, 2023, to April 2, 2023.

Requested modifications:

- Mountain Line provided several recommendations before public comment release.
- Amend the Upward scenario to disclose if maintenance costs are included or not in the analysis.

Motion: TAC Member Anne Dunno made a motion to approve Stride Forward for public release with modifications discussed. Chair Michelle McNulty seconded the motion. The motion passed 7 – 0.

#### B. **Executive Board Agenda Review**

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: None. This item is for discussion only.

#### C. **Items from the MetroPlan Staff**

MetroPlan Staff

Recommendation: None. This item is for discussion only.

#### D. **Future Agenda Items**

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: Discuss items for future MetroPlan agendas.

- Discuss interest in obtaining a NACTO membership
- Arizona State Legislature updates. The proposed legislation would restrict VMT policies, have restrictive impacts on regional planning in terms of bicyclists and pedestrians, and restrict investments in roadway capacity. Additionally, HB1117 would require a comprehensive update to local zoning and land use, and significant impacts on how the community grows.
- Coconino County – Discuss ADOT update to I-40 design concept report for Bellemont
- Coconino County – Discuss utilization of alternative methods on base products

- Mountain Line and MetroPlan Coordinated Mobility Plan adoption in March.

#### **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. March 22, 2023, at 1:30 pm - Zoom

##### **C. ADJOURN**

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

Chair McNulty adjourned the meeting at 2:42 pm





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## STAFF REPORT

**REPORT DATE:** March 16, 2023

**MEETING DATE:** March 22, 2023

**TO:** Honorable Chair and Members of the Board and TAC

**FROM:** David Wessel, Transportation Planning Manager

**SUBJECT:** Coordinated Public Transit-Human Services Transportation Plan

### 1. Recommendation:

- i** Staff recommends adoption of the 2023 MetroPlan-Mountain Line Coordinated Public Transit – Human Services Transportation Plan update

### 2. Related Strategic Workplan Item

- i** FMPO (MetroPlan) leverages resources  
Guiding Principle:  
5. FMPO is fair and equally representative

### 3. Background

- i** Since 2007, all MPO's and COG's in Arizona are required to adopt and annually update a Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan), which includes the following elements:
  - An inventory of current transportation providers and available transportation services
  - An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes
  - A list of strategies and activities to address identified gaps and achieve efficiencies in service delivery
  - Implementation priorities for strategies and activities based on resources, time, and feasibility.



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Every year, all COGs and MPOs must adopt an update to their Coordinated Plan that incorporates a series of minor amendments. Every four years, MetroPlan is required to conduct a major revision to the plan.

In 2023, Mountain Line and MetroPlan worked on a major update to the Coordinated Plan, as described below. Discussion were facilitated through the quarterly meetings of the Coordinated Mobility Council (CMC), which is a regional group convened by Mountain Line and comprised of MetroPlan, Mountain Line, NACOG, and City staff, as well as local transportation providers, local human service agencies, and concerned citizens. The CMC approved the plan on February 17, 2023. This major update includes:

- Regional demographics updates
- New strategies
  - Ensure all transportation programs are accessible and usable by technologically limited populations.
  - Develop wide range of marketing materials to aid in the retention and frequency of information such as flyers or refrigerator magnets.
  - Simplify the paratransit qualification process to reduce the amount of time and paperwork required to qualify.
  - Increase the number of transportation options outside city limits but within MetroPlan's boundary.
  - Improve connections between NAU and CCC focusing on lighting and infrastructure improvements to enhance safety at night.
  - Utilize FRA safety grant or other funding to build safer railroad crossings to improve safety of people in mobility devices.
  - Promote the use of CDBG funds to build sidewalks in target neighborhoods.
  - Bring awareness to taxi companies about the need for wheelchair accessible vehicles.
- Updated list of Section 5310 grant applications for the region for this grant cycle, the regional vehicle inventory, and agendas and minutes from last year's CMC meetings



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## Appendix 2 | Summary of Section 5310 grants pre-applications for 2023 and 2024

### MetroPlan summary of Section 5310 grant applications for 2023 - Year 1

Description	Applicants Priority	Regional Priority	Project Type	Federal Grant	Local Match	Total Amount
<b>Arizona Board of Regents for and on behalf of NAU Center for Service and Volunteerism</b>						
Volunteer Driver Door through Door and More	1	1	Operating	\$10,000	\$10,000	\$20,000
<b>Mountain Line</b>						
Taxi program	1	1	Operating	\$62,000	\$62,000	\$124,000
ADA Plus	2	1	Operating	\$113,670	\$113,670	\$227,340
Mountain Line GO!	3	3	Operations	\$62,430	\$62,430	\$124,860
Bus stop mobility program	4	2	Capital	\$200,000	\$50,000	\$250,000
Mountain Line total				\$438,100	\$288,100	\$726,200
<b>Hozhoni</b>						
Replacement for VIN #2511	1	1	Capital	\$110,000	\$27,500	\$137,500
Replacement for VIN #2906	2	1	Capital	\$115,500	\$28,875	\$144,375
Hozhoni total				\$225,500	\$56,375	\$281,875
<b>Quality Connections</b>						
Expansion- Minivan with ramp	2	2	Capital	\$61,908	\$15,477	\$77,385
Replacement - Minivan	4	1	Capital	\$31,164	\$7,791	\$38,955
Replacement - Minivan	3	1	Capital	\$31,164	\$7,791	\$38,955
Expansion- Maxi Van with Lift	5	2	Capital	\$89,628	\$22,407	\$112,035
Replacement - Maxi Van with Lift	1	1	Capital	\$89,628	\$22,407	\$112,035
Quality Connections total				\$303,492	\$75,873	\$379,365
<b>Hope Lives – Vive La Esperanza</b>						
Passenger van for peer support services in Coconino County	1	2	Capital	\$45,675	\$9,135	\$54,810
Passenger van for peer support services in Coconino County	2	2	Capital	\$38,955	\$7,791	\$46,746
Hope Lives – Vive La Esperanza total				\$84,630	\$16,926	\$101,556
<b>MetroPlan total</b>				<b>\$1,061,722</b>	<b>\$447,274</b>	<b>\$1,508,996</b>

### MetroPlan summary of Section 5310 grant pre-applications for 2024 - Year 2

Description	Applicants Priority	Regional Priority	Project Type	Federal Grant	Local Match	Total Amount
<b>Arizona Board of Regents for and on behalf of NAU Center for Service and Volunteerism</b>						
Volunteer Driver Door through Door and More	1	1	Operating	\$13,000	\$13,000	\$26,000
<b>Mountain Line</b>						
Taxi programs	1	1	Operating	\$75,000	\$75,000	\$150,000
ADA Plus	2	1	Operating	\$115,943	\$115,943	\$231,886



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Mountain Line GO!	3	3	Operations	\$62,430	\$62,430	\$124,860
Bus stop mobility program	4	2	Capital	\$200,000	\$50,000	\$250,000
Mountain Line total				\$453,373	\$303,373	\$756,746
<b>Hozhoni</b>						
Replacement for VIN #5367	1	1	Capital	\$115,500	\$28,875	\$144,375
<b>Hope Lives – Vive La Esperanza</b>						
Passenger van for peer support services in Coconino County	1	1	Capital	\$45,675	\$9,135	\$54,810
<b>FMPO total</b>				<b>\$627,548</b>	<b>\$354,383</b>	<b>\$981,931</b>

*The Coordinated Plan will be reviewed by the Mountain Line TAC and Board in March and April, respectively.*

## 4. Fiscal Impact

**i** There is no fiscal impact at this time.

## 5. Alternatives

**i** Adopt the Coordinated Plan as presented. **Recommended.** Doing so makes the pre-application projects eligible for application and funding.

Amend and adopt the Coordinated Plan. None are anticipated from outside sources,

Do not adopt the Coordinated Plan. **Not recommended.**

## 6. Attachments

**i** *(Draft) 2023 Coordinated Plan*

# 2023



## MetroPlan & Mountain Line

### Coordinated Public Transit - Human Services Transportation Plan



**MetroPlan  
&  
Mountain Line**

**Coordinated Public Transit -  
Human Services  
Transportation Plan**

Adopted by the MetroPlan Executive Board on **March 2, 2022**

*Prepared by*

**Flagstaff Metropolitan Planning Organization**

**Doing business as MetroPlan**

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

Adopted by the Mountain Line Board of Directors **April 20, 2022**

*Prepared by*

**Mountain Line**

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**MetroPlan & Mountain Line  
Coordinated Public Transit – Human Services Transportation Plan**

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# MetroPlan & Mountain Line

## Coordinated Public Transit – Human Services Transportation Plan

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### Introduction

Transportation is a vital part of our lives that keeps us connected to our neighborhoods, employment, shopping, education, health care, recreation, community services, family, friends, and many other services and activities outside of our homes.

For a segment of the population, particularly individuals with disabilities, older adults, and people with low incomes, maintaining a basic level of mobility can be a challenge.

Considerable resources are committed to our transportation infrastructure and systems; however, transportation services for disadvantaged populations are often fragmented, underused, duplicative, costly, and difficult to navigate. In many cases there are service gaps and transportation services are simply not available to meet existing needs.

When transportation services are coordinated, providers can be more efficient, services are improved, and mobility for all residents is enhanced.

### Purpose

Coordination is the efficient and effective use of transportation resources for getting people to important destinations, such as jobs and medical appointments. Coordination means working with transit providers, human service agencies, private institutions, businesses, volunteers, and political leaders to broaden transportation options for all users, particularly those in vulnerable populations who require an ADA (Americans with Disabilities Act) vehicle.

Beginning in 2007, all Metropolitan Planning Organizations (MPOs) and Councils of Governments (COG's) in Arizona were required to adopt and annually update a Coordination Plan that inventories existing transportation services for elderly individuals, individuals with disabilities, and low-income individuals, identifies unmet transportation needs, and provides strategies for improving coordination to meet those needs.

The plan must be developed and approved through a process that includes seniors, people with disabilities, and transportation providers, among others. The plan must also be coordinated, to the maximum extent possible, with the transportation programs of other federal departments and agencies.

This document serves two purposes:

First, it serves as a framework to improve coordination among transportation service providers and human service agencies to enhance transportation services for disadvantaged populations.

Second, this document meets federal requirements for a “locally developed, coordinated human services transportation plan” –that includes the following elements:

## **MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan**

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- An inventory of available services and resources including transportation providers and their services, fleet inventories and availability, and key human service programs and how transportation is provided to those human service clients;
- An assessment of transportation needs for targeted groups of people, including supporting demographic and employment data;
- An evaluation of areas of redundant transportation service and gaps in service;
- Identification of coordination actions and strategies to eliminate or reduce duplication in services, to improve customer access to services and to improve utilization of resources;
- Priorities for projects, strategies, and actions (including vehicle replacement plans); and,
- An annual listing of projects eligible for funding in the region

### **Benefits of coordination**

- Improves mobility for everyone
- Makes public transportation more efficient
- Closes gaps in service
- Eliminates duplication of efforts and service
- Allows human service agencies to focus efforts and resources on their core mission
- Provides better service with the same or less resources

### **Local roles and responsibilities**

#### ***Coordinated Mobility Council***

The Mountain Line/MetroPlan Coordinated Mobility Council (CMC) serves as the regional Coordinating Council and provides direction to the MetroPlan Executive Board and Technical Advisory Committee and the Mountain Line Board and Transit Advisory Committee on mobility management and coordination. The CMC is responsible for updating and maintaining the Coordinated Plan, setting regional priorities for mobility management, and determining which projects are funded through the Section 5310 grant program. Participants include representatives from City of Flagstaff, Coconino County, Flagstaff Unified School District, NAU, 5310 recipients, human service agencies, paratransit riders, and general public.

#### ***MetroPlan***

The Flagstaff Metropolitan Planning Organization (FMPO) was formed in 1996. The FMPO is doing business as MetroPlan. Throughout this document, MetroPlan will be used. MetroPlan is the transportation policymaking and planning organization for the Flagstaff region, in response to a federal requirement for urbanized areas with a population greater than 50,000. MetroPlan receives funding from federal, state, and local sources, and oversees the

## **MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan**

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expenditure of federal transportation funds in conjunction with the agencies that comprise MetroPlan: The City of Flagstaff, Coconino County, Mountain Line, Northern Arizona University, and the Arizona Department of Transportation.

ADOT requires MPOs to prepare and adopt the Coordination Plan. MetroPlan and Mountain Line have established a joint partnership in the preparation and implementation of the Coordinated Plan.

### ***Mountain Line***

The Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA) is transitioning to its public facing name, Mountain Line. Mountain Line was created in 2006 as a regional transportation authority to coordinate public transportation for Flagstaff and Northern Arizona University. Mountain Line operates the fixed route bus service on nine routes, paratransit service, vanpool, and seasonal Mountain Express service to Arizona Snowbowl.

Mountain Line’s experience and capacity as the region’s transit provider make it well-suited to lead coordination efforts in the Flagstaff area and guide implementation of this plan.

### ***NACOG***

The Northern Arizona Council of Governments (NACOG) is the regional transportation planning organization that is comprised of municipal, county, and tribal governmental entities throughout northern Arizona in Coconino, Apache, Navajo, and Yavapai Counties. Within its region, NACOG has responsibility for preparation and adoption of its own Coordination Plan. However, because many local human service providers located in Flagstaff serve more of northern Arizona than just the MetroPlan region, and because the need for human service transportation services extends beyond the MetroPlan region, it is important for MetroPlan, Mountain Line and NACOG to coordinate their planning efforts.

## Planning Process

### Coordination Plan preparation, review, and adoption

This Plan has been updated as a joint partnership of MetroPlan and Mountain Line. The Plan was developed in collaboration with Coordinated Mobility Council (CMC). In February 2017, the CMC worked to identify gaps in transportation services. In May 2018, the CMC participated in a group brainstorming activity to identify potential strategies to fill the previously identified gaps. In August 2018, the CMC evaluated the proposed strategies, discussed roles and responsibilities, and action items for the strategies. In November 2018, the CMC finalized ranking and prioritization ratings for projects, these items were added to the Plan's update.

ADOT requires a major revision of the Plan every four years. In interim years, a brief update or minor amendment is expected to address the following:

- Note any changes to coordination approach, strategies, or priorities
- Maintain and update current information on transportation providers in the region
- Include an updated list of projects submitted as part of the Section 5310 grant process.

In this way the Plan is the primary working document of the Coordinating Council.

### Related plans

- **Northern Arizona Mobility and Coordination Mountain Mobility Business Plan 2015-2019**  
This Mountain Line document provides direction and specific tools to implement the vision of the Coordination Plan. This plan was adopted in 2013.
- **Five-Year Transit Plan**  
Mountain Line's current Five-Year Transit Plan was completed and adopted in December of 2017 and serves as the guiding document for fixed-route transit, paratransit, and supporting service planning in the region.
- **Flagstaff Regional Plan**  
The Flagstaff Regional Plan is the overarching policy document that guides land use and transportation decisions for the Flagstaff region. The Plan was adopted by the City and County, and ratified by the voters, in 2014.
- **Regional Transportation Plan**  
The Regional Transportation Plan (RTP), which was adopted in 2017 by the MetroPlan Executive Board, identifies and prioritizes future transportation investments in the Flagstaff region for driving, riding the bus, walking, biking, and moving goods. A federal and state requirement to receive transportation funding, the RTP evaluates the cost and

## **MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan**

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effectiveness of projects for each major travel mode, as well as addressing the relationships between land use, transportation, the economy, and the environment.

- **Coconino County Community Health Improvement Plan**

The Coconino County Community Health Improvement Plan (CHIP) comprises of goals and strategies to address health related issues in Coconino County. In 2013, the Community Health Assessment (CHA) addressed three priorities: access to care, chronic disease, and injury prevention. The CHIP provides a strategic action plan for the community health improvement process. The CHIP Update 2016 document describes the public health system partners who were engaged, the process used, and dynamic action plan created to implement the CHIP.

## **Regional Context**

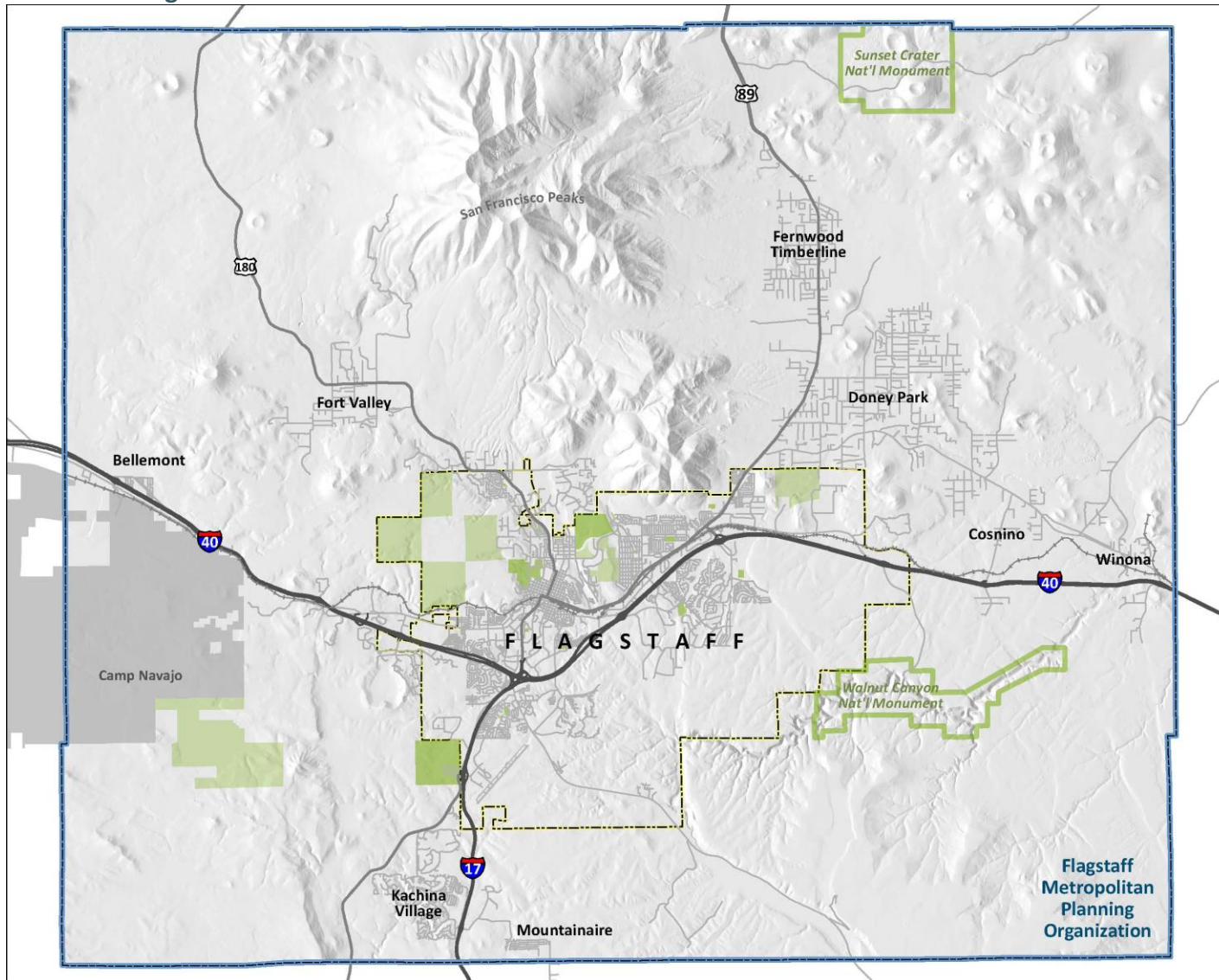
### **The MetroPlan region**

The Flagstaff Metropolitan Planning Organization area covers 525 square miles in northern Arizona and lies entirely within the boundary of Coconino County. Flagstaff, with a population of 76,831 in 2020, is the principal and only incorporated city in the MetroPlan area. The MetroPlan area also includes a number of surrounding unincorporated communities, including Fort Valley, Bellemont, Kachina Village, Mountaineer, Doney Park, Fernwood-Timberline, Cosnino, and Winona. These unincorporated areas add approximately 22,000 people, to bring the total population for the MetroPlan region to about 98,000.

The area is served by several major transportation corridors. Interstate 40 traverses the region east-west, and Interstate 17 connects south to Phoenix. U.S. Highway 89 extends north to Page, Lake Powell, and Utah, while U.S. Highway 180 travels north to the Grand Canyon. State Highway 89A runs south to Sedona through Oak Creek Canyon.

# MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan

Map 1: The MetroPlan Region



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**Demographics**

***Census geography***

Census information is not available for the precise MetroPlan boundary. Demographic information presented here is derived from the Census block groups that comprise the MetroPlan region, which includes an area that is somewhat larger than the city of Flagstaff. This larger area includes two communities – Mormon Lake and Munds Park – that are outside of the MetroPlan boundary, but otherwise the area outside the MetroPlan area is not heavily populated. In addition, certain demographic information noted in this plan is only available for the Flagstaff County Census Division (CCD), which comprises of communities outside of the MetroPlan area, including Munds Park, Mormon Lake, Forest Lakes, and the Coconino County portion of Sedona. For comparative purposes, demographic information for Arizona and the United States are also included.

***Population***

Historic population numbers for Flagstaff and the MetroPlan area are listed below in Table 1. Growth in population for both geographies has been significant in the past 25 years.

**Table 1: Population, land use, density**

	<i>City of Flagstaff</i>	<i>Flagstaff CCD</i>
Total population 2020	76,831	97,227
Total population 2010	65,870	87,419
Total population 2000	52,894	71,205
Total population 1990	45,837	data not available*
Area (square miles)	64	4,722
Persons/square mile 2021	1,200	20.6

Source: 2010, 2000, 1990 Census, 2020 Population Estimates

\*FMPO was not formed until 1996 – Flagstaff qualified as an urbanized area in 1995 with a total population of 53,355 which led to the creation of the FMPO

Flagstaff County Census Division (CCD) is larger than the FMPO but smaller than all of Coconino County. Could not receive MetroPlan data for this demographic.

***Vehicle availability and travel time***

2.8 percent of occupied housing units in Flagstaff have no vehicles available, and for the MetroPlan region, 3 percent have no vehicles available. Both numbers are equal to or lower than the entire state and the country.

Mean travel time to work in Flagstaff is significantly less than that of Arizona and the United States.

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**Table 2: Occupied housing units with no vehicles available; travel time to work**

	<i>City of Flagstaff</i>	<i>Flagstaff CCD</i>	<i>Arizona</i>	<i>United States</i>
Occupied housing units	26,632	26,632	2,705,878	126,817,580
No vehicles available	760.6	896.7	82,036.8	6,392,142.45
Percent	2.8	3.0	3.0	5.0
Mean travel time to work	15.4	15.4	25.8	26.9

Source: American Community Survey Five-Year Estimate 2016-2020

\* Flagstaff County Census Division (CCD) is larger than the FMPO but smaller than all of Coconino County. Could not receive MetroPlan data for this demographic.

**Poverty status**

Flagstaff’s poverty rate of 16.6 percent and 13.9 percent for the Flagstaff CCD. Both are higher than or comparable to the Arizona rate of 14.1 percent and the national rate of 12.8 percent.

**Table 3: Poverty status in the past 12 months**

	<i>City of Flagstaff</i>	<i>Flagstaff CCD</i>	<i>Arizona</i>	<i>United States</i>
Population base*	76,831	101,822	7,151,502	331,449,281
Population below poverty level	12,753	11,653	1,008,361	42,425,507
Percent	16.6	13.9	14.1	12.8

\*The population base for which poverty status is determined does not include unrelated individuals under 15 years of age, people living in college dormitories, or individuals living in institutional group quarters

Source: American Community Survey Five-Year Estimate 2016-2020

\* Flagstaff County Census Division (CCD) is larger than the FMPO but smaller than all of Coconino County. Could not receive MetroPlan data for this demographic.

**Income and unemployment**

Median household income for the City of Flagstaff is slightly less than the state of Arizona. For the region, median household income is higher than the state, and about the same as the United States.

Unemployment rates for the region is higher than those of Arizona and the nation while the rates for the City are consistent with that of the state and nation.

**Table 4: Income and unemployment**

	<i>City of Flagstaff</i>	<i>Flagstaff CCD*</i>	<i>Arizona</i>	<i>United States</i>
Median household income	58,685	63,405	61,529	64,994
Unemployment rate	5	7	5.8	5.4



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Source: American Community Survey Five-Year Estimate 2015-2019

\* Flagstaff County Census Division (CCD) is larger than the FMPO but smaller than all of Coconino County. Could not receive MetroPlan data for this demographic.

**Age**

Flagstaff is a youthful community, due in part to the presence of Northern Arizona University. Flagstaff has a higher percentage of residents in the 18 and over age bracket than Arizona and the entire country (81.8 percent compared to just over 77 percent).

Flagstaff also has a much lower percentage of older residents. The population of Flagstaff in the 65 and older bracket is significantly less than the percentage for the United States. However, the Flagstaff CCD has a slightly higher percentage of residents in the 65 and older age bracket than the city of Flagstaff, indicating that a higher percentage of older residents are living in rural areas outside of the city of Flagstaff.

**Table 5: Population by age group – percent**

	<i>City of Flagstaff</i>	<i>Flagstaff CCD*</i>	<i>Arizona</i>	<i>United States</i>
Under 5 years of age	4.7	4.7	6.0	6.0
Under 18 years of age	18.4	18.2	22.9	22.4
18 years and over	81.6	81.8	77.1	77.6
Age 65 years and older	8.8	12.1	18.3	16.0
Median age	24.9	29.5	37.9	38.2

Source: American Community Survey Five-Year Estimate 2015-2019

\* Flagstaff County Census Division (CCD) is larger than the FMPO but smaller than all of Coconino County. Could not receive MetroPlan data for this demographic.

**Disability status**

Disability status for the population is summarized in Tables 6 through 8 on the following page.

A total of 10.4 percent of the civilian population in Flagstaff has a disability. This is lower than the percentage for Arizona and the United States. For the FMPO, the percentage is the same as Flagstaff which is significantly less than the state and nation.

About 3,500 residents of the Flagstaff CCD, representing about 4.0 percent of the population, have ambulatory difficulty.

City and regional percentages for disability status track closely with state and national percentages.

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**Table 6: Disability status**

	<i>City of Flagstaff</i>	<i>Flagstaff CCD</i>	<i>Arizona</i>	<i>United States</i>
Population	76,831	101,822	7,151,502	331,449,281
With a disability	7,990	10,589	943,998	42,094,058
Percent	10.4	10.4	13.2	12.7

Source: American Community Survey Five-Year Estimate 2015-2019

\* Flagstaff County Census Division (CCD) is larger than the FMPO but smaller than all of Coconino County. Could not receive MetroPlan data for this demographic.

**Table 7: Percentage of the population with a disability status by type**

	<i>City of Flagstaff</i>	<i>Flagstaff CCD*</i>	<i>Arizona</i>	<i>United States</i>
With a disability	10.4	10.4	13.2	12.7
With a hearing difficulty	2.3	2.8	4.1	3.6
With a vision difficulty	1.6	1.6	2.5	2.4
With a cognitive difficulty	4.9	4.5	5.0	5.1
With an ambulatory difficulty	3.7	3.9	7.0	6.8
With a self-care difficulty	1.5	1.5	2.4	2.6
With independent living diff.	4.4	4.2	5.7	5.8

Source: American Community Survey Five-Year Estimate 2015-2019

\* Flagstaff County Census Division (CCD) is larger than the FMPO but smaller than all of Coconino County. Could not receive MetroPlan data for this demographic.

**Table 8: Percentage of the population with a disability status by age group**

	<i>City of Flagstaff</i>	<i>Flagstaff CCD*</i>	<i>Arizona</i>	<i>United States</i>
Under 5 years of age	0.0	0.7	0.8	0.7
Age 5 to 17 years	4.1	3.5	5.5	5.7
Age 18 to 34 years	8.0	7.7	7.1	6.6
Age 35 to 64 years	13.0	11.4	12.9	12.5
Age 65 to 74 years	19.0	19.7	24.5	24.4
Age 75 years and over	53.4	44.0	46.3	48.1
Total (all ages groups)	10.4	10.4	13.2	12.7

Source: American Community Survey Five-Year Estimate 2015-2019

\* Flagstaff County Census Division (CCD) is larger than the FMPO but smaller than all of Coconino County. Could not receive MetroPlan data for this demographic.

## MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan

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*Photo of Mountain Line's Travel Training Program*

### **Origins and destinations**

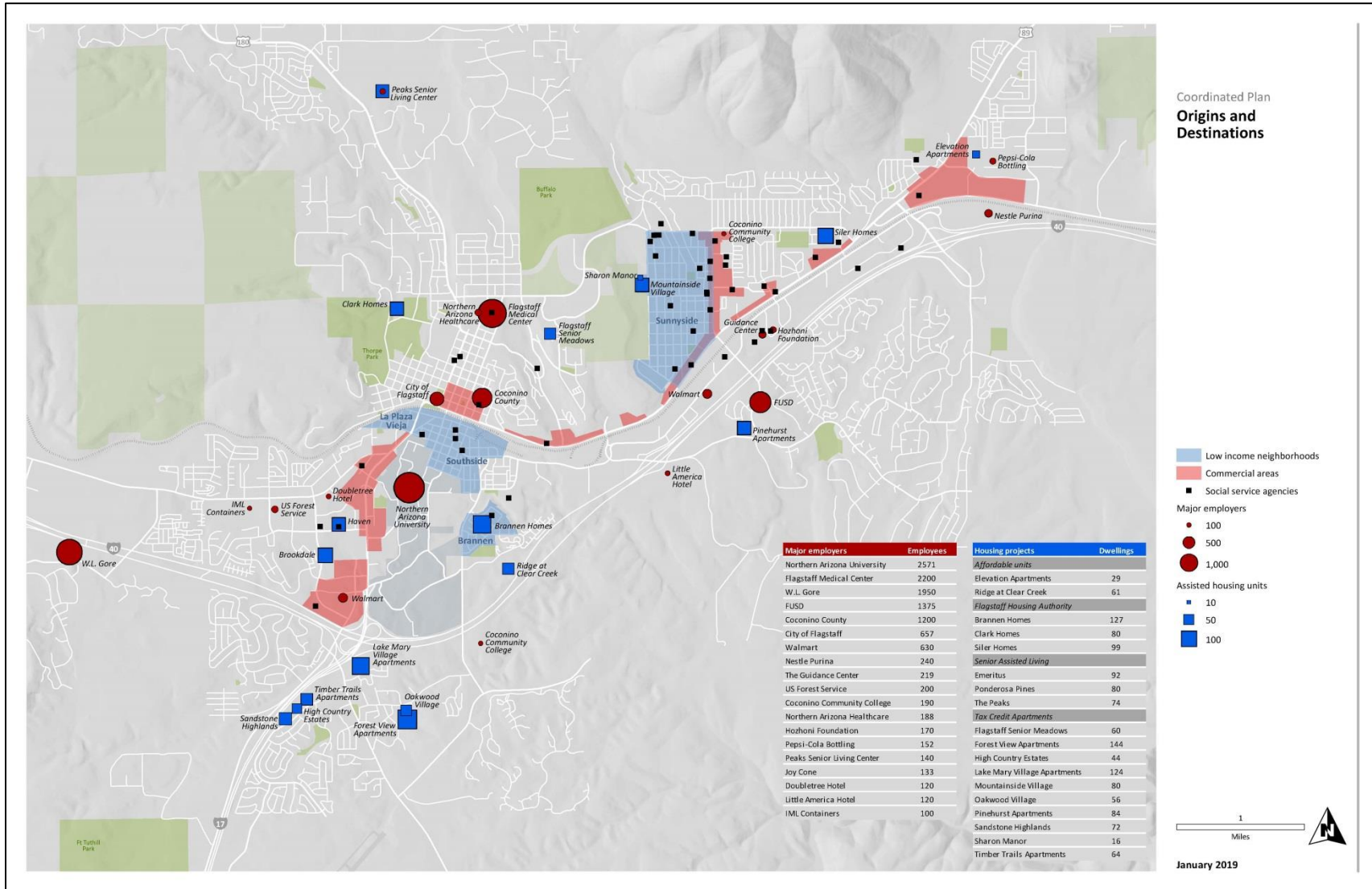
This section documents significant origins and destinations in the Flagstaff area for seniors or people with disabilities.

#### ***Origins and Destinations***

Locations where travel originates in Flagstaff include low-income rental housing developments managed by the Flagstaff Housing Authority, assisted living facilities for seniors, and low-income tax credit apartment projects. In addition, there are four neighborhoods in Flagstaff where more than 50 percent of the population is low or moderate income. Travel destinations include large employers, commercial areas, medical facilities and clinics, and human service agencies. Significant origins and destinations are depicted on Map 2.

# MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan

**Map 2: Origins and destinations**



**MetroPlan & Mountain Line  
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## Transportation Inventory

### Existing transportation services and resources in the Flagstaff region

Fixed-route Public Transit				
<b>Mountain Line   Mountain Line</b>				
Description			Contact	
Mountain Line provides public transit service on eight fixed routes, throughout the City of Flagstaff. Most routes operate on 30-minute frequencies during peak hour and on 60-minute frequencies before and after peak hour. Mountain Line also includes one high-frequency service, route 10, with 8 – 15 minute headways along a fixed and dedicated route between downtown Flagstaff, Northern Arizona University campus, and the Woodlands Village neighborhood.			Mountain Line 3773 North Kaspar Drive Flagstaff, Arizona 86004 928-779-6624   transportation@mountainline.az.gov	
Service area	Hours	Eligibility	Fare	Fleet
City of Flagstaff	M-F: 5:45am-10:00pm Sa-Sun: 7:15am-8:00pm	General public	\$1.25 adult \$0.60 sr/disabled/youth	Gillig hybrid-electric buses (28-passenger)
<b>Campus Shuttle   Northern Arizona University</b>				
Description			Contact	
Northern Arizona University’s Campus Shuttle Services provides free bus service on three routes on NAU’s campus with 21 stops. A portion of the route follows the Mountain Line route 10 through campus and uses the same stops, to allow for direct connectivity between the two systems. Buses operate on 3 to 5 minute headways during peak hours (7:00 am to 4:30 pm), 15 minute headways from 4:30 to 9:00 pm, and 30 minute headways from 9:00 to 11:00 pm. Campus Shuttle Services provided 1.6 million rides during the 2016-2017 academic year. NAU’s SafeRide provides service between campus and downtown Flagstaff on Thursday, Friday, and Saturday nights from 9:00 pm to 2:00 am. This service makes stops at four locations on campus, and one in downtown Flagstaff.			NAU Parking Services 113 West Dupont Avenue Flagstaff, Arizona 86011 928-523-1182   erin.stam@nau.edu	
Service area	Hours	Eligibility	Fare	Fleet
NAU campus	NAU in session: M-Th: 7:00am-11:30pm, F: 7:00am-5:00pm NAU not in session: M-F 7:00am-5:00pm, NAU Safe Ride: 9:00 pm – 2:00am	NAU students, staff, and faculty with ID	Free	8 coaches and 12 cutaway vehicles. The cutaway vehicles include wheelchair lifts.

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Paratransit Service				
Mountain Line Paratransit   Mountain Line				
Description			Contact	
Mountain Lift is Mountain Line’s complementary curb-to curb paratransit service for persons with disabilities who are unable to use Mountain Line fixed-route service. Trips can be made to and from locations within 3/4 mile of a Mountain Line route.			Mountain Line 3773 North Kaspar Drive Flagstaff, Arizona 86004 928-779-6624   transportation@mountainline.az.gov	
Service area	Hours	Eligibility	Fare	Fleet
City of Flagstaff	M-F 5:45am-10:00pm Sa-Sun: 7:15am-8:00pm	Persons with disabilities General public (when space is available)	\$2.25 one way \$5.50 one-way, non-ADA or outside 3/4 mile	
Taxi Programs   Mountain Line				
Description			Contact	
Mountain Line offers two taxi programs, City and County, in the MetroPlan boundary for paratransit eligible clients. Please call for more info.			Mountain Line 3773 North Kaspar Drive Flagstaff, Arizona 86004 928-779-6624   transportation@mountainline.az.gov	
Service area	Hours	Eligibility	Fare	Fleet
Flagstaff Metropolitan Planning Organization	Anytime	Mountain Lift Clients	Taxi fares	Local taxi companies
Disability Resources   Northern Arizona University				
Description			Contact	
NAU’s Disability Resources provides free transportation on campus for students with disabilities. This service complements fixed route shuttle service on campus.			Northern Arizona University PO Box 5633 Flagstaff, Arizona 86011 928-523-8773   dr@nau.edu	
Service area	Hours	Eligibility	Fare	Fleet
NAU campus	M-F: 7:00am-10:00pm	Students with disabilities	Free	One low-floor cutaway bus with an accessible ramp

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Regional Transit				
<b>Navajo Transit System   Navajo Nation</b>				
Description			Contact	
Navajo Transit System is operated by the Navajo Nation tribal government on 18 fixed routes throughout the Navajo Nation, which covers 27,000 square miles in Arizona, New Mexico, and Utah.			Navajo Transit System PO Drawer 1330 Window Rock, Arizona 86515 928-729-4002   lbigwater@navajotransit.com	
Service area	Hours	Eligibility	Fare	Fleet
Navajo Nation, plus service to Bluff and Blanding (Utah), Gallup and Farmington (New Mexico) and Flagstaff	M-F: 5:00am-7:00pm	General public	\$2.00 per day	7 mid-sized buses, and 4 vans. A 30-passenger, accessible coach is used on Route 11 to Flagstaff
<b>Hopi Senom Transit System   Hopi Tribe</b>				
Description			Contact	
Hopi Senom runs 4 deviated fixed routes per day servicing the areas of Keams Canyon, Flagstaff, Kykotsmovi, and Winslow. Each route runs two trips a day on weekdays, no service on weekends.			Hopi Senom Transit PO Box 123 Kykotsmovi, Arizona 86039 928-734-3231   jpolingumptewa@hopi.nsn.us	
Service area	Hours	Eligibility	Fare	Fleet
Hopi Reservation, Flagstaff, Tuba City	M-F: 8:00am-5:00pm	General public	\$2.00 one-way Vets ride free.	23-passenger Arboc bus, two 15-passenger El Dorado buses, and a 15-passenger van.
<b>Mountain Line Vanpool   Mountain Line</b>				
Description			Contact	
Mountain Line has a turnkey contract with Enterprise Rideshare for vanpool services. Vanpool service can be for any route with an origin or destination in Coconino County. Groups consist of 5 – 14 people.			Mountain Line 3773 N. Kaspar Dr. Flagstaff, AZ 86004 928-779-6624	
Service area	Hours	Eligibility	Fare	Fleet
Coconino County	Anytime	5+ people commuting together	Lease price based on mileage; Mountain Line	Enterprise Rideshare provides a variety of 7-14 passenger vehicles.

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			provides \$400 monthly subsidy.
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**Shuttle Services**

**Groome Transportation**

Description		Contact		
<p>Groome Transportation, formally Arizona Shuttle, is a private company that operates shuttle service to various destinations from Flagstaff, Phoenix, Sedona, and Tucson. The company’s schedule includes 13 daily trips to Phoenix, with stops at Camp Verde, Phoenix Denny’s on Bell Road, and Sky Harbor Airport; Daily trips to Sedona; Daily trips to the Grand Canyon via Williams.</p> <p>There are three pick-up points in Flagstaff, depending on the route: the Groome Office, Amtrak/Visitor Center downtown, and NAU north campus.</p> <p>Some vehicles have a lift and wheelchair tie-downs, and the company can accommodate travelers with disabilities but asks that reservations be made at least 48 hours in advance.</p>		<p>Groome Shuttle 1840 West Kaibab Lane Flagstaff, Arizona 86001 928-226-8060   <a href="mailto:dvavala@arizonashuttle.com">dvavala@arizonashuttle.com</a></p>		
Service area	Hours	Eligibility	Fare	Fleet
Flagstaff to Phoenix, Camp Verde, Sedona, Williams, and Grand Canyon	1:50am-11:40pm (depending on route)	General public	\$25 to \$45 one way	A variety of vehicles, from vans to buses with seating for 29 passengers



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Shuttle Services (continued)				
Inspire Shuttle				
Description			Contact	
Private company provides van rides between Flagstaff and Phoenix, and Sedona and Flagstaff. Rides are booked in advance.			(928) 699-4228 www.inspireshuttle.com	
Service area	Hours	Eligibility	Fare	Fleet
Flagstaff to Phoenix, Flagstaff to Sedona	8:00am-3:30pm	General public	\$45 to \$60 one way	Passenger van
Hopper Shuttle				
Description			Contact	
Private company provides van rides to and from the Grand Canyon. Rides booked in advance.			928-890-4131 arizonahopper@outlook.com www.arizonahopper.com	
Service area	Hours	Eligibility	Fare	Fleet
To and from, Flagstaff, Williams, Valle, Tusayan.	Opening 1 <sup>st</sup> of August	General public	\$15-40	Passenger van
Intercity Bus and Rail				
Amtrak				
Description			Contact	
Amtrak’s Flagstaff station is located in downtown Flagstaff on the south side of Route 66, between San Francisco and Beaver Streets. The facility is located in the historic train station, which Amtrak shares with the Flagstaff Visitor Center. Amtrak’s Southwest Chief passenger service stops in Flagstaff twice daily, with one westbound and one eastbound train.			Amtrak 1 East Route 66 Flagstaff, Arizona 86001 928-774-8679   www.amtrak.com	
Service area	Hours	Eligibility	Fare	Fleet
Nationwide	Westbound: 8:57pm Eastbound: 4:41am	General public	Varies	Passenger train
Greyhound				

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Description			Contact	
Greyhound Lines maintains a station on Butler Avenue near the Whole Foods and the Aspen Place commercial development. Greyhound’s daily schedule from this station include 5 buses southbound to Phoenix, 3 buses eastbound to Albuquerque, with stops at Holbrook, Gallup, and Grants, and 2 buses westbound to Las Vegas with stops at Kingman, Bullhead City, and Henderson. Accessible accommodations are available, including wheelchair lift-equipped buses, upon 48-hour notification.			Greyhound Lines 880 East Butler Avenue Flagstaff, Arizona 86001 928-774-4573   www.greyhound.com	
Service area	Hours	Eligibility	Fare	Fleet
Nationwide	10:00am-5:00am	General public	Varies	Passenger coach
<b>FlixBus</b>				
Description			Contact	
FlixBus provides affordable bus travel within the US. Routes from Flagstaff travel to Phoenix and Tucson. There is one trip per day to Phoenix and Tucson. Accessible accommodations are available upon request.			FlixBus Flixbus.com	
Service area	Hours	Eligibility	Fare	Fleet
Nationwide	Varies	General public	Varies	Passenger coach
<b>Non-emergency Medical Transportation</b>				
<b>Guardian Medical Transport</b>				
Description			Contact	
Guardian is an emergency medical transportation provider (ambulance service), but also offers door-through-door non-emergency medical transportation in Flagstaff when medically necessary.			Guardian Medical Transport 1200 North Beaver Street Flagstaff, Arizona 86001 928-773-2145	
Service area	Hours	Eligibility	Fare	Fleet
Northern Arizona	24/7	Non-ambulatory patients who must be transported by ambulance	Varies	Ambulance
<b>AHCCCS Transportation Services</b>				
Description			Contact	

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Statewide offers door-thru-door service for seniors, people with disabilities, and non-emergency medical patients in the AHCCCS system throughout most of northern Arizona, including Flagstaff, Prescott, Cottonwood, Sedona, Show Low, Winslow, Page, Tuba City, the Navajo Nation, and the Hopi Reservation.			Contact number on back of AHCCCS card.	
Service area	Hours	Eligibility	Fare	Fleet
Northern Arizona	24/7	Seniors, persons with disabilities, non-emergency medical patients	Varies	Passenger cars, wheelchair, and stretcher-equipped vans
<b>Medstar Medical Transport</b>				
Description			Contact	
Medstar Medical Transport specializes in providing non-emergency long distance trips throughout the United States. They provide hospice transport, stretcher transport, and wheelchair transportation to get to medical appointments and other reasons.			480-894-9555 main line	
Service area	Hours	Eligibility	Fare	Fleet
All of Arizona	24/7	No eligibility requirements. Focused on seniors, persons with disabilities, non-emergency medical patients	Flagstaff to Phoenix \$450 round trip. Local fares available upon request.	ADA vehicles, stretcher vehicles

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Non-emergency Medical Transportation (continued)				
AZ Harmony Med Trans				
Description			Contact	
AZ Harmony provides a variety of transportation service throughout AZ. They provide non-emergency medical transportation, transportation service for organizations and medical facilities, transportation for seniors and those with mobility challenges.			Coconino County Office 251 N. 4 <sup>th</sup> Street, Flagstaff, AZ 86004	
Service area	Hours	Eligibility	Fare	Fleet
All of AZ, bring their clients to the nearest hospital	M – F: 8am – 4pm, dispatch is open later and on weekends. Sometimes will pick up on weekends.	Indian Health AHCCCS and AZ long term care clients	Billing through AHCCCS	No wheelchair accessible van or stretcher van.

Human Service Transportation Providers				
Civic Service Institute at NAU				
Description			Contact	
The Civic Service Institute’s Senior Corps Program uses volunteers, aged 55 and over, to transport home-bound elderly clients for appointments, social and recreational activities, shopping, and errands. Most of the volunteers in the program use their own vehicles; some that do not drive use Mountain Line, Mountain Lift or arrange other transportation.			Civic Service Institute at NAU P.O. Box 5063 Flagstaff, Arizona 86011 928-523-6585   Erin.Kruse@nau.edu	
Service area	Hours	Eligibility	Fare	Fleet
Northern Arizona	By appointment	Seniors, persons with disabilities	None	Volunteer’s private vehicles

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Human Service Transportation Providers (continued)				
Coconino County Community Services – Senior Services				
Description			Contact	
<p>Coconino County Community Services offers a weekly trip to Flagstaff from the senior center in Williams for shopping and medical appointments. A once-a-month senior outing is also offered. The agency does provide transportation services though mileage reimbursement to 4 volunteer drivers.</p> <p>The agency also subsidizes senior trips on Mountain Lift and Mountain Line to and from the lunch program at the Thorpe Park Senior and Community Center.</p>			<p>Coconino County Community Services 2625 North King Street Flagstaff, Arizona 86004 928-679-7485</p>	
Service area	Hours	Eligibility	Fare	Fleet
Flagstaff and Williams	Varies	Seniors	None	Several vans
Flagstaff Shelter Services				
Description			Contact	
<p>Flagstaff Shelter Services is a non-profit agency that operates an emergency shelter and day productivity center for homeless individuals in east Flagstaff. A high percentage of clients are elderly and/or disabled. The Shelter has two vehicles used to transport clients to overflow shelters.</p>			<p>Flagstaff Shelter Services PO Box 1808 Flagstaff, Arizona 86002 928-225-2533</p>	
Service area	Hours	Eligibility	Fare	Fleet
Flagstaff		Homeless individuals	None	2 cutaways
Mountain Line Discount Day Pass Program				
Description			Contact	
<p>NIAPTA provides reduced price passes for the Mountain Line Bus System for human service agencies to purchase for clients. Qualifying agencies are limited to 1500 passes per year.</p>			<p>Mountain Line 3773 North Kaspar Drive Flagstaff, Arizona 86004 928-779-6624   transportation@naipta.az.gov</p>	
Service area	Hours	Eligibility	Fare	Fleet
City of Flagstaff	M-F: 5:45am-10:00pm Sa-Sun: 7:15am-8:00pm	General public	\$1.25 adult \$0.60 senior/disabled/youth	Gillig hybrid-electric buses (28-passenger)

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Human Service Transportation Providers (continued)				
<b>Hozhoni Foundation</b>				
Description			Contact	
Hozhoni Foundation provides individualized residential, vocational, and educational services for people with developmental disabilities. Transportation for clients is provided to and from their facility as well as trips for Special Olympics, family visits and medical appointments. Service recipients range from young adults to elderly and from fully ambulatory persons to wheelchair users.			Hozhoni Foundation 2133 North Walgreen Street Flagstaff, Arizona 86004 928-526-7944	
Service area	Hours	Eligibility	Fare	Fleet
Flagstaff area	6:00am-10:00pm	Individuals with developmental disabilities	None	24 vehicles
<b>Northland Family Help Center</b>				
Description			Contact	
A shelter for women and children who are escaping relationship violence. Provide bus passes or taxi voucher if emergency. Youth transport vehicles.			Northland Family Help Center 2532 North Fourth Street #506 Flagstaff, Arizona 86004 928-527-1900   nfhc@northlandfamily.org	
Service area	Hours	Eligibility	Fare	Fleet
Flagstaff	7:00am-10:00pm	Agency clients only	None	
<b>Quality Connections</b>				
Description			Contact	
Quality Connections provides vocational and residential services to individuals with disabilities. Transportation is provided daily to and from the day program, work activities, and medical appointments.			Quality Connections 3920 East Huntington Drive Flagstaff, Arizona 86004 928-773-8787   armando@qualityconnections.org	
Service area	Hours	Eligibility	Fare	Fleet
Flagstaff	M-F: 9:00am-5:00pm	Agency clients	None	

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<b>Human Service Transportation Providers (continued)</b>				
<b>The Guidance Center</b>				
Description			Contact	
The Guidance Center provides behavioral health services for low income, seriously mentally ill, chemically dependent, and child/family clients in Flagstaff, Williams, Northern Arizona, Coconino County, Grand Canyon and the Supai Nation. The Guidance Center provides transportation services for clientele to make doctor appointments procure groceries and trips to Phoenix if needed for services. The Guidance Center picks up and returns clients to their homes whether they need transportation to get to the facility or if they require disability transportation. Client transportation uses public services, including taxis and bus lines, as much as possible.			The Guidance Center 2187 North Vickey Street Flagstaff, Arizona 86004 928-714-5308	
Service area	Hours	Eligibility	Fare	Fleet
Flagstaff	M-F	Low income, seriously mentally ill, chemically dependent, and child/family clients	None	16 vehicles
<b>Coconino County Public Health Services District HIV Prevention</b>				
Description			Contact	
The Health Services District occasionally will provide riders to medical appointments for citizens in the HIV Prevention Program.			Coconino County Public Health Services District 2625 North King Street Flagstaff, Arizona 86004 928-679-7276 928-308-7118	
Service area	Hours	Eligibility	Fare	Fleet
Coconino County	M-F	Through HIV case management	None	

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**Human Service Transportation Providers (continued)**

**Disabled American Veterans**

Description			Contact	
In Flagstaff, this program will drive veterans to medical appointments including those in Prescott and Phoenix. The program is run with volunteers and two donated vans. Mondays, Wednesday, Friday's vans go to Prescott. Tuesdays, Thursdays, the vans go to Phoenix, Scottsdale, or Cottonwood.			U.S. Veterans Administration Service 123 North San Francisco Street Flagstaff, Arizona 86001 928-214-8170	
Service area	Hours	Eligibility	Fare	Fleet
Northern Arizona	M-F	United States veteran.	None	No wheelchair capacity

**School Transportation**

**Flagstaff Unified School District (FUSD)**

Description			Contact	
FUSD provides student transportation services for more than 10,000 students at the district's 10 elementary schools, 2 middle schools, and 2 high schools. FUSD operates 93 school buses on more than 200 routes, providing daily rides to 3,700 students. Transportation services are also provided for a variety of field trips, special events, and sports events. The district also provides curb-to-curb transportation service for special needs students. The special needs buses follow regular routes, although the routes are subject to frequent change due to changes in schedules and needs, and students moving into and out of the district.			Flagstaff Unified School District 3285 East Sparrow Avenue Flagstaff, Arizona 86004 928-527-6010   bkuhn@fusd1.org	
Service area	Hours	Eligibility	Fare	Fleet
Flagstaff area	M-F: 6:15am-4:45pm	Students	None	20 special needs buses



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Senior Living Transportation Service				
Brookdale Senior Living				
Description			Contact	
Brookdale provides transportation service for their residences to doctors’ appointments and community shopping centers. Monday and Wednesday mornings are for shopping, afternoon includes a scenic drive. Tuesdays and Thursdays are reserved for doctors’ appointments and emergency appointments.			Brookdale Flagstaff 2100 S. Woodlands Village Blvd. Flagstaff, Arizona 86001 928-779-7045	
Service area	Hours	Eligibility	Fare	Fleet
Flagstaff area	M-Th: Mornings and afternoons	Brookdale Residents	None	1 van, ADA accessible
The Peaks				
Description			Contact	
The Peaks provides transportation service for their residences to doctors’ appointments in the Flagstaff area.			The Peaks 3150 N. Winding Brook Rd Flagstaff, Arizona 86001 928-774-7106	
Service area	Hours	Eligibility	Fare	Fleet
Flagstaff area	Monday to Friday 7am – 4pm.	The Peaks Residents	None	2 buses, ADA accessible
Haven of Flagstaff				
Description			Contact	
Haven of Flagstaff, Haven Health provides transportation service for their patents to doctors’ appointments, including dialysis.			Haven of Flagstaff 800 W. University Ave. Flagstaff, Arizona 86001 928-779-6931	
Service area	Hours	Eligibility	Fare	Fleet
Flagstaff area, including Munds Park	Monday – Saturday, sometimes on Sunday if relatives cannot bring them (extra cost). 4:30am – 7:30 pm	Haven of Flagstaff patients	Included with stay	3 vans, ADA accessible

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Company	Contact	Fare
<b>Action Cab</b>	928-774-4427	\$3.00 pickup + \$1.70/mile
<b>Apex Taxi</b>	928-779-0000	
<b>Sun Taxi</b>	928-774-7400	
<b>Top Hat Taxi</b>	928-719-0909	\$2.00 pickup + \$2.00/mile, \$40 per hour
<b>Uber</b>	Application via smartphone	Available at time of trip request
<b>Lyft</b>	Application via smartphone	Available at time of trip request

## MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan

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### Existing coordination

Mountain Line engages in a variety of coordination activities in the Flagstaff area, including training opportunities, vehicle maintenance, and performs mobility management responsibilities. These coordination efforts help fill transportation gaps which are described in more detail in the Transportation Gaps, Goals, and Strategies section below. Key existing coordination efforts include:

- **Driver training:** Mountain Line provides comprehensive driver training that is available to agencies receiving 5310 funds. Driver Training for Special Needs vans are provided by Mountain Line to several 5310 agency recipients. Mountain Line shares upcoming P.A.S.S. (Passenger Assistance, Safety, and Sensitivity) trainings with State-wide Mobility Managers. This helps address the human capital gaps.
- **Travel training:** Travel training is provided to individuals to assist them in using fixed route buses whenever possible. Mountain Line provides travel training to individuals and groups. Mountain Line also provides quarterly train the trainer workshops for agency staff to learn about the system and empower their clients and/or staff to use the fixed-route system. This program helps address both information and human capital gaps.
- **Shared maintenance.** Mountain Line offers vehicle maintenance services to any local 5310 agency recipients and others. Mountain Line has the only facility and trained personnel in northern Arizona to service wheelchair lifts; having this service available locally can save significant time and money, as the next-nearest facility is located in the Phoenix area.
- **Taxi program:** This program provides Mountain Line Paratransit clients with an additional and flexible mode of transportation. They can use a taxi service instead of the Mountain Line Paratransit service, and it is available at times when paratransit does not operate. This program started in February 2007 to supplement the ADA paratransit services provided through Mountain Line Paratransit. This program helps address temporal and spatial gaps.
- **Discounted Day Pass Program:** Some bus tickets or passes are provided to organizations serving individuals with disabilities or low incomes who otherwise would not be able to afford the price of a bus fare.
- **ecoPass:** Mountain Line’s ecoPASS program enables Flagstaff employers and residential developments to provide all their employees or residents with an annual bus pass at a reduced rate. In FY2020, four local agencies and businesses purchased the ecoPass for their employees, and one residential development purchased the ecoPASS for their residents.
- **Transportation support for local agencies:** Mountain Line provides mobility management coordination together with the MetroPlan. Mountain Line provides grant guidance, grant compliance, and shares Mountain Line trainings to the Coordinated Mobility Council. This helps address human capital gaps.

There are a variety of existing 5310 recipients in the region which help address transportation gaps and aid in coordination efforts. A summary of applications submitted for 5310 grant programs in the MetroPlan region is included in the Appendices.

## **Transportation Gaps, Goals, and Strategies**

### **Strategies to enhance mobility**

To be most effective, planning to fill transportation gaps must be an integral part of the region’s overall transportation planning efforts. Transportation planning in the Flagstaff region includes several strategies to enhance mobility:

- **Land use.** Support compact development patterns, mixed-use neighborhoods, and higher densities to help reduce reliance on private automobiles and increase walking, bicycling, and access to transit
- **Alternate modes.** Encourage and promote walking and bicycling as affordable, healthy, and sustainable transportation modes
- **Fixed-route public transit.** Enhance Mountain Line’s fixed-route transit service
- **Special needs transportation.** Close gaps in service and provide transportation that is convenient and attractive for all people, particularly disadvantaged populations.

The first three strategies are being considered in various on-going planning efforts:

- **Land use** patterns to support mobility are included as part of the process to update the regional comprehensive plan;
- Planning for **alternate modes** is also underway as part of the Active Transportation Master Plan process as well as the Mountain Line On-Demand Feasibility Study;
- **Fixed-route transit** planning and supportive services are covered in Mountain Line’s recently adopted Five-Year Transit Plan.

### **Types of transit service**

This section is intended to illustrate the types and range of public transit services that might be provided by a transit agency. Special needs transportation service typically uses the last three categories, demand-responsive or dial-a-ride service, paratransit, and escorted transportation. Fixed-route buses also have wheelchair lifts or ramps which make them accessible transportation as well.

- **Fixed-route service.** A service provided on a repetitive basis along a specific route according to a pre-arranged, published schedule with vehicles stopping to pick up and deliver passengers to specific locations. Each trip is run on a fixed route, servicing the same origins and destinations.
- **Skip-stop service.** A public-transportation service pattern in which not all vehicles make every stop along a designated route. While all vehicles may stop at every major hub station, some express buses or trains may serve only a few stops. This system attempts to reduce travel time and crowding at boarding stations.

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- **Limited-stop service.** An express service, usually on a larger bus, which operates on a fixed route either parallel to an existing fixed route or supplementing several existing routes. Its purpose is to provide quicker service to destinations with less frequent stops.
- **Deviated fixed-route service.** Service that allows on-request, limited-distance deviation (usually up to three-quarters of a mile) off a regular bus route for those who have trouble getting to bus stops. Planning for these routes often involves the use of computers and GPS systems to aid the driver.
- **Demand-responsive or dial-a-ride service.** A non-fixed-route service, using vans or small buses, with passengers calling the agency in advance (usually 24 hours) to arrange pickup to go to any location within a transit system's service area.
- **Paratransit.** Transportation service that supplements larger public transit systems by providing individualized rides that do not follow fixed routes or schedules. Although the definition may include a variety of flexible modes, it is increasingly used to refer to special transport services for people with disabilities.
- **Escorted transportation.** Any public transportation service which requires the use of a person to assist the passenger over the course of a trip. Such services can be classified as curb-to-curb, door-to-door, or door-through-door service.
- **On Demand Transportation.** A non-fixed-route service, open to the general public, using vans or small buses, with passengers using an app or calling a dispatch to arrange a pickup to go to any location within an identified service area with service provided within an identified, short-term period of time.

### Levels of escorted transportation service

- **Curb-to-curb.** The most common designation for paratransit services; passengers are picked-up and discharged at the curb or driveway in front of their home or destination. The driver does not assist or escort passengers to the door.
- **Door-to-door.** A form of escorted paratransit service that includes passenger assistance between the vehicle and the door of his or her home or other destination but does not entail the driver going inside the destination.
- **Door-thru-door.** A hands-on service for passengers with significant mobility limitations in which a driver escorts the passenger from the home and into the destination. Assistance may also be given for belongings, like groceries. This level of service is for individuals who would otherwise not be able to use regular or even enhanced paratransit services.

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### Human services transportation level of service

Many human services agencies provide some form of transportation service to their clients. The level of service provided can vary significantly from agency to agency, depending on the clients' needs and the agencies' resources. Transportation services provided by human service agencies can generally be fitted into four categories, listed below in descending order of involvement and complexity.

- **Provide transportation** by operating vehicles to transport their clients.
- **Contract for transportation** for their clients through formal arrangements with other transportation providers.
- **Subsidize transportation** by providing clients with bus fare, taxi vouchers, mileage reimbursement, or cash.
- **Arrange for transportation** by assisting clients with trip planning and information on transportation options.

Coordination, and participation in the coordination planning process, is a potential benefit to all of these agencies regardless of the level of service provided.

### Mobility Trends

The follow are some new mobility trends as well as some examples of federal grant opportunities for funding said mobility options.

#### Alternative forms of mobility:

- **Carpooling apps** are ride share services that pair people together based on similar commutes for a fee that is typically passed on to the driver.
- **Complete trip apps** are trying to create a seamless connection from your origin to destination. Oftentimes being walking or biking directions to and between bus stops.
- **On-demand transportation** is real time hailed transportation such as microtransit and Transportation Network Companies (TNC) including but not limited to Uber and Lyft.
- **Trip brokering** utilizes multiple service providers who dispatch the form of transportation that best fits the rider's needs.

#### Federal grant opportunities:

- **Innovative Coordinated Access and Mobility Grants** seek to improve access to public transportation by building partnerships among health, transportation, and other service providers. This program provides competitive funding to support innovative projects for the transportation disadvantaged that will improve the coordination of transportation services and non-emergency medical transportation services
- **Enhancing Mobility Innovation** advances a vision of mobility for all – safe, reliable, equitable, and accessible services that support complete trips for all travelers. The program promotes technology projects that center the passenger experience and encourage people to get on

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board, such as integrated fare payment systems and user-friendly software for demand-response public transportation.

- **Integrated Mobility Innovation** funds projects that demonstrate innovative and effective practices, partnerships, and technologies to enhance public transportation effectiveness, increase efficiency, expand quality, promote safety, and improve the traveler experience.

### **Transportation Gaps**

This plan addresses a variety of gaps in the transportation system for disadvantaged populations. These gaps were initially identified as a part Mountain Line’s Mountain Mobility Business Plan and have been updated through CMC discussion over the past year.

The gaps include:

- Information
- Temporal
- Spatial
- Infrastructure
- Human capital

The following sections describe in more detail the unmet transportation gaps, the overarching vision for resolving each gap, and the associated strategies.

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**Dynamic Strategies**

The strategies are divided into two categories, dynamic strategies, and additional strategies. Dynamic strategies help solve more than one transportation gap. These strategies are a priority for the MetroPlan region because they can be cost-effective means to solve multiple challenges. Table 9 depicts the dynamic strategies in relation to the transportation gaps they address.

**Table 9: Dynamic strategies**

	Information Gap	Temporal Gap	Spatial Gap	Infrastructure Gap	Human Capital Gap
Develop travel training tools for agency personnel	■				■
Promote City and County Taxi Program	■	■	■		
Simplify the paratransit qualification process		■			■
Develop volunteer driving program		■	■		■
Promote Mountain Line Vanpool	■	■	■		
Increase awareness of mobility issues to City staff	■		■	■	
Improve walkability in ¼ mile to transit			■	■	
Improve connections between NAU and CCC			■	■	
Utilize FRA safety grant or other funding to build safer railroad crossings			■	■	
Share Mountain Line and Statewide trainings	■				■
Coordinate between ADOT and AHCCCS		■	■		■
Provide assistance to grant writing	■				■

**Information Gaps**

Unmet needs:

- Lack of knowledge of transportation resources, including Mountain Line programs and specialized agency transportation.
- Lack of central clearinghouse to identify all available transportation options. (Both consumer and stakeholders)
- Lack of accessible website information for people with disabilities and technologically limited populations
- Retention/ frequency of information; it can be difficult to disseminate transit information, so people remember the resources



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Vision: Stakeholder agencies and the community are aware of all the transportation options and programs throughout the MetroPlan region.

Goal: To increase education opportunities and resources for consumers, consisting of stakeholder agencies, existing riders, and prospective riders.

Performance Measures:

- Number of travel training events
- Number and type of promotional contacts
- Number of site visits on MoveMeFLG.com

Dynamic Strategies	Action Items	Transportation Gap(s) Addressed
Develop travel training tools for agency personnel to introduce Mountain Line services to clients.	<ul style="list-style-type: none"> <li>▪ Share training materials with agency staff</li> <li>▪ Conduct travel trainings with agency staff</li> </ul>	Information gap Human capital gap

Additional Strategies	Action Items
Continue outreach methods to the public regarding Mountain Line wide programs	<ul style="list-style-type: none"> <li>▪ Present all Mountain Line wide programs at outreach events</li> <li>▪ Participate in wide range of outreach events with varying audiences</li> </ul>
Promote travel training to numerous audiences to introduce prospective riders to transit	<ul style="list-style-type: none"> <li>▪ Reach out to existing contacts to conduct travel training</li> </ul>
Promote MoveMeFLG.com to showcase transportation options in Flagstaff and surrounding region	<ul style="list-style-type: none"> <li>▪ Create market materials to showcase at outreach events</li> <li>▪ Present website to key groups in Flagstaff: CBD, Chamber of Commerce, Realtors, etc.</li> </ul>
Report on Coordinated Mobility Council activities and outcomes to all stakeholders.	<ul style="list-style-type: none"> <li>▪ Identify the type of outcomes and related performance metrics</li> <li>▪ Develop reporting mechanisms to regularly inform agency partners and stakeholders of the CMC</li> </ul>
Communicate identified transportation gaps and strategies with private developers	<ul style="list-style-type: none"> <li>▪ Educate private developers in the City’s private develop process about transportation gaps and strategies identified in the Coordinated Plan</li> </ul>
Update Mountain Line’s website to address accessibility issues	<ul style="list-style-type: none"> <li>▪ Evaluate the website, identify accessibility issues, and implement changes so transportation information is accessible to everyone</li> </ul>
Ensure all transportation programs are accessible and usable by technologically limited populations.	<ul style="list-style-type: none"> <li>▪ Create non-digital means to access transportation programs, such as calling options.</li> </ul>

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Develop wide range of marketing materials to aid in the retention and frequency of information such as flyers or refrigerator magnets.	<ul style="list-style-type: none"> <li>▪ Educate people responsible for marketing materials regarding universal design.</li> <li>▪ Brainstorm additional non-digital marketing items to help with retention</li> </ul>
<i>See additional strategies in Temporal gaps and Human Capital gaps strategies</i>	

### Temporal Gaps

Unmet needs:

- Transportation services outside of Mountain Line and Paratransit hours.
- Human service agency trips have limited service after hours and on weekends.
- Processes for people with a disability to apply for paratransit service is long and arduous

Vision: Affordable and convenient transportation is available during all hours of the day.

Goal: Promote existing services and encourage partnerships to form additional transportation options during times of day when fixed-route service is no longer operating.

Performance measures:

- Number of trips carried after hours
- Number of trips in City and County Taxi program
- Number of participants in City and County Taxi program

Dynamic Strategies	Action Items	Transportation Gap(s) Addressed
Promote City and County Taxi Program among Mountain Lift clients	<ul style="list-style-type: none"> <li>▪ Create an outreach plan, identifying key target audiences and marketing materials needed</li> </ul>	Information gap Temporal gap Spatial gap
Simplify the paratransit qualification process to reduce the amount of time and paperwork required to qualify.	<ul style="list-style-type: none"> <li>▪ Review current qualification process in an attempt to simplify it.</li> </ul>	Temporal gap Human capital gap
Additional Strategies	Action Items	
Increase money for operations through partnerships to help fund extended hours	<ul style="list-style-type: none"> <li>▪ Create an updated inventory of regional services that have ADA vehicles</li> <li>▪ Brainstorm partnerships among agencies</li> </ul>	
<i>See additional strategies in Spatial gaps and Human Capital gaps strategies</i>		

### Spatial Gaps

Unmet needs within Flagstaff:

- Neighborhoods in Flagstaff and MetroPlan region not served by fixed-route system.
- Transportation service to human service agencies.
- Fixed route service which more directly services senior housing.

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### Unmet needs outside of Flagstaff

- Transit service from Doney Park, Mountaineer, Kachina Village, or Bellemont to Flagstaff.
- Trips with origins and destinations outside of the MetroPlan region, such as Williams, Winslow, the Navajo and Hopi Reservations, and Phoenix.
- Lack of transportation options in outlying communities and rural areas (especially for people with disabilities)

Vision: Affordable and convenient transportation options are available in areas where Mountain Line fixed-route is not operating.

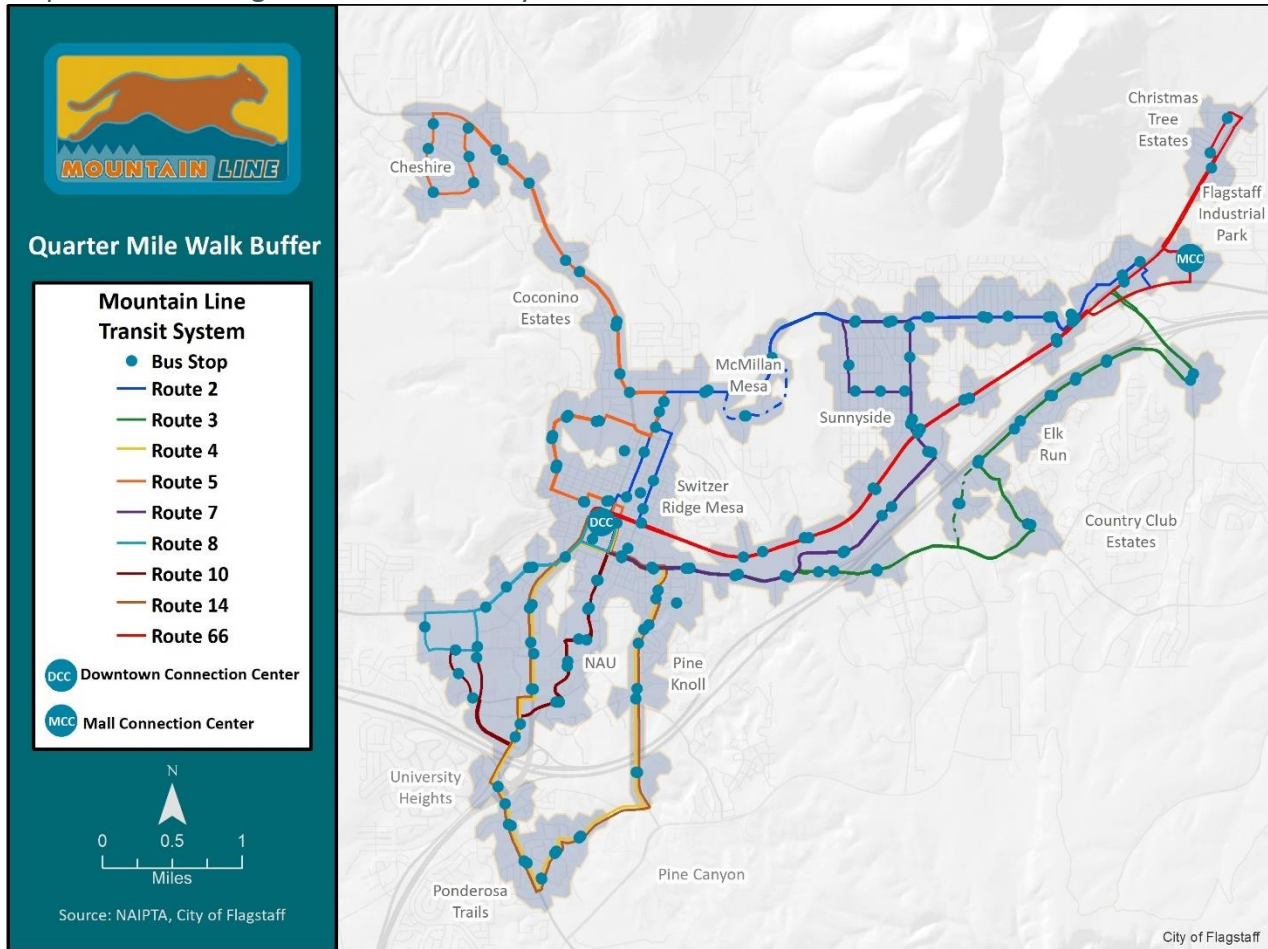
Goal: Implement transportation options, encourage partnerships between agencies to provide trips, and improve pedestrian and bicycle access to transit to offer some level of service to areas where fixed-route service is not operating.

### Performance measures:

- Number of pedestrian improvements within  $\frac{3}{4}$  mile catchment area of Mountain Line service network.
- Number of vans in Mountain Line vanpool program
- Development of a volunteer driving program
- Increasing passenger trips
- Increase in new pockets or neighborhoods served

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Map 3: Areas in Flagstaff underserved by transit



The above map depicts areas .25 mi outside of a transit stop based on the street network. Areas such as University Heights, Huntington/Industrial, and South Sunnyside are underserved by transit showcasing spatial gaps within Flagstaff.

Dynamic Strategies	Action Items	Transportation Gap(s) Addressed
Develop volunteer driving program	<ul style="list-style-type: none"> <li>▪ Strengthen capabilities of the Coconino County volunteer mileage reimbursement program to provide more trips and reach more persons for “hard to serve” trips.</li> <li>▪ Encourage partnership dialogue with Disabled American Veterans to expand volunteer driver pool.</li> <li>▪ Initiate conversations with Verde Valley Caregivers to expand into Flagstaff.</li> </ul>	Spatial gap Temporal gap Human Capital gap

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Promote Mountain Line Vanpool	<ul style="list-style-type: none"> <li>▪ Develop vanpool outreach plan which addresses target markets and specific outreach material for each audience</li> <li>▪ Continue to develop partnerships with Winslow, Navajo, and Hopi tribes to help with outreach.</li> </ul>	Spatial gap Temporal gap Information gap
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Additional Strategies	Action Items
Funding seats in Groome Transportation to go to Phoenix	<ul style="list-style-type: none"> <li>▪ Promote this as an existing option with City and County Taxi Program</li> <li>▪ Promote Mountain Lift paratransit clients to obtain visitor’s status in Phoenix to use their paratransit system.</li> </ul>
Work with medical providers through closer collaboration with CHIP and Access to Care group to help pay for transportation services in Flagstaff and outside	<ul style="list-style-type: none"> <li>▪ Mountain Line to continue to attend County Health Improvement Plan meetings</li> <li>▪ Mountain Line to continue participating in Well Women Well Communities Program with Coconino County Public Health Services District</li> </ul>
Targeted fixed route expansion of service to identified and unserved neighborhoods	<ul style="list-style-type: none"> <li>▪ Secure additional funding to expand service</li> <li>▪ Identify transit deserts in Mountain Line’s planning process</li> </ul>
Encourage new partnerships with Tribal Transit stakeholders to address unmet transportation needs and promote increased mobility of Tribal members	<ul style="list-style-type: none"> <li>▪ Develop transfer opportunities to improve connections between Tribal Transit and Mountain Line services</li> </ul>
On-demand shuttle service	<ul style="list-style-type: none"> <li>▪ Create implementation plan for on-demand service</li> </ul>
Increase money for operations through partnerships to increase service area	<ul style="list-style-type: none"> <li>▪ Brainstorm partnerships among agencies</li> </ul>
Partner with micro-mobility companies for first-last mile solutions	<ul style="list-style-type: none"> <li>▪ Expand bike share program to targeted neighborhoods or bus stops to solve first-last mile issues</li> <li>▪ Purchase golf carts or tricycles to serve veteran’s homes, senior residential developments, and others that are near a bus stop but too far to walk</li> </ul>
Increase the number of transportation options outside City limits but within MetroPlan’s boundary.	<ul style="list-style-type: none"> <li>▪ Identify areas of need and pursue funding and/or partnership opportunities for increased services</li> </ul>
<i>See additional strategies in Spatial gaps, Infrastructure gaps, and Human Capital gaps</i>	

## Infrastructure Gaps

Unmet needs:

- Missing pedestrian and bicycle infrastructure.
- Number of pedestrian improvements within ¼ mile catchment area of Mountain Line service network.

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- Missing fiber optic and other communication infrastructure to implement smart ITS systems
- Weather related improvements including sidewalk snow removal and bus shelter snow removal.
- Availability of accessible vehicles.
- Safe infrastructure and/or connections between NAU and CCC, particularly in the evening (lighting)

Vision: The built environment seamlessly connects to public transportation and is accessible by all levels of mobility.

Goal: Strengthen the pedestrian and bicycle network around key destinations and ensure paths to Mountain Line services are accessible for all levels of mobility.

Performance measures:

- Number of sidewalk and pedestrian improvements within ¼ mile of Mountain Line routes.
- Increased funding for pedestrian improvements and bus stop improvements.
- Reduction in infrastructure barriers for wheelchair accessibility.

Dynamic Strategies	Action Items	Transportation Gap(s) Addressed
Increase awareness of mobility issues due to poor infrastructure design and expand use of Universal Design principles in the built environment	<ul style="list-style-type: none"> <li>▪ Provide information through either an information sheet, a letter, or a presentation to City Public Works on mobility issues</li> </ul>	Infrastructure gap Spatial gap Information gap
Improve pedestrian access to transit within a walkable ¼ mile for everyone in the city, as funding allows	<ul style="list-style-type: none"> <li>▪ Identify areas that do not have pedestrian access to transit and areas with limited pedestrian infrastructure to connect to transit</li> <li>▪ Identify opportunities to leverage funds to increase walkability near transit</li> </ul>	Infrastructure gap Spatial gap
Improve connections between NAU and CCC focusing on lighting and infrastructure improvements to enhance safety at night.	<ul style="list-style-type: none"> <li>▪ Conduct an assessment of areas that need additional infrastructure</li> <li>▪</li> </ul>	Infrastructure gap Spatial gap
Utilize Federal Railroad Administration safety grant or other funding to build safer railroad crossings to improve safety of people in mobility devices.	<ul style="list-style-type: none"> <li>▪ Identify unsafe crossings that funds could be utilized to improve.</li> </ul>	Infrastructure gap Spatial gap

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Additional Strategies	Action Items
Secure additional funding to expand infrastructure improvements	<ul style="list-style-type: none"> <li>▪ Research additional grant funding opportunities</li> <li>▪ Leverage City funds with other grants</li> </ul>
Review sidewalk, curb ramp standards, and lighting code to verify that they are accommodating of people with mobility limitation.	<ul style="list-style-type: none"> <li>▪ Bring awareness of the mobility issue to the City</li> <li>▪ Prioritize areas that need the most improvement</li> </ul>
Keep sidewalks free of ice and snow and clear of other obstructions, including flood related barriers.	<ul style="list-style-type: none"> <li>▪ Work with City code compliance on sidewalk enforcement issues</li> </ul>
Improve snow plowing methodology to reduce snow build up	<ul style="list-style-type: none"> <li>▪ Bring awareness of mobility challenges to the City Public Works department</li> </ul>
Build fiber optic and other missing communication infrastructure	<ul style="list-style-type: none"> <li>▪ Analyze missing communication infrastructure through MetroPlan’s ITS Plan</li> <li>▪ Through road improvements and grants, fill missing gaps</li> </ul>
Promote the use of Community Development Block Grant funds to build sidewalks in target neighborhoods.	<ul style="list-style-type: none"> <li>▪ Identify target neighborhoods and establish a criteria for sidewalk improvement in these areas.</li> <li>▪ Coordinate with City’s CDBG program on improving sidewalks</li> </ul>
Bring awareness to taxi companies about the need for wheelchair accessible vehicles.	<ul style="list-style-type: none"> <li>▪ Meet with taxi companies to address their concerns or needs for wheelchair accessible vehicles.</li> </ul>

## Human Capital Gaps

Unmet needs:

- Availability of volunteers and staff to drive vehicles or provide escorted transportation
- Staffing resources to focus on mobility related issues
- Section 5310 input, training, stability, and data collection
- Ability to advocate for transportation projects which meets everyone’s needs

Vision: Human service agencies, Coconino County, City of Flagstaff, MetroPlan, and Mountain Line are all in coordination providing efficient and effective transportation in the MetroPlan region.

Goal: Develop new partner relationships with key stakeholder organizations to implement new mobility project solutions and enhance vehicle and staff efficiencies.

Performance measures:

- Meeting Mountain Line established Mountain Lift and Mountain Line performance measures
- Increased number of mobility choices and new service options, for Mountain Lift users.
- Expand number of outreach methods of existing information tools

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- Total grant funding secured, including local match
- Number of partner meetings
- Number of travel training contacts/ training events with Mountain Lift users.

Dynamic Strategies	Action Items	Transportation Gap(s) Addressed
Share Mountain Line and other statewide trainings to CMC staff and Mobility Managers group	<ul style="list-style-type: none"> <li>▪ Coordinate with Mountain Line training staff to share upcoming trainings</li> </ul>	Human capital gap Information gap
Develop Arizona Department of Transportation (ADOT) and AHCCCS coordination to align polices to make sharing trips easier	<ul style="list-style-type: none"> <li>▪ Find an opportune moment to discuss this issue with Mobility Managers group</li> <li>▪ Support efforts for coordination between agencies</li> </ul>	Human capital gap Spatial gap Temporal gap
Provide information-based technical assistance, as necessary, to partner agencies	<ul style="list-style-type: none"> <li>▪ Provide technical assistance to applicant agencies around 5310 grant applications</li> <li>▪ Provide letters of support for agencies seeking transportation funding from non-transit sources</li> </ul>	Human capital gap Information gap

Additional Strategies	Action Items
Ensure Mountain Lift operations provides the most efficient, cost-effective, and responsive service possible to ADA riders, in compliance with ADA regulations and within available resources	<ul style="list-style-type: none"> <li>▪ Review of operational procedures periodically to ensure maximum efficiency and effectiveness, including compliance with law.</li> </ul>
Identify and develop vehicle-sharing trip options with 5310 grantees	<ul style="list-style-type: none"> <li>▪ Understand trip sharing limitations</li> <li>▪ Discuss vehicle sharing with ADOT</li> <li>▪ Address insurance issues between agencies</li> </ul>
Actively promote travel training to ADA certified riders to enable more trips to be taken on fixed-route service.	<ul style="list-style-type: none"> <li>▪ Coordinate with Eligibility Specialist to discuss potential training opportunities with Mountain Lift clients</li> </ul>
Promote application for Section 5310 capital requests by local agencies, to replace vehicles and develop lift-equipped capabilities to ensure a State of Good Repair and accessibility throughout the region	<ul style="list-style-type: none"> <li>▪ Provide technical assistance to applicant agencies around 5310 grant applications</li> <li>▪ Encourage Coordinated Mobility Council attendance</li> </ul>
Promote volunteer driving among County employees and other organizations who are encouraged to volunteer per year	<ul style="list-style-type: none"> <li>▪ Develop volunteer driver program within the MetroPlan region</li> </ul>
<i>See additional strategies in Informational gaps</i>	



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### **5310 Project Scoring Criteria**

The 5310 Project Scoring Criteria is the scoring process used for projects applying for 5310 grant funds. This process is used in all COGs and MPOs throughout the state, except for Maricopa Association of Governments (MAG). Projects applying for 5310 grant funds will first be scored through this scoring criteria and then ADOT will score the projects using their own scoring criteria and award funding. See Appendix 10 for 5310 Project Scoring Criteria.

### **MetroPlan Regional Priorities**

Below are the priorities for the MetroPlan region, derived from the strategies listed in the [Transportation Gaps](#) section. These priorities are geared towards maintaining funding for existing transportation programs and keeping vehicles in a state of good repair in the MetroPlan region. They are prioritized by a methodology developed in the CMC meetings based on the feasibility of implementing and the impact the program would have on filling in the transportation gaps.

<b>First priority</b>
Continue to fund and enhance existing 5310 programs
Mobility management position/function, enhancing coordination efforts and partnerships with NACOG and existing transportation programs, such as Tribal transit, human service agencies, and volunteer driver programs.
Ensure Mountain Lift operations provides the most efficient, cost-effective, and responsive service possible to ADA riders
Replace vehicles and develop accessible capabilities to ensure a State of Good Repair and accessibility throughout the region
Promote Mountain Line wide programs (Mountain Lift, Taxi Program, Vanpool, Travel Training, MoveMeFLG.com)
Develop travel training tools for agency personnel, promote travel trainings to numerous audiences
Share Mountain Line and statewide trainings
Simplify the paratransit qualification process to reduce the amount of time and paperwork required to qualify
Ensure all transportation programs are accessible and usable by technologically limited populations
Promote the use of CDBG funds to build sidewalks in target neighborhoods
Utilize FRA safety grant or other funding to build safer railroad crossings to improve safety of people in mobility devices
<b>Second priority</b>
Capital improvements, including fiber optics and other communications infrastructure, to seamlessly connect the built environment with transit.

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Increase awareness of mobility issues due to poor infrastructure design and expand use of Universal Design principles in the built environment

Review sidewalk and curb ramp standards to verify that they are accommodating of people with mobility limitations

Increase span and frequency of Mountain Line fixed-route

Increase the number of transportation options outside city limits but within MetroPlan's boundary

Develop/coordinate with a volunteer driving program

Report on Coordinated Mobility Council activity and outcomes to all stakeholders

Bring awareness to taxi companies about the need for wheelchair accessible vehicles.

Audit resource websites for accessibility and implement updates

**Third priority**

Prioritize funding for programs open to the public compared to client-based services

Continue collaboration with CHIP and Access to Care group

Targeted expansion of travel options to identified and unserved neighborhoods

Improve connections between NAU and CCC focusing on lighting and infrastructure improvements to enhance safety at night

Develop wide range of marketing materials to aid in the retention and frequency of information such as flyers or refrigerator magnets

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**Appendix 1 | Vehicle inventory**

Coconino County Vehicle Inventory													
Vehicle description						Funding		Condition			Accessibility		
Make-model	Year	Vehicle class code	VIN	Last 4	Location	Grant funding	On Lien	Odometer reading	Replacement year	Condition code	Total seats	Wheelchair positions	Lift or ramp
<b>Coconino County</b>													
Dodge Eldorado	2011	8	2D4RN4DE2AR462608	2608	Williams	CSBG/COUNTY	Yes	30,403	2024	Good	7	1	Ramp
Dodge Eldorado	2011	8	2D4RN4DE5AR462618	2618	Flagstaff	CSBG/COUNTY	Yes	35,760	2024	Good	7	1	Ramp
Chevy Suburban	2010	9	1GNZCLEG7AR272975	2975	Flagstaff	CSBG/COUNTY	Yes	76,430	2023	Good	8	0	
Toyota Sienna	2010	9	5TDKK4CC9AS301252	1252	Flagstaff	CSBG/COUNTY	Yes	72,490	2023	Good	7	0	
Toyota Sienna	2010	9	5TDKK4CC6AS302519	2519	Williams	CSBG/COUNTY	Yes	81,501	2023	Good	7	0	
For 350 MaxiVan w/lift	2011	6	1FTDS3EL8BD828546	8546	Flagstaff	CSBG/COUNTY	No	15,324	2024	Good	7	2	Lift
Subaru Outback	2018	9	4S4BSADC8J3231768	1768	Flagstaff	COUNTY	No	20,600	2032	Good	5	0	
Ford Escape	2014	9	1FMCU9GX4EUC01176	1176	Flagstaff	COUNTY	No	52,309	2029	Good	5	0	
Kia Sedona	2008	9	KNDMB233186263605	3605	Flagstaff	COUNTY	No	69,411	2025	Fair	7	0	
Chevy Traverse	2019	7	1GNEVLKW8U156657	6657	Flagstaff	COUNTY	No	21,227	2030	Excellent	8	0	
Chevy Malibu	2019	9	1G1AC5ST7F158345	8345	Flagstaff	COUNTY	No	19,625	2030	Excellent	5	0	
Chevy Malibu	2019	9	1G1ZC5ST0JF158767	8767	Flagstaff	COUNTY	No	16,936	2030	Excellent	5	0	
Chevy Malibu	2019	9	1GAZC5ST7JF160399	399	Flagstaff	COUNTY	No	19,648	2030	Excellent	5	0	

Mountain Line Vehicle Inventory													
Vehicle description						Funding		Condition			Accessibility		
Make-model	Year	Vehicle class code	VIN	Last 4	Location	Grant funding	On Lien	Odometer reading	Replacement year	Condition code	Total seats	Wheelchair positions	Lift or ramp
<b>NAIPTA</b>													
Ford E-450 Eldorado Aerotech	2013	4	1FDFE4FS2DDA15329	5329	Flagstaff	5310	Yes	135,964	2020	Fair	11	3	Lift
Ford E-450 Eldorado Aerotech	2013	4	1FDFE4FS0DDA15331	5331	Flagstaff	5310	Yes	133,776	2020	Fair	11	3	Lift
Ford E-450 Eldorado Aerotech	2013	4	1FDFE4FS2DDA15332	5332	Flagstaff	5310	Yes	113,552	2020	Failure	11	3	Lift
Ford E-450 Eldorado Aerotech	2013	4	1FDFE4FS4DDA15333	5333	Flagstaff	5310	Yes	139,281	2020	Good	11	3	Lift
Ford E-450 Starcraft Allstar 22	2015	4	1FDFE4FS6FDA10718	0718	Flagstaff	5310	Yes	97,162	2022	Fair	11	3	Lift
Ford E-450 Starcraft Allstar 22	2015	4	1FDFE4FS8FDA10719	0719	Flagstaff	5310	Yes	89,932	2022	Good	11	3	Lift
Ford E-450 Champion	2021	4	1FDFE4FN7MDC20431	0431	Flagstaff	5307/5339	Yes	14,812	2028	EXCELLENT	11	3	Ramp
Ford E-450 Champion	2021	4	1FDFE4FN9MD02432	2432	Flagstaff	5307/5339	Yes	13,506	2028	EXCELLENT	11	3	Ramp

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<b>Hozhoni Vehicle Inventory</b>														
Make-model	Year	e class	Lic	Vehicle description			Funding		Condition			Accessibility		
				VIN	Last 4	Location	fundin g	On Lien	er reading	Replace ment	on code	Total seats	air	Lift or ramp
<b>Hozhoni Foundation</b>														
Pontiac Vibe	2007	9	4NAT	5Y2SL65837Z408239	8239	Flagstaff	Contract	No	111,519	N/A	Good	4	0	N/A
Toyota 4Runner	2022	9	NJA-	JTEMU5JR8N6021145	1145	Flagstaff	Lease	No	2,121	N/A	Excellent	6	0	N/A
Ford Cutaway Lift	2001	7	AVD4	1FDWE35S51HA61043	1043	Flagstaff	5310	No	133,778	N/A	Fair	8	2	Lift
Ford E350 Maxi Lift	2002	7	BXP5	1FTSS34L02HB66625	6625	Prescott	5310	No	172,580	N/A	Fair	8	2	Lift
Ford E350 Cutaway Lift	2006	7	BYF91	1FDWE35S36HA2600	6058	Prescott	5310	No	145,550	N/A	Fair	8	2	Lift
Ford Cutaway Lift	2003	7	CDV4	1FDWE35S53HB28341	8341	Flagstaff	5310	No	143,045	N/A	Fair	4	3	Lift
Dodge Caravan	2005	8	CFZ0	1D4GP24R55B325756	5756	Flagstaff	5310	No	130,156	N/A	Good	1	0	N/A
Ford Maxi Lift	2004	7	CYZ0	1FTSS34L14HB39490	9490	Prescott	5310	No	158,410	N/A	Fair	8	2	Lift
Ford Maxi Lift	2004	7	CYZ0	1FTSS34LX4HB39486	9486	Cottonwood	5310	No	127,075	N/A	Good	7	2	Lift
Ford E350	2005	7	CYB6	1FBNE31L95HA32007	2007	Flagstaff	Contract	No	123,715	N/A	Good	8	0	N/A
Ford Cutaway Lift	2005	7	DBK3	1FDWE35S5X5HB0996	9965	Flagstaff	5310	No	125,658	N/A	Fair	8	2	Lift
Ford 12Pass Van	2006	7	DEB2	1FBNE31L86DA46991	6991	Flagstaff	5310	No	118,018	N/A	Good	8	0	N/A
Ford Cutaway Lift	2006	7	DLG5	1FDWE35S06DA15909	5909	Flagstaff	5310	No	98,010	N/A	Good	6	2	Lift
Ford Cutaway Lift	2008	7	DXL9	1FD33ES5S08DB32511	2511	Flagstaff	5310	No	95,635	N/A	Fair	8	2	Lift
Ford Maxi Lift	2007	7	EAY7	1FTSS34L47DB30200	0200	Prescott	5310	No	122,040	N/A	Good	8	2	Lift
Ford Maxi Lift	2007	7	EAY7	1FTSS34LX7DB30198	0198	Prescott	5310	No	117,805	N/A	Good	8	2	Lift
Toyota Sienna	2010	8	FAD3	5TDKK4CC6AS301158	1158	Flagstaff	5310	No	95,026	N/A	Good	7	0	N/A
Toyota Sienna	2010	8	FAD3	5TDKK4CC3AS301215	1215	Flagstaff	5310	No	128,097	N/A	Fair	7	0	N/A
Toyota Sienna	2010	8	FAD4	5TDKK4CC3AS30165	1652	Flagstaff	5310	No	120,945	N/A	Good	7	0	N/A
Ford Cutaway Lift	2012	7	GHD9	1FDEE3FS1CDA62906	2906	Flagstaff	5310	Yes	115,211	N/A	Good	6	2	Lift
Ford Cutaway Lift	2012	7	JHD2	1FDEE3FS6CDA5536	5367	Flagstaff	5310	Yes	124,919	N/A	Good	4	3	Lift
Chrysler Voyager	2022	8	DLA2	2C4RC1CG5NR166105	6105	Flagstaff	Lease	No	438	N/A	Excellent	7	0	N/A
Chrysler Voyager	2022	8	H8A4	2C4RC1CG6NR15940	9406	Flagstaff	Lease	No	1,380	N/A	Excellent	7	0	N/A
Chrysler Voyager	2022	8	H6A19	2C4RC1CG5NR15944	9445	Flagstaff	Lease	No	1,665	N/A	Excellent	7	0	N/A
Chrysler Voyager	2022	8	HNA3	2C4RC1CG3NR15944	9444	Flagstaff	Lease	No	2,395	N/A	Excellent	7	0	N/A
Chrysler Voyager	2022	8	EXA2	2C4RC1CG7NR166106	6106	Prescott	Lease	No	1,115	N/A	Excellent	7	0	N/A
Chrysler Voyager	2022	8	HVA6	2C4RC1CG4NR171540	1540	Prescott	Lease	No	1,185	N/A	Excellent	7	0	N/A
Chrysler Voyager	2022	8	HEA2	2C4RC1CGXNR15940	9408	Flagstaff	Lease	No	1,942	N/A	Excellent	7	0	N/A
Chrysler Voyager	2022	8	K5A3	2C4RC1CG3NR166104	6104	Flagstaff	Lease	No	2,481	N/A	Excellent	7	0	N/A
Chrysler Voyager	2022	8	H4A19	2C4RC1CG7NR15944	9446	Flagstaff	Lease	No	1,705	N/A	Excellent	7	0	N/A
Chrysler Voyager	2022	8	K6A6	2C4RC1CG9NR15724	7245	Flagstaff	Lease	No	3,315	N/A	Excellent	7	0	N/A
Chrysler Voyager	2022	8	HGA8	2C4RC1CG9NR15944	9447	Flagstaff	Lease	No	3,150	N/A	Excellent	7	0	N/A
Chrysler Voyager	2022	8	8XA2	2C4RC1CG4NR15940	9405	Flagstaff	Lease	No	3,603	N/A	Excellent	7	0	N/A

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MetroPlan Vehicle Inventory													
Vehicle description						Funding		Condition			Accessibility		
Make-model	Year	Vehicle class code	VIN	Last 4	Location	Grant funding	On Lien	Odometer reading	Replacement year	Condition code	Total seats	air position	Lift or ramp
<b>Quality Connections</b>													
	2018	8	2C7WD GBG0JR 231508	1508	Flagstaff	5310	Yes	35	2023	Excellent	4	1	Ramp
2020 Ford Transit	2020	7	1FTBR1 D85LKA 03926	3926	Flagstaff	No	No	289	2020	Excellent	5	0	N/A
Ford / Starcraft Cut-Away Bus	2017	6	1FDEE3 FS9HDC 68384	8384	Flagstaff	5310	Yes	4,589	2022	Excellent	9	3	Lift
Dodge Caravan / Braun	2017	8	2C7WD GBG7H R762232	2232	Flagstaff	5310	Yes	10,395	2022	Excellent	4	1	Ramp
Chrysler Town and Country	2007	8	1A4GJ45 R47B118 412	8412	Flagstaff	No	No	80,369	2017	Fair	4	2	Ramp
Ford / Starcraft Cut-Away Bus	2014	6	1FDEE3 FLOEDA 83676	3676	Flagstaff	5310	Yes	35,242	2019	Excellent	9	3	Lift
Dodge Caravan	2015	8	2C4RDG CG2FR7 22937	2937	Flagstaff	5310	Yes	32,190	2020	Excellent	6	0	N/A
Dodge Caravan	2015	8	2C4RDG CG4FR7 22938	2938	Flagstaff	5310	Yes	47,795	2020	Excellent	6	0	N/A
Dodge El Dorado Van	2013	8	2C7WD GBG4D R813468	3468	Flagstaff	5310	Yes	56,441	2020	Excellent	4	1	Ramp
Chevrolet G1500 Van	2009	7	1GNFG15 45911593 61	9361	Flagstaff	No	No	34,602	2020	Excellent	11	0	N/A
Dodge Caravan	2015	8	2C4RDG CG1FR7 32830	2830	Flagstaff	No	No	37,469	2020	Fair	3	0	N/A
KIA Soul	2013	7	KNDJT2 A54D75 83333	3333	Flagstaff	No	No	52,321	2020	Fair	4		

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The Guidance Center													
Vehicle description						Funding		Condition			Accessibility		
Make-model	Year	Vehicle class code	VIN	Last 4	Location	Grant funding	On Lien	Odometer reading	Replacement year	Condition code	Total seats	Wheelchair positions	Lift or ramp
The Guidance Center													
Nissan Rogue	2018	9	JN8AT2MT3JW458727	8727	Flagstaff	No	No	28,370	2023	Excellent	4	0	
Nissan Rogue	2018	9	JN8AT2MT3JW458548	8548	Flagstaff	No	No	39,422	2023	Excellent	4	0	
Nissan Rogue	2018	9	JN8AT2MT8JW458531	8531	Flagstaff	No	No	38,965	2023	Excellent	4	0	
Nissan Rogue	2018	9	JN8AT2MT1JW461173	1173	Flagstaff	No	No	44,994	2023	Excellent	4	0	
Nissan Rogue	2018	9	1FMCUOGD2JUA42539	2539	Flagstaff	No	No	37,755	2023	Excellent	4	0	
Ford Escape 4X4	2018	9	1FMCU9GD3JUA35037	35037	Flagstaff	No	No	59,552	2023	Excellent	4	0	
Nissan Rogue	2018	9	JN8AT2MT6JW458463	8463	Flagstaff	No	No	35,618	2023	Excellent	4	0	
Ford E350 Cargo Van	2013	7	1FDDS3EL2DDB22868	2868	Flagstaff	ADOT	No	40,145	2023	Good	9	1	Lift
Chevrolet Express Van	2015	7	1GAZG1FG9F1102647	2647	Flagstaff	ADOT	No	48,233	2023	Good	12	0	
Chevrolet Express Van	2012	7	1GAZG1FA0C1185361	5361	Flagstaff	ADOT	No	69,481	2023	Good	12	0	
Chevrolet Express Van	2012	7	1GAZG1FA3C1185418	5418	Flagstaff	ADOT	No	63,131	2023	Good	12	0	
Chevrolet Express Van	2012	7	1GAZG1FG3C1202738	2738	Flagstaff	ADOT	No	84,645	2023	Good	12	0	
Ford Escape	2018	9	1FMCUOGD6JUA64799	4799	Flagstaff	No	No	44,910	2023	Excellent	4	0	
Ford Escape	2018	9	1FMCUOGDOJUA56777	6777	Flagstaff	No	No	28,558	2023	Excellent	4	0	
Ford Escape	2018	9	1FMCUOGD3JUA42534	2534	Flagstaff	No	No	40,550	2023	Excellent	4	0	
Nissan Rogue	2018	9	JN8AT2MT6JW461010	1010	Flagstaff	No	No	30,392	2023	Excellent	4	0	
Dodge Ram 2500	2015	9	3C6UR5DL1FG548982	8982	Flagstaff	No	No	62,636	2024	Good	6	0	
Kawasaki K4D Mule	2012	10	JK1AFED11CB505924	5924	Flagstaff	No	No	924	2024	Excellent	2	0	

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**Appendix 2 | Summary of Section 5310 grants pre-applications for 2023 and 2024**

**MetroPlan summary of Section 5310 grant applications for 2023 - Year 1**

<i>Description</i>	<i>Applicants Priority</i>	<i>Regional Priority</i>	<i>Project Type</i>	<i>Federal Grant</i>	<i>Local Match</i>	<i>Total Amount</i>
<b>Arizona Board of Regents for and on behalf of NAU Center for Service and Volunteerism</b>						
Volunteer Driver Door through Door and More	1	1	Operating	\$10,000	\$10,000	\$20,000
<b>Mountain Line</b>						
Taxi program	1	1	Operating	\$62,000	\$62,000	\$124,000
ADA Plus	2	1	Operating	\$113,670	\$113,670	\$227,340
Mountain Line GO!	3	3	Operations	\$62,430	\$62,430	\$124,860
Bus stop mobility program	4	2	Capital	\$200,000	\$50,000	\$250,000
Mountain Line total				\$438,100	\$288,100	\$726,200
<b>Hozhoni</b>						
Replacement for VIN #2511	1	1	Capital	\$110,000	\$27,500	\$137,500
Replacement for VIN #2906	2	1	Capital	\$115,500	\$28,875	\$144,375
Hozhoni total				\$225,500	\$56,375	\$281,875
<b>Quality Connections</b>						
Expansion- Minivan with ramp	2	2	Capital	\$61,908	\$15,477	\$77,385
Replacement - Minivan	4	1	Capital	\$31,164	\$7,791	\$38,955
Replacement - Minivan	3	1	Capital	\$31,164	\$7,791	\$38,955



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Expansion- Maxi Van with Lift	5	2	Capital	\$89,628	\$22,407	\$112,035
Replacement - Maxi Van with Lift	1	1	Capital	\$89,628	\$22,407	\$112,035
Quality Connections total				\$303,492	\$75,873	\$379,365
<b>Hope Lives – Vive La Esperanza</b>						
Passenger van for peer support services in Coconino County	1	2	Capital	\$45,675	\$9,135	\$54,810
Passenger van for peer support services in Coconino County	2	2	Capital	\$38,955	\$7,791	\$46,746
Hope Lives – Vive La Esperanza total				\$84,630	\$16,926	\$101,556
<b>MetroPlan total</b>				<b>\$1,061,722</b>	<b>\$447,274</b>	<b>\$1,508,996</b>

**MetroPlan summary of Section 5310 grant pre-applications for 2024 - Year 2**

<i>Description</i>	<i>Applicants Priority</i>	<i>Regional Priority</i>	<i>Project Type</i>	<i>Federal Grant</i>	<i>Local Match</i>	<i>Total Amount</i>
<b>Arizona Board of Regents for and on behalf of NAU Center for Service and Volunteerism</b>						
Volunteer Driver Door through Door and More	1	1	Operating	\$13,000	\$13,000	\$26,000
<b>Mountain Line</b>						
Taxi programs	1	1	Operating	\$75,000	\$75,000	\$150,000
ADA Plus	2	1	Operating	\$115,943	\$115,943	\$231,886

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Mountain Line GO!	3	3	Operations	\$62,430	\$62,430	\$124,860
Bus stop mobility program	4	2	Capital	\$200,000	\$50,000	\$250,000
Mountain Line total				\$453,373	\$303,373	\$756,746
<b>Hozhoni</b>						
Replacement for VIN #5367	1	1	Capital	\$115,500	\$28,875	\$144,375
<b>Hope Lives – Vive La Esperanza</b>						
Passenger van for peer support services in Coconino County	1	1	Capital	\$45,675	\$9,135	\$54,810
<b>FMPO total</b>				<b>\$627,548</b>	<b>\$354,383</b>	<b>\$981,931</b>
<b>By project type</b>						
Capital				\$361,175	\$88,010	\$449,185
Operating				\$266,373	\$266,373	\$532,746
<b>FMPO total</b>				<b>\$627,548</b>	<b>\$354,383</b>	<b>\$981,931</b>
9 January 2019						

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**Appendix 3 | Summary of Section 5310 Mobility Management grants pre-applications for 2022 and 2023**

<i>Description</i>	<i>Applicants Priority</i>	<i>Regional Priority</i>	<i>Project Type</i>	<i>Federal Grant</i>	<i>Local Match</i>	<i>Total Amount</i>
<b>NAIPTA</b>						
Mobility management - Year 1	1	1	Mobility Mgmt	\$107,531	\$26,883	\$134,414
Mobility management - Year 2	1	1	Mobility Mgmt	\$107,531	\$26,883	\$134,414
NAIPTA total				\$215,062	\$53,766	\$268,828
<b>FMPO total</b>				<b>\$215,062</b>	<b>\$53,766</b>	<b>\$268,828</b>

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**Appendix 4 | Section 5310 grant pre-applications for 2023 & 2024, Mobility Management 2022 & 2023**

<b>FY2020 Section 5310 Grant Pre-Application – FMPO Region</b>			
<b>Applicant Agency Name: NAIPTA</b>			
<b>Project Title</b>	Mobility Management – Year 1 and Year 2	<b>Priority Number</b>	1
<b>Location Address</b>	3773 N. Kaspar Dr. Flagstaff, AZ 86004		
<b>Brief Description of Proposed Project</b>	NAIPTA provides mobility management (MM) on behalf of the FMPO through a Memorandum of Understanding. The program facilitates the Coordinated Mobility Council, assesses gaps in services, identifies strategies to fill the gaps, and improve efficiencies. The program also provides travel training for customers and support for human service agencies. NAIPTA coordinates with NACOG, CYMPO and statewide Mobility Managers.		
<b>Funding Request Amount for Year 1</b>	FTA Request: 107,531	Local Match: 26,883	Total Cost: 134,414
<b>Funding Request Amount for Year 2</b>	FTA Request: 107,531	Local Match: 26,883	Total Cost: 134,414
<b>Project Type</b> Mobility Management	<b>Primary Project Service Area</b> Small-Urban	<b>COG/MPO Region</b> FMPO	

**MetroPlan & Mountain Line  
Coordinated Public Transit – Human Services Transportation Plan**

<b>FY2023 – FY2024 Section 5310 Grant Pre-Application – MetroPlan (FMPO) Region</b>			
<b>Applicant Agency Name: NAIPTA</b>			
<b>Project Title</b>	Mountain Line Taxi Program	<b>Priority Number</b>	1
<b>Location Address</b>	3773 N. Kaspar Dr. Flagstaff, AZ 86004		
<b>Brief Description of Proposed Project</b>	Mountain Line’s Taxi Programs provides subsidized taxi, Uber, and Lyft riders to ADA eligible clients. Clients pay 20%, while Mountain Line provides 80%. This program provides more flexibility than the traditional paratransit service by offering on-demand trips, 24/7, and an unlimited number of bags. Where the program overlaps with the Mountain Line Paratransit service boundary, the Taxi Programs also provides Mountain Line with a per trip cost savings. This operations request is to pay for the subsidy and does not include program administration.		
<b>Funding Request Amount for Year 1</b>	FTA Request: 62,000	Local Match: 62,000	Total Cost: 124,000
<b>Funding Request Amount for Year 2</b>	FTA Request: 75,000	Local Match: 75,000	Total Cost: 150,000
<b>Project Type</b> Operations	<b>Primary Project Service Area</b> Small-Urban	<b>COG/MPO Region</b> FMPO	

**MetroPlan & Mountain Line  
Coordinated Public Transit – Human Services Transportation Plan**

<b>FY2023 – FY2024 Section 5310 Grant Pre-Application – MetroPlan (FMPO) Region</b>			
<b>Applicant Agency Name: NAIPTA</b>			
<b>Project Title</b>	ADA Plus	<b>Priority Number</b> 2	
<b>Location Address</b>	3773 N. Kaspar Dr. Flagstaff, AZ 86004		
<b>Brief Description of Proposed Project</b>	Mountain Line paratransit ADA Plus program provides service that is above and beyond the requirements of ADA. ADA Plus services include same day reservations, door to door, trips outside of the ¼ mile boundary paratransit requirement, subscription service, and will call. In FY22, ADA Plus rides accounted for 6,011 trips annually or 58% of total ADA trips. This program is a service that has been in place since 2006 as a part of Mountain Line’s demand response program serving ADA eligible customers. ADA Plus also includes the portion administrative of Mountain Line’s Taxi Programs.		
<b>Funding Request Amount for Year 1</b>	<b>FTA Request:</b> 113,670	<b>Local Match:</b> 113,670	<b>Total Cost:</b> 227,339
<b>Funding Request Amount for Year 2</b>	<b>FTA Request:</b> 115,943	<b>Local Match:</b> 115,943	<b>Total Cost:</b> 231,886
<b>Project Type</b> Operations	<b>Primary Project Service Area</b> Small-Urban		<b>COG/MPO Region</b> FMPO

**MetroPlan & Mountain Line  
Coordinated Public Transit – Human Services Transportation Plan**

<b>FY2023 – FY2024 Section 5310 Grant Pre-Application – MetroPlan (FMPO) Region</b>			
<b>Applicant Agency Name: NAIPTA</b>			
<b>Project Title</b>	Mountain Line GO!	<b>Priority Number</b>	3
<b>Location Address</b>	3773 N. Kaspar Dr. Flagstaff, AZ 86004		
<b>Brief Description of Proposed Project</b>	This service is a microtransit service serving the Huntington and Industrial corridor and surrounding bus stops, including Walmart and Mall Connection Center. Microtransit is a flexible, on-demand transportation solution where rides can be booked on-demand via a website, app, or calling option. This is a targeted service focusing on serving Flagstaff’s most vulnerable populations including older adults, low-income and people with disabilities, and provides the necessary access to essential services such as The Guidance Center, North County, Flagstaff Shelter Services, Flagstaff Housing Authority, and reach jobsite and interview locations like Good Will Employment Center and Walmart.		
<b>Funding Request Amount for Year 1</b>	FTA Request: 62,430	Local Match: 62,430	Total Cost: 124,860
<b>Funding Request Amount for Year 2</b>	FTA Request: 62,430	Local Match: 62,430	Total Cost: 124,860
<b>Project Type Operations</b>	<b>Primary Project Service Area</b> Small-Urban	<b>COG/MPO Region</b> FMPO	

**MetroPlan & Mountain Line  
Coordinated Public Transit – Human Services Transportation Plan**

<b>FY2023 – FY2024 Section 5310 Grant Pre-Application – MetroPlan (FMPO) Region</b>			
<b>Applicant Agency Name: NAIPTA</b>			
<b>Project Title</b>	Bus Stop Mobility Improvements	<b>Priority Number</b> 4	
<b>Location Address</b>	3773 N. Kaspar Dr. Flagstaff, AZ 86004		
<b>Brief Description of Proposed Project</b>	Capital project for mobility infrastructure improvements to bus stops. Improvements may include addition of concrete landing pads, equitable ADA seating areas, sidewalk replacement and curb ramp/sidewalk connections to existing public infrastructure within a reasonable distance from the bus stop		
<b>Funding Request Amount for Year 1</b>	FTA Request: 200,000	Local Match: 50,000	Total Cost: 250,000
<b>Funding Request Amount for Year 2</b>	FTA Request: 200,000	Local Match: 50,000	Total Cost: 250,000
<b>Project Type Capital</b>	<b>Primary Project Service Area</b> Small-Urban		<b>COG/MPO Region</b> FMPO



**MetroPlan & Mountain Line  
Coordinated Public Transit – Human Services Transportation Plan**

<b>FY2023 – FY2024 Section 5310 Grant Pre-Application – MetroPlan (FMPO) Region</b>			
<b>Applicant Agency Name: Hozhoni</b>			
<b>Project Title</b>	Replacement for VIN #2511	<b>Priority Number</b> 1	
<b>Location Address</b>	2133 N. Walgreen, Flagstaff, AZ 86004		
<b>Brief Description of Proposed Project</b>	Replacement of 2008 Ford Cutaway with Lift – 2 wheelchair positions with high mileage that is used to provide transportation for individuals with intellectual disabilities to medical appointments, employment sites, recreational activities, and between the group home and the day program, with a new Cutaway with Lift (9 passenger) that will accommodate the extremely heavy electric wheelchairs that are used by many clients in our program.		
<b>Funding Request Amount for Year 1</b>	<b>FTA Request:</b> 110,000	<b>Local Match:</b> 27,500	<b>Total Cost:</b> 137,500
<b>Funding Request Amount for Year 2</b>	<b>FTA Request:</b> Click here to enter text.	<b>Local Match:</b> Click here to enter text.	<b>Total Cost:</b> Click here to enter text.
<b>Project Type</b> Capital - Vehicle	<b>Primary Project Service Area</b> Small-Urban		<b>COG/MPO Region</b> FMPO

**MetroPlan & Mountain Line  
Coordinated Public Transit – Human Services Transportation Plan**

<b>FY2023 – FY2024 Section 5310 Grant Pre-Application – MetroPlan (FMPO) Region</b>			
<b>Applicant Agency Name: Hozhoni</b>			
<b>Project Title</b>	Replacement for VIN #2906	<b>Priority Number</b>	2
<b>Location Address</b>	2133 N. Walgreen, Flagstaff, AZ 86004		
<b>Brief Description of Proposed Project</b>	Replacement of 2012 Ford Cutaway with Lift – 2 wheelchair positions with high mileage that is used to provide transportation for individuals with intellectual disabilities to medical appointments, employment sites, recreational activities, and between the group home and the day program, with a new Cutaway with Lift (9 passenger) that will accommodate the extremely heavy electric wheelchairs that are used by many clients in our program.		
<b>Funding Request Amount for Year 1</b>	<b>FTA Request:</b> 115,500	<b>Local Match:</b> 28,875	<b>Total Cost:</b> 144,375
<b>Funding Request Amount for Year 2</b>	<b>FTA Request:</b> Click here to enter text.	<b>Local Match:</b> Click here to enter text.	<b>Total Cost:</b> Click here to enter text.
<b>Project Type</b> Capital - Vehicle	<b>Primary Project Service Area</b> Small-Urban	<b>COG/MPO Region</b> FMPO	

**MetroPlan & Mountain Line  
Coordinated Public Transit – Human Services Transportation Plan**

<b>FY2023 – FY2024 Section 5310 Grant Pre-Application – MetroPlan (FMPO) Region</b>			
<b>Applicant Agency Name: Hozhoni</b>			
<b>Project Title</b>	Replacement for VIN #5367		<b>Priority Number</b> 1
<b>Location Address</b>	2133 N. Walgreen, Flagstaff, AZ 86004		
<b>Brief Description of Proposed Project</b>	Replacement of 2012 Ford Cutaway with Lift – 2 wheelchair positions with high mileage that is used to provide transportation for individuals with intellectual disabilities to medical appointments, employment sites, recreational activities, and between the group home and the day program, with a new Cutaway with Lift (9 passenger) that will accommodate the extremely heavy electric wheelchairs that are used by many clients in our program.		
<b>Funding Request Amount for Year 1</b>	<b>FTA Request:</b>	<b>Local Match:</b>	<b>Total Cost:</b>
<b>Funding Request Amount for Year 2</b>	FTA Request: 115,500	Local Match: 28,875	Total Cost: 144,375
<b>Project Type</b> Capital - Vehicle	<b>Primary Project Service Area</b> Small-Urban		<b>COG/MPO Region</b> FMPO

**MetroPlan & Mountain Line  
Coordinated Public Transit – Human Services Transportation Plan**

<b>FY2023 – FY2024 Section 5310 Grant Pre-Application – MetroPlan (FMPO) Region</b>			
<b>Applicant Agency Name: Arizona Board of Regents for and on behalf of NAU Center for Service and Volunteerism</b>			
<b>Project Title</b>	Volunteer Driver Door through Door and More	<b>Priority Number</b> 1	
<b>Location Address</b>	19 W McConnell Dr., Building 70, Room 6 on the NAU Campus, PO Box 5063 Flagstaff, AZ 86011		
<b>Brief Description of Proposed Project</b>	<p>The Center for Service and Volunteerism (CSV) utilizes the services of older adult volunteers through the AmeriCorps Seniors Senior Companions Program to serve the needs of homebound elderly or disabled clients in the Flagstaff. The Senior Companion volunteers provide transportation for the clients in Flagstaff including rides to physical and behavioral health appointments, to the pharmacy, grocery store, and for other errands, and for other appointments such as for haircuts, exercise, meetings, etc. The volunteers offer services beyond ADA requirements and accompany their clients into medical appointment offices, assist with grocery shopping, errands, etc. Senior Companion volunteers are required to stay with the client beyond the car, beyond door through door, and even more. They also assist clients with bringing in grocery bags and assist with putting groceries away, taking notes at medical visits if requested by client, etc.</p>		
<b>Funding Request Amount for Year 1</b>	<b>FTA Request:</b> \$10,000	<b>Local Match:</b> \$10,000	<b>Total Cost:</b> \$20,000
<b>Funding Request Amount for Year 2</b>	<b>FTA Request:</b> \$13,000	<b>Local Match:</b> \$13,000	<b>Total Cost:</b> \$26,000
<b>Project Type</b> Operating	<b>Primary Project Service Area</b> Small-Urban		<b>COG/MPO Region</b> FMPO

**MetroPlan & Mountain Line  
Coordinated Public Transit – Human Services Transportation Plan**

FY2023 – FY2024 Section 5310 Grant Pre-Application – MetroPlan (FMPO) Region			
Applicant Agency Name: <b>Hope Lives – Vive La Esperanza</b>			
Project Title	Passenger van for peer support services in Coconino County		Priority Number 1
Location Address	2308 N 4th St Flagstaff, AZ 86004		
Brief Description of Proposed Project	<p>Hope Lives provides forensic peer support to adults with mental illness and/or a history of substance use to reduce recidivism and help individuals reintegrate into the community. We use our vehicles to transport our members/clients to connect them to resources, teach independent living skills, and participate in recovery activities.</p> <p>Our current three vehicles consist of a 12 passenger van that is 17 years old and 2 minivans that are 15 years old. They have served us well but have become unreliable and expensive to maintain. We would like to acquire a new 12 passenger van.</p>		
Funding Request Amount for Year 1	FTA Request: 45,675	Local Match: 9,135	Total Cost: 36,540
Funding Request Amount for Year 2	FTA Request: Click here to enter text.	Local Match: Click here to enter text.	Total Cost: Click here to enter text.
Project Type  Capital	Primary Project Service Area Flagstaff		COG/MPO Region FMPO

**MetroPlan & Mountain Line  
Coordinated Public Transit – Human Services Transportation Plan**

<b>FY2023 – FY2024 Section 5310 Grant Pre-Application – MetroPlan (FMPO) Region</b>			
<b>Applicant Agency Name: Hope Lives – Vive La Esperanza</b>			
<b>Project Title</b>	Passenger van for peer support services in Coconino County	<b>Priority Number</b> 2	
<b>Location Address</b>	2308 N 4th St Flagstaff, AZ 86004		
<b>Brief Description of Proposed Project</b>	<p>Hope Lives provides forensic peer support to adults with mental illness and/or a history of substance use to reduce recidivism and help individuals reintegrate into the community. We use our vehicles to transport our members/clients to connect them to resources, teach independent living skills, and participate in recovery activities.</p> <p>Our current three vehicles consist of a 12 passenger van that is 17 years old and 2 minivans that are 15 years old. They have served us well but have become unreliable and expensive to maintain. We would like to acquire a new minivan.</p>		
<b>Funding Request Amount for Year 1</b>	<b>FTA Request:</b> 38,955	<b>Local Match:</b> 7,791	<b>Total Cost:</b> 31,164
<b>Funding Request Amount for Year 2</b>	<b>FTA Request:</b> Click here to enter text.	<b>Local Match:</b> Click here to enter text.	<b>Total Cost:</b> Click here to enter text.
<b>Project Type</b>  Capital	<b>Primary Project Service Area</b> Flagstaff		<b>COG/MPO Region</b> FMPO

**MetroPlan & Mountain Line  
Coordinated Public Transit – Human Services Transportation Plan**

FY2023 – FY2024 Section 5310 Grant Pre-Application – MetroPlan (FMPO) Region			
Applicant Agency Name: Hope Lives – <u>Vive</u> La Esperanza			
Project Title	Passenger van for peer support services in Coconino County	Priority Number 1	
Location Address	2308 N 4th St Flagstaff, AZ 86004		
Brief Description of Proposed Project	<p>Hope Lives provides forensic peer support to adults with mental illness and/or a history of substance <u>use</u> to reduce recidivism and help individuals reintegrate into the community. We use our vehicles to transport our members/clients to connect them to resources, teach independent living skills, and participate in recovery activities.</p> <p>Our current three vehicles consist of a 12 passenger van that is 17 years old and 2 minivans that are 15 years old. They have served us well but have become unreliable and expensive to maintain. We would like to acquire a new 12 passenger van.</p>		
Funding Request Amount for Year 1	FTA Request:	Local Match: Click here to enter text.	Total Cost: Click here to enter text.
Funding Request Amount for Year 2	FTA Request: 45,675	Local Match: 9,135	Total Cost: 36,540
Project Type Capital	Primary Project Service Area Flagstaff		COG/MPO Region FMPO

**MetroPlan & Mountain Line  
Coordinated Public Transit – Human Services Transportation Plan**

<b>FY2023 – FY2024 Section 5310 Grant Pre-Application – MetroPlan (FMPO) Region</b>			
<b>Applicant Agency Name:</b> Quality Connections			
<b>Project Title</b>	Replacement - Maxi Van with Lift to replace VIN 3468	<b>Priority Number</b> 1	
<b>Location Address</b>	3012 E. Route 66, Flagstaff, AZ. 86004		
<b>Brief Description of Proposed Project</b>	Replacement vehicle for 2013 Dodge El Dorado (VIN 3468) in fair condition with high mileage that provides transportation for individuals with disabilities for employment, medical appointments, recreation, and other daily living activities. This replacement was approved in the 2019 grant cycle, but could not be fulfilled due to supply chain issues.		
<b>Funding Request Amount for Year 1</b>	<b>FTA Request:</b> \$89,628	<b>Local Match:</b> \$22,407	<b>Total Cost:</b> \$112,035
<b>Funding Request Amount for Year 2</b>	<b>FTA Request:</b> <a href="#">Click here to enter text.</a>	<b>Local Match:</b> <a href="#">Click here to enter text.</a>	<b>Total Cost:</b> <a href="#">Click here to enter text.</a>
<b>Project Type</b>	<b>Primary Project Service Area</b> Small-Urban		<b>COG/MPO Region</b> FMPO



**MetroPlan & Mountain Line  
Coordinated Public Transit – Human Services Transportation Plan**

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<b>FY2023 – FY2024 Section 5310 Grant Pre-Application – MetroPlan (FMPO) Region</b>			
Applicant Agency Name: Quality Connections			
Project Title	Expansion- Minivan with ramp	Priority Number 2	
Location Address	3012 E. Route 66 Flagstaff, AZ 86004		
Brief Description of Proposed Project	Expansion vehicle to meet increasing transportation needs for individuals with disabilities for employment, medical appointments, recreation, and other daily living activities.		
Funding Request Amount for Year 1	FTA Request: \$61,908	Local Match: \$15,477	Total Cost: \$77,385
Funding Request Amount for Year 2	FTA Request: <a href="#">Click here to enter text.</a>	Local Match: <a href="#">Click here to enter text.</a>	Total Cost: <a href="#">Click here to enter text.</a>
Project Type	Primary Project Service Area Small-Urban	COG/MPO Region FMPO	

**MetroPlan & Mountain Line  
Coordinated Public Transit – Human Services Transportation Plan**

<b>FY2023 – FY2024 Section 5310 Grant Pre-Application – MetroPlan (FMPO) Region</b>			
Applicant Agency Name: Quality Connections			
Project Title	Replacement - Minivan to replace VIN 2938	Priority Number	3
Location Address	3012 E. Route 66, Flagstaff, AZ. 86004		
Brief Description of Proposed Project	Replacement vehicle for 2015 Dodge El Dorado (VIN 2938) in fair condition with high mileage that provides transportation for individuals with disabilities for employment, medical appointments, recreation, and other daily living activities.		
Funding Request Amount for Year 1	FTA Request: \$31,164	Local Match: \$7,791	Total Cost: \$38,955
Funding Request Amount for Year 2	FTA Request: <a href="#">Click here to enter text.</a>	Local Match: <a href="#">Click here to enter text.</a>	Total Cost: <a href="#">Click here to enter text.</a>
Project Type	Primary Project Service Area Small-Urban	COG/MPO Region FMPO	

**MetroPlan & Mountain Line  
Coordinated Public Transit – Human Services Transportation Plan**

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<b>FY2023 – FY2024 Section 5310 Grant Pre-Application – MetroPlan (FMPO) Region</b>			
Applicant Agency Name: Quality Connections			
Project Title	Replacement -Minivan to replace VIN 2830	Priority Number	4
Location Address	3012 E. Route 66, Flagstaff, AZ. 86004		
Brief Description of Proposed Project	Replacement vehicle for 2015 Dodge El Dorado (VIN 2938) in fair condition with high mileage that provides transportation for individuals with disabilities for employment, medical appointments, recreation, and other daily living activities.		
Funding Request Amount for Year 1	FTA Request: \$31,164	Local Match: \$7,791	Total Cost: \$38,955
Funding Request Amount for Year 2	FTA Request: <a href="#">Click here to enter text.</a>	Local Match: <a href="#">Click here to enter text.</a>	Total Cost: <a href="#">Click here to enter text.</a>
Project Type	Primary Project Service Area Small-Urban	COG/MPO Region FMPO	

**MetroPlan & Mountain Line  
Coordinated Public Transit – Human Services Transportation Plan**

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<b>FY2023 – FY2024 Section 5310 Grant Pre-Application – MetroPlan (FMPO) Region</b>			
Applicant Agency Name: Quality Connections			
<b>Project Title</b>	Expansion- Maxi Van with Lift	<b>Priority Number</b> 5	
<b>Location Address</b>	3012 E. Route 66 Flagstaff, AZ 86004		
<b>Brief Description of Proposed Project</b>	Expansion vehicle to meet the needs of the expanding transportation area for purposes of employment, educational programs and recreation. Vehicles in the fleet are currently at capacity serving the metro Flagstaff area, Doney Park, Timberline, Railroad Springs and Townsend- Winona. This expansion vehicle will meet expansion needs in Parks, Kachina Village, Mountaineer, Munds Park and Bellemont.		
<b>Funding Request Amount for Year 1</b>	FTA Request: \$89,628	Local Match: \$22,407	Total Cost: \$112,035
<b>Funding Request Amount for Year 2</b>	FTA Request: Click here to enter text.	Local Match: Click here to enter text.	Total Cost: Click here to enter text.
<b>Project Type</b>	<b>Primary Project Service Area</b> Small-Urban		<b>COG/MPO Region</b> FMPO

**MetroPlan & Mountain Line  
Coordinated Public Transit – Human Services Transportation Plan**

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**Appendix 5 | Coordinated Mobility Council meeting agendas from 2022**



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**AGENDA**

MetroPlan & Mountain Line  
**Coordinated Mobility Council**

Friday, August 26, 2022

10:00 AM – 12:00 PM

Zoom Meeting (virtual only)

[Zoom Link](#), passcode 186720. Please email Estella Hollander, [ehollander@naajta.az.gov](mailto:ehollander@naajta.az.gov) if you need Zoom log-in information.

Pursuant to the Americans with Disabilities Act, persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting 928-679-8900 (TTY Service 800.367.8939). Requests should be made as early as possible to allow time to arrange the accommodation.

1. **Call to order (10:00 am)**
2. **Welcome by Jamie Martinez, Chair**
3. **Safety Moment**
4. **Roll call and introductions**
5. **Call to the public**

The public is invited to speak on any item or any area of concern that is within the jurisdiction of the MetroPlan/Mountain Line Coordinated Mobility Council. The Council is prohibited by the Open Meeting law from discussing, considering or acting on items raised during the call to the public, but may direct the staff to place an item on a future agenda. Individuals are limited to a five-minute presentation.
6. **Minutes from previous meeting (10:15 am)**

Review and approval of minutes from May 20, 2022 quarterly Coordinated Mobility Council meeting.

**MetroPlan & Mountain Line  
Coordinated Public Transit – Human Services Transportation Plan**

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**AGENDA**

MetroPlan & Mountain Line  
Coordinated Mobility Council

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7. **Inclusion and Adaptive Living Commission Update (10:15 am)**  
Update by Inclusion and Adaptive Living Commission members or liaisons
8. **5310 Awards and Upcoming Grant Cycle (10:30 am)**  
Present 5310 awards in MetroPlan region and discuss upcoming grant application process
9. **Flagstaff in Motion – A Community Transit Plan Presentation (10:40 am)**  
Presentation by Bizzy Collins, Mountain Line’s Transit Planner, on Mountain Line’s updated 5-Year Transit Plan
10. **Coordinated Transportation Plan Update (11:00 am)**  
Begin major update on Coordinated Plan – Brainstorming Session for new issues and strategies
11. **Upcoming trainings (11:50)**  
Information on scheduled upcoming trainings and discussion on need for other trainings.
12. **News and updates from CMC members (11:50)**  
An opportunity to report on any projects or work that may be of interest to group
13. **Future agenda items (11:55)**
14. **Adjournment (12:00 pm)**

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August 26, 2022  
Page 2 of 3

**MetroPlan & Mountain Line  
Coordinated Public Transit – Human Services Transportation Plan**

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**AGENDA**

MetroPlan & Mountain Line  
Coordinated Mobility Council

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**CERTIFICATION OF POSTING OF NOTICE**

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Mountain Line on 8/18/22, at approximately 1 a.m./p.m. in accordance with the statement filed by the Clerk of the Board with NAIPTA.

Dated this 18<sup>th</sup> day of August, 2022.

ATTEST:



Estella Hollander, Mobility Planner

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August 26, 2022  
Page 3 of 3

# MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan

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## AGENDA

### MetroPlan & Mountain Line Coordinated Mobility Council

Friday, February 18, 2022

10:00 AM – 12:00 PM

Zoom Meeting (virtual only)

[Zoom Link](#), passcode 186720. Please email Estella Hollander, [ehollander@naipfa.az.gov](mailto:ehollander@naipfa.az.gov), if you need Zoom log-in information.

Pursuant to the Americans with Disabilities Act, persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting 928-679-8900 (TTY Service 800.367.8939). Requests should be made as early as possible to allow time to arrange the accommodation.

1. **Call to order (10:00 am)**
2. **Welcome by Jamie Martinez, Chair**
3. **Zoom and meeting expectations**
4. **Safety Moment**
5. **Roll call and introductions**
6. **Call to the public**

The public is invited to speak on any item or any area of concern that is within the jurisdiction of the MetroPlan/Mountain Line Coordinated Mobility Council. The Council is prohibited by the Open Meeting law from discussing, considering or acting on items raised during the call to the public, but may direct the staff to place an item on a future agenda. Individuals are limited to a five-minute presentation.
7. **Minutes from previous meeting (10:15 am)**



# MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan

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## AGENDA

MetroPlan & Mountain Line  
Coordinated Mobility Council

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- Review and approval of minutes from August 20, 2021 and November 19, 2021 quarterly Coordinated Mobility Council meeting.
8. **Inclusion and Adaptive Living Commission Update (10:15 am)**  
Update by Inclusion and Adaptive Living Commission members or liaisons
  9. **Stride Forward, the Regional Transportation Plan Presentation (10:30 am)**  
Presentation by David Wessel, Planning Manager with MetroPlan
  10. **Flagstaff in Motion, A Community Transit Plan Presentation (10:50 am)**  
Presentation by Bizzy Collins, Transit Planner with Mountain Line
  11. **Coordinated Transportation Plan Approval and Update (11:10 am)**  
Seek approval from CMC regarding MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan for 2023
  12. **Community Transportation Association of America (CTAA) Mobility On-Demand (MOD) grant (11:20)**  
Update on CTAA microtransit pilot, update on progress
  13. **Upcoming trainings (11:45)**  
Information on scheduled upcoming trainings and discussion on need for other trainings.
  14. **News and updates from CMC members (11:50)**  
An opportunity to report on any projects or work that may be of interest to group
  15. **Future agenda items (11:55)**
  16. **Adjournment (12:00 pm)**

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February 18, 2022  
Page 2 of 3

**MetroPlan & Mountain Line  
Coordinated Public Transit – Human Services Transportation Plan**

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**AGENDA**  
MetroPlan & Mountain Line  
Coordinated Mobility Council

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**CERTIFICATION OF POSTING OF NOTICE**

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Mountain Line on Tuesday, at approximately 9 a.m./p.m. in accordance with the statement filed by the Clerk of the Board with NAIPTA.

Dated this 15th day of February 2022.

ATTEST:

  
Rhonda Cashman, Executive Assistant and Clerk of the Board

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February 18, 2022  
Page 3 of 3

# MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan

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## AGENDA

### MetroPlan & Mountain Line Coordinated Mobility Council

Friday, May 20, 2022

10:00 AM – 12:00 PM

Zoom Meeting (virtual only)

[Zoom Link](#), passcode 186720. Please email Estella Hollander, [ehollander@naipta.az.gov](mailto:ehollander@naipta.az.gov), if you need Zoom log-in information.

Pursuant to the Americans with Disabilities Act, persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting 928-679-8900 (TTY Service 800.367.8939). Requests should be made as early as possible to allow time to arrange the accommodation.

1. **Call to order (10:00 am)**
2. **Welcome by Jamie Martinez, Chair**
3. **Safety Moment**
4. **Roll call and introductions**
5. **Call to the public**  
The public is invited to speak on any item or any area of concern that is within the jurisdiction of the MetroPlan/Mountain Line Coordinated Mobility Council. The Council is prohibited by the Open Meeting law from discussing, considering or acting on items raised during the call to the public, but may direct the staff to place an item on a future agenda. Individuals are limited to a five-minute presentation.
6. **Minutes from previous meeting (10:15 am)**  
Review and approval of minutes from February 18, 2022 quarterly Coordinated Mobility Council meeting.

# MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan

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## AGENDA

MetroPlan & Mountain Line  
Coordinated Mobility Council

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7. **Inclusion and Adaptive Living Commission Update (10:15 am)**  
Update by Inclusion and Adaptive Living Commission members or liaisons
8. **Stride Forward, the Regional Transportation Plan Presentation (10:30 am)**  
Presentation by David Wessel, Planning Manager with MetroPlan
9. **Coordinated Transportation Plan Update (10:45 am)**  
Begin major update on Coordinated Plan – Review existing transportation gaps and strategies.
10. **Community Transportation Association of America (CTAA) Mobility On-Demand (MOD) grant (11:45)**  
Update on CTAA microtransit pilot, update on progress
11. **Upcoming trainings (11:50)**  
Information on scheduled upcoming trainings and discussion on need for other trainings.
12. **News and updates from CMC members (11:50)**  
An opportunity to report on any projects or work that may be of interest to group
13. **Future agenda items (11:55)**
14. **Adjournment (12:00 pm)**

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May 20, 2022  
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**MetroPlan & Mountain Line  
Coordinated Public Transit – Human Services Transportation Plan**

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**AGENDA**

MetroPlan & Mountain Line  
Coordinated Mobility Council

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CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at  
\_Mountain Line\_ on 5/3/22, at approximately 16:00 a.m./p.m. in  
accordance with the statement filed by the Clerk of the Board with NAIPTA.

Dated this 3<sup>rd</sup> day of May, 2022.

ATTEST:

  
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Estelia Hollander, Mobility Planner

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May 20, 2022  
Page 3 of 3

# MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan



## AGENDA

### MetroPlan & Mountain Line Coordinated Mobility Council

Friday, November 18, 2022

10:00 AM – 12:00 PM

Zoom Meeting (virtual only)

**Zoom Link**, passcode 186720. Please email Estella Hollander, [ehollander@mountainline.az.gov](mailto:ehollander@mountainline.az.gov), if you need Zoom log-in information.

Pursuant to the Americans with Disabilities Act, persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting 928-679-8900 (TTY Service 800.367.8939). Requests should be made as early as possible to allow time to arrange the accommodation.

1. **Call to order (10:00 am)**
2. **Welcome by Jamie Martinez, Chair**
3. **Safety Moment**
4. **Roll call and introductions**
5. **Call to the public**  
The public is invited to speak on any item or any area of concern that is within the jurisdiction of the MetroPlan/Mountain Line Coordinated Mobility Council. The Council is prohibited by the Open Meeting law from discussing, considering or acting on items raised during the call to the public, but may direct the staff to place an item on a future agenda. Individuals are limited to a five-minute presentation.
6. **Minutes from previous meeting (10:15 am)**  
Review and approval of minutes from August 26, 2022 quarterly Coordinated Mobility Council meeting.

**MetroPlan & Mountain Line  
Coordinated Public Transit – Human Services Transportation Plan**

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**AGENDA**

MetroPlan & Mountain Line  
Coordinated Mobility Council

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7. **Inclusion and Adaptive Living Commission Update (10:15 am)**  
Update by Inclusion and Adaptive Living Commission members or liaisons
8. **5310 Upcoming Grant Cycle (10:30 am)**  
Discuss upcoming grant application and process
9. **Regional Transportation Plan (10:50 am)**  
Presentation by Dave Wessel, MetroPlan, on Regional Transportation Plan
10. **Coordinated Transportation Plan Update (11:10 am)**  
Begin major update on Coordinated Plan – Prioritize Coordinated Plan Strategies
11. **Upcoming trainings (11:50)**  
Information on scheduled upcoming trainings and discussion on need for other trainings.
12. **News and updates from CMC members (11:50)**  
An opportunity to report on any projects or work that may be of interest to group
13. **Future agenda items (11:55)**
14. **Adjournment (12:00 pm)**

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November 18, 2022  
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**MetroPlan & Mountain Line  
Coordinated Public Transit – Human Services Transportation Plan**

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**AGENDA**  
MetroPlan & Mountain Line  
Coordinated Mobility Council

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**CERTIFICATION OF POSTING OF NOTICE**

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Mountain Line on 10/24 at approximately 1:30 a.m./p.m. in accordance with the statement filed by the Clerk of the Board with NAIPTA.

Dated this 24 day of Oct, 2022.

ATTEST:

  
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Estella Hollander, Mobility Planner

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November 18, 2022

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**MetroPlan & Mountain Line  
Coordinated Public Transit – Human Services Transportation Plan**

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**Appendix 6 | Coordinated Mobility Council meeting minutes from 2022**

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**MEETING MINUTES**

MetroPlan & Mountain Line

**Coordinated Mobility Council**

Friday, August 26, 2022

10:00 AM – 12:00 PM

Zoom Meeting (virtual only)

[Zoom Link](#), passcode 186720. Please email Estella Hollander, [ehollander@naflagstaff.gov](mailto:ehollander@naflagstaff.gov), if you need Zoom log-in information.

Pursuant to the Americans with Disabilities Act, persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting 928-679-8900 (TTY Service 800.367.8939). Requests should be made as early as possible to allow time to arrange the accommodation.

1. **Call to order (10:00 am)**  
The meeting was called to order at 10:00 by Jamie Martinez
2. **Welcome by Jamie Martinez, Chair**  
Welcoming remarks by Jamie Martinez
3. **Safety Moment**  
Estella Hollander provided a safety moment on Flood danger Mitigation – the most common hazard that happens as people try to drive through water. Signup for local emergency services, never ignore evacuation orders, have a plan and emergency kit, and do not attempt to drive or walk across flooded roads.
4. **Roll call and introductions**  
Jamie Martinez, Estella Hollander, David Wessel, Mandia Gonzales, Mitch Reddy, Jen Meiser-Hays, Brendan Moran, Carole Mandino, Russell Randall, Kristin Pavlik, Troy Grover, Blazy Collins, Lorraine Crim, Michele Eisenberg, Jeremy Musgrove, Lisa Connor

# MetroPlan & Mountain Line

## Coordinated Public Transit – Human Services Transportation Plan

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### AGENDA

MetroPlan & Mountain Line  
Coordinated Mobility Council

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5. **Call to the public**  
*Public comment was provided by:*  
Brendan Moran - regarding the lack of bus stops throughout the community. Distances between stops is unacceptable. Moran would recommend more stops along Route 66 and near the Crown and Railroad Cafe. Advocating for self and most vulnerable citizens in the community, our elderly, clients, and residents of Flagstaff Shelter Services. Many are challenged physically and economically Mountain Line is a vital service to this community.
  
6. **Minutes from previous meeting (10:15 am)**  
Motion to approve May 20, 2022, minutes by Carole Mandino, seconded by Kristin Pavlik. Unanimously approved.
  
7. **Inclusion and Adaptive Living Commission Update (10:15 am)**  
As of May, the Commission is full and is no longer seeking additional members. They meet on the fourth Tuesday of the month. Currently, meetings are virtual but they are considering hybrid meetings in the future. The next meeting is on September 27<sup>th</sup> at noon.  
  
Current Projects: Flagstaff Urban Trail Systems. Accessibility to the main entrance of the library, completion expected in December or early February 2023. Accessibility of Citywide website in regard to making information accessible to people with different types of impairments.  
Current Issues: Sandbags in flood zones and making residential areas accessible for people with impairments.
  
8. **5310 Awards and Upcoming Grant Cycle (10:30 am)**  
*Estella Hollander, Mountain Line, provided a powerpoint presentation*  
Provided a grant overview of the 2023 and 2024 grant cycles.  
The application is due in December/early January. Any awarded projects are added to the Coordinated Plan.
  
9. **Flagstaff in Motion – A Community Transit Plan Presentation (10:40 am)**  
*Bizzy Collins, Mountain Line’s Transit Planner, provided a PowerPoint presentation.*  
The purpose is to determine the best way to provide and fund transit services.

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August 26, 2022  
Page 2 of 5

# MetroPlan & Mountain Line

## Coordinated Public Transit – Human Services Transportation Plan

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### AGENDA

MetroPlan & Mountain Line  
Coordinated Mobility Council

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Project Status: Currently halfway through the process.

Improvements with staff consensus – identified criteria to rank and prioritize needs for fixed routes and neighborhoods.

- Recommendation to fix route timing issues:
  - Missing layovers, on-time performance
  - Zero emission buses
  - Be strategic and prioritize efficiency, address through small solutions
- Recommendation for Route improvements:
  - Route 66: Increase frequency
  - W. Route 66 neighborhood – extend route 8 to Woody Mountain Road.
  - Route 2: Make Gemini Road deviation permanent, enable westbound left-turn off McMillian Mesa.
- Recommendations for Cover Improvements:
  - Bus stop addition on existing routes
  - Kiss-and-ride locations
  - Pedestrian and Bicycle Infrastructure (per ATMP)
  - Huntington/Industrial: Microtransit (GO!)
  - Ebike/Scooter share – through City’s approved vendor
- Recommendations for Pedestrians and Bicycle Improvements
  - In full support of the Active Transportation Master Plan (ATMP) to address current barriers to access bus stops.
- Recommendations to be determined with cost estimates and rider input
  - Ponderosa Trails and Airport
  - Route 5: Increase frequency
  - Route 3:
    - Make south Forth St. deviation permanent part of the route
    - Add microtransit in Country Club to continue serving Foxglenn St.
    - Increase frequency
  - University Heights Microtransit
  - Other (not evaluated in the prioritized needs list) continuing to analyze the following items:
    - Fare-free
    - Late night services

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August 26, 2022  
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# MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan

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## AGENDA

MetroPlan & Mountain Line  
Coordinated Mobility Council

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- Peak span
- Start and end of service (span smoothing)
- Increase Saturday service (Frequency and span)
- Recommendations to be determined on funding partnership
  - New NAH Route
  - Doney Park
  - Kachina Village
  - Belmont
  - Baderville

### Next Steps:

- Further analysis to arrive at recommendations (cost estimates, rider outreach of priorities, etc.)
- Citizen advisory committee
- Funding sources (increase in sales tax, property tax, other?)

### 10. **Coordinated Transportation Plan Update (11:00 am)**

*Estelita Hollander provided a PowerPoint presentation*

Purpose – a framework to improve coordination amount transportation services while meeting federal requirements.

- Identifies transportation gaps, strategies, and priorities.
- Updated every year with a major update every 4 years.

The group entered three breakout sessions to discuss current issues and potential solutions.

Group Brainstorming Session to discuss topics from breakout rooms.

Discussion of new Mobility Trends, technology, apps, and federal grants.

### 11. **Upcoming trainings (11:50)**

Age Friendly Arizona (Age of Connections) free conference. Available in-person or virtually. Sept. 20<sup>th</sup> 8:00 am to 4:00 pm.

Requested Trainings: First Aid and PASS

### 12. **News and updates from CMC members (11:50)**

Neighborhood Townhall September 12th to talk about many CD8G target neighborhood needs, especially accessibility (sidewalks!). League of

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August 26, 2022  
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# MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan

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## AGENDA

MetroPlan & Mountain Line  
Coordinated Mobility Council

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Neighborhoods: Target neighborhoods include Southside, Sunnyside, Pine Knoll/Brannen and La Plaza Vieja.

MetroPlan is continuing to work on the Stride Forward (Regional Transportation Plan). Currently working on the “onward” and “upward” scenarios. Onward looks at the status quo, while upward responds to the larger goals of the Carbon Neutrality Plan. MetroPlan encourages CMC to participate in upcoming information sessions.

School District Bond election in November will address the needed repair or relocation of Kensy and Marshall elementary school.

13. **Future agenda items (11:55)**  
Please email Estella or Jamie
14. **Adjournment (12:00 pm)**  
Meeting adjured at 12:  
Next Meeting November 18, 2022

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August 26, 2022  
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# MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan

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## Meeting Minutes

MetroPlan & Mountain Line

### Coordinated Mobility Council

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Friday, February 18, 2022

10:00 AM – 12:00 PM

Zoom Meeting (virtual only)

[Zoom Link](#), passcode 186720. Please email Estella Hollander, [ehollander@naipfa.az.gov](mailto:ehollander@naipfa.az.gov), if you need Zoom log-in information.

Pursuant to the Americans with Disabilities Act, persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting 928-679-8900 (TTY Service 800.367.8939). Requests should be made as early as possible to allow time to arrange the accommodation.

- 1. Call to order (10:00 am)**  
The meeting was called to order at 10:00 am
- 2. Welcome by Jamie Martinez, Chair**  
Welcome by Chair Martinez
- 3. Zoom and meeting expectations**  
Estella Hollander covered some key aspects of zoom
- 4. Safety Moment**  
Estella Hollander provided a safety moment on Seatbelt use. Statistics state that 1 in 7 people do not wear a seatbelt.
- 5. Roll call and introductions**  
Estella Hollander, David Wessel, Mandia Gonzales, Ann Hergatt Huffman, Bizzy Collins, Martin Ince, Jamie Martinez, Michele Eisenberg, Brody Smith, Kristin Pavlik, Kevin Parks, Jamey Hasapis, Carol Mandino, Lorraine Crim, Lisa Connor, and Andrew Harvey.

# MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan

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## MEETING MINUTES MetroPlan & Mountain Line Coordinated Mobility Council

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6. **Call to the public |**  
No public comments were offered.
7. **Minutes from previous meetings (10:15 am)**  
August 20, 2021 minutes: Motion to approve minutes by Kristin Pavlik, seconded by Jamey Hasapis. Unanimously approved.  
  
November 19, 2021 minutes: Motion to approve minutes by Carol Mandino, seconded by Martin Ince. Unanimously approved.
8. **Inclusion and Adaptive Living Commission Update (10:15 am)**  
Jamie Martinez provided an update on the Inclusion and Adaptive Living Commission. Feb 22<sup>nd</sup> is the next meeting for the commission. Meetings are held every 4<sup>th</sup> Tuesday of the month. There are currently two spots open on the commission. Jamie encourages attendance at the commission meetings and to consider applying to become part of the commission.

General City boards and commissions page:  
<https://www.flagstaff.az.gov/994/Boards-Commissions>

The Commission is working with the Flagstaff Police Department to ensure proper training is conducted in regard to interacting with folks with different developmental disabilities. This includes sensitivity training and more. Update to be provided in future meetings.

The Commission is also working with the City's HR Department regarding their hiring practices in an effort to improve universally accessible jobs and opportunities.

The Commission is working with the Flagstaff Library to ensure the entrances to the library are fully accessible to folks with developmental disabilities.

Martin Ince, City of Flagstaff, provided an update on grant awards for FULTS improvements. The award was granted to the City to improve accessibilities at Buffalo Park. This includes improving the parking lot, entry, and surface of trails. The City's Parks Department will lead these upgrades with an estimated start date of Spring 2022.

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February 18, 2022  
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# MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan

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## MEETING MINUTES MetroPlan & Mountain Line Coordinated Mobility Council

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9. **Stride Forward, the Regional Transportation Plan Presentation (10:30 am)**  
David Wessel, MetroPlan, provided a PowerPoint presentation on Stride Forward (Regional Transportation Plan, 2045).
- The Stride Forward plan is a 25-year transportation plan to meet the community's future transportation objectives. Stride Forward looks at the linkages between environmental and economic development objectives.
  - Looking to define "the finest transportation system in the Country"
  - Stride Forward is one of many plans completed or underway in the region.
  - Schedule: Currently halfway through the process. Will finalize the plan in October 2022, with the adoption of the final plan by the MetroPlan Executive Board before the end of the year.
  - Two planning scenarios – Onward and Upward.
  - To learn more, visit the Stride Forward website at: <https://www.metroplanflg.org/strideforward>

David Wessel asked the committee "Where is the finest transportation system you've experienced?" and "What is the most important question we can answer for you through Stride Forward?"

10. **Flagstaff in Motion, A Community Transit Plan Presentation (10:50 am)**  
Presentation by Bizzy Collins, Transit Planner with Mountain Line

Bizzy Collins, Mountain Line, provided a PowerPoint presentation on Flagstaff in Motion. Content included a project overview and status, needs assessment, and improvements and scenarios.

Currently in stage 3 – establish evaluation criteria, develop transit scenarios, and participate in Citizen Advisory Committee meeting #3.

Public Feedback: Expand coverage outside of city limits. Reducing wait time and increasing bus frequency. Improved connectivity between routes. Increase weekend and weekday services (later and/or earlier service times). Roadway improvements to support walking and biking to bus stops. Bus stop amenities such as seating, lights, and Wi-Fi.

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February 18, 2022  
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# MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan

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## MEETING MINUTES MetroPlan & Mountain Line Coordinated Mobility Council

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Needs Assessment looked at equity, population, and employment. Future growth is also identified through the assessment. The Assessment combines routes and neighborhoods into one prioritized list of potential solutions.

Improvements Scenarios (High-level draft):

1. Fixed Route and Microtransit
2. Microtransit
3. Fixed Route and Capital Improvements

Next steps:

- Public Involvement
- Cost estimates for each scenario
- Recommended scenario(s)

### 11. Coordinated Transportation Plan Approval and Update (11:10 am)

Estella Hollander, Mountain Line, provided a PowerPoint presentation on the Coordinated Transportation Plan. This plan is updated every 4 years. This year (2022) is a minor update. In 2023 a major update will be undertaken.

Plan Purpose: Provides a framework to improve coordination among transportation services and meets federal requirements.

Motion by Jamey Hasapis to approve the Coordinated Public Transit – Human Services Transportation Plan for 2022, seconded by Carole Mandino. Unanimously approved.

### 12. Community Transportation Association of America (CTAA) Mobility On-Demand (MOD) grant (11:20)

Estella Hollander provided a PowerPoint presentation on CTAA microtransit pilot update. This program is grant-funded until June 2022. There are internal conversations on how to continue service of Mountain Line GO. Currently, microtransit is only provided around Huntington and Industrial Corridor.

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February 18, 2022  
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# MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan

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## MEETING MINUTES

MetroPlan & Mountain Line  
Coordinated Mobility Council

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### Next steps:

- Outreach to organizations in the corridor
- Boost app usage
- Satisfaction survey in March
- Evaluation

Mountain Line will be testing microtransit to access the Airport in March 2022. People can get picked up/dropped off anywhere in city limits. This will be a pilot program.

### 13. Upcoming trainings (11:45)

No training requests or upcoming trainings were discussed.

### 14. News and updates from CMC members (11:50)

Martin Ince – City is preparing the Capital Improvement Program. Currently deciding on what projects to build with the first-mile/last-mile grant. The City has some potential projects identified. The City will meet with Mountain Line to review and recommend projects to support biking and walking to transit stops. More information to come.

Carole Mandino – Annual Sip and Stroll scheduled for Sunday, August 14<sup>th</sup>, 2022. Ticket sales support women and children.

Jamie Hasapis – Taste of Flagstaff, March 25, 2022. Ticket sales support victims of abuse.

### 15. Future agenda items (11:55)

No agenda items were presented.

Next meeting is schedule for May 20<sup>th</sup>, 2022.

### 16. Adjournment (12:00 pm)

Meeting adjourned at 12:06

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February 18, 2022

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**MetroPlan & Mountain Line  
Coordinated Public Transit – Human Services Transportation Plan**

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**MEETING MINUTES**

MetroPlan & Mountain Line

**Coordinated Mobility Council**

Friday, May 20, 2023

10:00 AM – 12:00 PM

Zoom Meeting (virtual only)

[Zoom Link](#), passcode 186710. Please email Estela Hollander, [ehollander@naightaur.gov](mailto:ehollander@naightaur.gov), if you need Zoom log-in information.

Pursuant to the Americans with Disabilities Act, persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting 928-679-8500 (TTY Service: 800.367.8929). Requests should be made as early as possible to allow time to arrange the accommodation.

1. **Call to order**  
The meeting was called to order at 10:01 by Estela Hollander
2. **Welcome by Jamie Martinez, Chair**  
Welcoming remarks by Estela Hollander
3. **Safety Moment**  
Estela Hollander provided a safety moment on Stage 1 Fire Safety
4. **Roll call and introductions**  
Estela Hollander, Jen Meiser-Hays, Martin Ince, Ann Hegatti Huffman, David Wessel, Mandie Gonzalez, Kristin Paell, Lisa Connor, Tod Morris, Dan Dalton (KFH Group), Bennett Powell (KFH Group), Michelle Eisenberg, Deidre Crawly.
5. **Call to the public**  
No public comments were offered.

# MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan

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## MEETING MINUTES

MetroPlan & Mountain Line  
Coordinated Mobility Council

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6. **Minutes from previous meeting**  
Motion to approve Feb. 18, 2022, minutes by Tod Morris, seconded by Kristin Pavlik. Unanimously approved.
7. **Inclusion and Adaptive Living Commission Update**  
Commission is still seeking members. The meet on the fourth Tuesday of the month. Next meeting is May 24<sup>th</sup>.
8. **Northern Arizona Council of Governments (NACOG) Coordinated Plan Discussion**  
Tod Morris (NACOG) and IFH Group presented a PowerPoint presentation on the Northeast Arizona Coordination Plan. Currently in the "needs assessment" phase of the planning process. Seeking input from the CMC on unmet transportation planning needs and opportunities to improve transportation into and out of the area.
9. **Stride Forward, the Regional Transportation Plan Presentation**  
Presentation by David Wessel, Planning Manager with MetroPlan  
Dave Wessel provided a verbal update on the regional transportation plan. This an update to the current plan known as Blueprint 2030. The updated plan known as Stride Forward is responding to carbon neutrality and equity/accessibility analysis.  
  
The update will provide two concepts to the public: onward and upward. Onward will examine the effects of existing plans for where growth should go and what transportation system we'll build (bikes, buses, roads, and trails). How well we get around, treat our neighbors, treat the planet. All within the funding limits we currently expect. Whereas Upward will plan for growth and transportation that allows shorter trips, better enables trips by biking, walking, and bus.
10. **Coordinated Transportation Plan Update**  
Begin major update on Coordinated Plan – Review existing transportation gaps and strategies.  
Eriella Hollander provided a ranking exercise for the group that allowed CMC to rank strategies to inform the Coordinated Transportation Plan update.

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May 20, 2022  
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# MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan

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## MEETING MINUTES MetroPlan & Mountain Line Coordinated Mobility Council

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*Next steps:* At the next meeting, CMC will focus on brainstorming new strategies to consider.

11. **Upcoming trainings**  
*Information on scheduled upcoming trainings and discussion on need for other trainings.*  
  
Mountain Line provides first-aid, CPR, and passenger service trainings
12. **News and updates from CMC members**  
*An opportunity to report on any projects or work that may be of interest to group.*  
  
Tod Morita (NAACOG) the rural transit assistance program will be hosting a tribal transportation conference June 27-28<sup>th</sup> in Flagstaff.
13. **Future agenda items**  
*Next meeting - Aug 15<sup>th</sup>, 2022*
14. **Adjournment at 11:46 pm**

### CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at \_\_\_\_\_ Mountain Line \_\_\_\_\_ on \_\_\_\_\_, at approximately \_\_\_\_\_ a.m./p.m. in accordance with the statement filed by the Clerk of the Board with NAFTA.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

ATTEST:

\_\_\_\_\_

Estelle Holander, Mobility Planner

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May 20, 2022  
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# MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan

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## MEETING MINUTES

MetroPlan & Mountain Line

### Coordinated Mobility Council

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Friday, November 18, 2022

10:00 AM – 12:00 PM

Zoom Meeting (virtual only)

[Zoom Link](#), passcode 186720. Please email Estella Hollander, [ehollander@mountainline.az.gov](mailto:ehollander@mountainline.az.gov), if you need Zoom log-in information.

Pursuant to the Americans with Disabilities Act, persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting 928-679-8900 (TTY Service 800.367.8939). Requests should be made as early as possible to allow time to arrange the accommodation.

- 1. Call to order (10:00 am)**  
The meeting was called to order at 10:00 by Jamie Martinez
- 2. Welcome by Jamie Martinez, Chair**  
Welcoming remarks by Jamie Martinez
- 3. Safety Moment**  
Estella Hollander provided a safety moment on driving in winter storms.
- 4. Roll call and introductions**  
Jamie Martinez, Estella Hollander, David Wessel, Mandia Gonzales, Mitch Reddy, Lyra Littner, Jennifer Hays, Russell Randall, Lorraine Crim, Michele Eisenberg, Lisa Connor, Troy Grover, Deidra Crawley.
- 5. Call to the public**  
*Public comment was provided by: None.*
- 6. Minutes from previous meeting (10:15 am)**  
Motion to approve August 26, 2022, Meeting Minutes by Russell Randall, seconded by Lorraine Crim. Unanimously approved.

# MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan

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## AGENDA

MetroPlan & Mountain Line  
Coordinated Mobility Council

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7. **Inclusion and Adaptive Living Commission Update (10:15 am)**  
Jamie Martinez provided a verbal update – The next meeting is November 22 at noon. Meetings take place on the fourth Tuesday of the month. Meetings are currently virtual.

Current works/projects: 1) Library accessibility improvements at the entrance of the main library. A ribbon-cutting ceremony is currently scheduled for Feb. 2023. 2) Accessibility of sidewalks, curb cuts, and street issues across the City of Flagstaff. 3) Accessibility of some portions of the FUTS. 4) Continued work on the accessibility of City websites. 5) Continue to promote and enhance universal design standards. 6) Continuation of grant-funded enhancements funds for Buffalo Park.

8. **5310 Upcoming Grant Cycle (10:30 am)**  
Estella Hollander provided a presentation on the upcoming grant cycle. Funds are available to enhance the mobility of seniors and people with disabilities. Funds can be used for vehicles, preventative maintenance, and operation. A local match is required. Pre-applications are due January 13<sup>th</sup>, 2023. The application is for two years of funding (from 2023-2024). Projects must be included in the Coordinated Plan. Submit project information to Estella Hollander.

9. **Regional Transportation Plan (10:50 am)**  
Dave Wessel provided a presentation on Regional Transportation Plan ([Stride Forward](#)). Review of strategies to reduce vehicle miles traveled (VMT) that meet the goals of the Carbon Neutrality Plan. Costs are high to improve transit services and bike/ped infrastructure to support the goals. Travel Demand Management (TDM) is an option that can be applied at a reasonable cost in comparison. MetroPlan has received 5 years of funding to support a TDM program.

Policy principles are focused on Equity and Sustainability. Policy areas focus on administration, fiscal, transportation, community design, and travel demand management.

Public outreach and feedback: people are supportive of shifting modes and would like to see more investments in biking, walking, and transit.  
Community design – people are not supportive of 4-6 story buildings but are

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November 18, 2022  
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# MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan

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## AGENDA

MetroPlan & Mountain Line  
Coordinated Mobility Council

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supportive of amenities such as parks, landscaping, and transit access around multi-family housing.

10. **Coordinated Transportation Plan Update (11:10 am)**

Estella Hollander and Mitch Reddy presented the finding from the previous CMC “brainstorming” strategies exercise. The purpose of today’s presentation is to prioritize the strategies from the August brainstorming session.

<https://docs.google.com/forms/d/e/1FAIpQLSc3q193RbLzrb96ICTVudgDPGslmVnVfWDM2GTbrUka9GIIFA/viewform?usp=sharing>

Added to current strategy – 1) Sandbags and flood-related barriers, and 2) integrity of sidewalks and lighting.

Future Considerations – 1) adding a stop to Route 14, 2) neighborhood assessment of needs, and 3) city hotline where issues can be collected.

11. **Upcoming trainings (11:50)**

Arizona Transit Association (AzTA) – April 3-7, 2023. AzTA is asking for session recommendations/topics for this conference.

<https://www.azta.org/events/arizonas-36th-annual-statewide-transit-conference>

12. **News and updates from CMC members (11:50)**

Deidre Crawley – currently providing resources to older adults at the library once a month. Would like a mobility presentation to be provided to the group. Third Wednesday of the month at 10:00 am.

Martin Ince (email update) – first mile-last-mile grant for sidewalk and bike connections to bus stops. The city is providing matching funds for this project. Once an engineering firm has been selected, the design will begin. The Active Transportation Plan was adopted by City Council in November. Buffalo Park – most of the loop has been resurfaced to accommodate wheelchairs. Exercise equipment is not fully accessible. Will be hiring an accessible design consultant to work on parking lot improvements.

Russ Randall – The youth transition fair was held at CCC in October with several breakout sessions with community leaders and organizations. It was a great success.

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Coordinated Public Transit – Human Services Transportation Plan**

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**AGENDA**  
MetroPlan & Mountain Line  
Coordinated Mobility Council

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- 13. **Future agenda items (11:55)**
  
- 14. **Adjournment (12:00 pm)**  
Jamie Martinez adjourned the meeting at 11:22

<b>CERTIFICATION OF POSTING OF NOTICE</b>
The undersigned hereby certifies that a copy of the foregoing notice was duly posted at _Mountain Line_____ on _____, at approximately _____ a.m./p.m. in accordance with the statement filed by the Clerk of the Board with NAIPTA.
Dated this _____ day of _____, 2021.

ATTEST:

\_\_\_\_\_

Estella Hollander, Mobility Planner

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## **Appendix 7 | Community partners and stakeholders**

### **Education**

- FUSD
- NAU
- CCC
- Charter schools
- Private schools

### **Veteran’s organizations**

- American Legion
- Veterans of Foreign Wars
- Disabled American Veterans
- Department of Veterans Affairs

### **Churches and faith-based organizations**

### **Workforce development offices**

- Arizona Department of Economic Security

### **Shelters and transitional living**

- Flagstaff Shelter Services
- Sunshine Rescue Mission
- Hope Cottage
- Sharon Manor
- Inn Transitions
- Catholic Charities
- Salvation Army
- St. Mary’s Food Bank Alliance
- Northern Arizona Food Bank
- Flagstaff Family Food Center

### **Transportation providers**

### **Assisted living centers and nursing homes**

- The Peaks Assisted Living Facility
- Emeritus
- Haven Health

### **Hospitals and clinics**

- Flagstaff Medical Center
- North Country HealthCare
- Southwest Behavioral Health Services
- The Guidance Center

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- Native Americans for Community Action
- Coconino County Health Services District

**Human service organizations**

- Abrio Family Services
- Tunland Corporation
- Hozhoni Foundation
- Quality Connections
- Lou Corporation

## **Appendix 8 | Federal initiatives and legislation**

### ***2003 GAO report***

A June 2003 report from the Government Accountability Office, entitled “Transportation Disadvantaged Populations: Some Coordination Efforts Among Programs Providing Transportation Services, but Obstacles Persist,” identified 62 federal programs that provide funding for transportation services for transportation-disadvantaged populations, and found significant variation in the extent to which the programs coordinated their efforts.

### ***Coordinating Council on Access and Mobility***

In response, President Bush signed an Executive Order on February 24, 2004, “to enhance access to transportation to improve mobility, employment opportunities, and access to community services for persons who are transportation-disadvantaged.” The Executive Order also established the Interagency Transportation Coordinating Council on Access and Mobility (CCAM) to:

- Promote interagency cooperation and the establishment of appropriate mechanisms to minimize duplication and overlap of Federal programs and services so that transportation-disadvantaged persons have access to more transportation services,
- Facilitate access to the most appropriate, cost-effective transportation services within existing resources,
- Encourage enhanced customer access to a variety of transportation and resources available,
- Formulate and implement administrative, policy, and procedural mechanisms that enhance transportation services at all levels, and
- Develop and implement a method for monitoring progress on achieving the goals of the Order.

### ***United We Ride***

The CCAM developed United We Ride, a federal interagency initiative aimed at improving the availability, quality, and efficient delivery of transportation services for older adults, people with disabilities, and individuals with lower incomes, by advancing the following goals:

- Simplify customer access to transportation,
- Reduce duplication of transportation services,

## **MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan**

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- Streamline federal rules and regulations that may impede the coordinated delivery of services,
- Improve the efficiency of services using existing resources.

### ***SAFETEA-LU Surface Transportation Act***

United We Ride’s mission was strengthened through the federal surface transportation legislation known as SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), which was passed in 2005. This legislation includes a requirement that programs funded under Section 5310 (Elderly Individuals and Individuals with Disabilities), Section 5316 (Job Access and Reverse Commute), and Section 5317 (New Freedom) be derived from locally developed, coordinated human services transportation plans.

### ***MAP-21 and FAST Surface Transportation Acts***

Moving Ahead for Progress in the 21st Century, or MAP-21, which was signed into law in July of 2012, is the federal surface transportation legislation that superseded SAFETEA-LU. Sections 5316 and 5317 were repealed under MAP-21. Activities eligible under 5316 have been moved to the Urbanized Area Formula program (Section 5307) or the Rural Area Formula program (Section 5311), and activities funded by Section 5317 have been folded into Section 5310.

### ***The FAST Act***

The FAST Act (Fixing America’s Surface Transportation), which became law on December 4, 2015, replaces MAP-21 and generally extends the Section 5310 program. FAST Act secures long-term funding for transportation projects and included new grants to support coordinated mobility.

### ***ADOT Coordinated mobility program and other funding sources***

### ***The Infrastructure Investment and Jobs Act (IIJA)***

Also known as the Bipartisan Infrastructure Law (BIL), was signed into law by President Biden on November 15, 2021. The law authorizes \$1.2 trillion for transportation and infrastructure spending with \$550 billion of that figure going toward “new” investments and programs. Funding from the IIJA is expansive in its reach, addressing energy and power infrastructure, access to broadband internet, water infrastructure, and more.

### ***Section 5310 Grants***

One tool to enhance coordination is the Federal Transit Administration’s Section 5310 program which is intended to enhance mobility for elderly individuals and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities

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Act (ADA) complementary paratransit services. The Act maintains the requirement that all funded projects are “included in” and “derived from” a coordinated human services transportation plan. Eligible projects include mobility management activities, purchase of capital equipment such as vehicles, equipment, and computer aided dispatch software, and operating expenses.

In Arizona, the Section 5310 grant program is managed by the Arizona Department of Transportation (ADOT). All MPO’s and COG’s in Arizona must have a Coordination Plan in place in order to be eligible for funding through the Section 5310 program. Each year MetroPlan solicits application from local eligible entities for these programs. All entities that apply must be included in this plan and must participate in the region’s quarterly coordination meetings.

A summary of applications submitted for these grant programs in the MetroPlan region for 2018 is included in the Appendixes.

### ***Public Private Partnerships***

Public Private Partnerships are an emerging trend for funding transportation projects. Health Care Reform has created financial incentives for insurance companies and for-profit medical providers to find transportation for customers. This new requirement can be leveraged to support strategies in this plan to the benefit of all.

### ***Other Funding Sources***

- Mobility services have been funded through a variety of other federal, state, and private grants including but not limited to:
- Veteran’s Association
- Federal Highway Administration (FHWA)
- Congestion Mitigation Air Quality (CMAQ)
- Centers for Disease Control (CDC)
- Department of Energy (DOE)
- Department of Health and Human Services (HHS)
- State Grants (misc.)
- AARP

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**Appendix 9 | Framework of Coordinated Mobility**

***Northern Arizona Mobility and Coordination Mountain Mobility Business Plan 2015-2019***

Mountain Line is emerging as the lead agency in implementing the Coordination Plan, and prepared the Business Plan to guide implementation strategies listed in the Coordination Plan. In particular, the Business Plan develops scenarios based on the possibility to create a mobility and coordination center at Mountain Line.

As part of preparation of the Business Plan, Mountain Line’s consultant has updated information on regional transportation providers and human service agencies, conducted stakeholder interviews and surveys, held public workshops, validated previously identified gaps in transportation service, and updated goals, objectives, and strategies to address those gaps.

Stakeholder workshops for the Business Plan were held on March 6, 2013, and August 20, 2013.

***ADOT/CTAA Institute for Transportation Coordination***

In November of 2011, a team from the Flagstaff region, consisting of representatives of MetroPlan, Mountain Line, and FUSD, participated in a three-day training and planning forum. The team learned about coordination models, explored successful local coordination practices, discussed effective community outreach and partnership-building strategies, and increased their knowledge about technical tools and other operational issues. By the close of the workshop, the Flagstaff team had developed an action plan to implement a variety of coordination strategies, which is attached as an appendix to this document.

***Easter Seals Transit Institute***

In July of 2009, Mountain Line staff and member of the Committee on Accessible Transportation were awarded a grant from Easter Seals to travel to Washington DC for assistance in creating an accessible transportation plan. Goals, objectives, and other key elements in the resulting plan have been carried forward in subsequent planning documents.

***CCAM  
Committee on Accessible Transportation***

This group meets quarterly to facilitate ongoing coordination with human service agencies and to identify and address transit issues related to aging or special-needs individuals. The committee is comprised of members of local community service agencies, transportation providers, and transportation riders with disabilities.

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### ***Local coordination workshops, meetings, and planning***

In 2007, ADOT hired a consultant team to develop initial coordinated plans for the rural COGs and small MPOs, with facilitation from the local region.

NACOG and MetroPlan conducted regional transportation coordination plan meetings for stakeholders on December 8, 2006, and February 27, 2007, in conjunction with preparation of the first coordinated plan. MetroPlan also hosted a coordination plan meeting for just the MetroPlan region on January 19, 2007. At these workshops, participants were asked to summarize existing transportation services and existing coordination efforts, identify unmet needs (service gaps), and explore further coordination options. The consulting team presented information on coordination options; new federal programs and changes to existing federal programs; and strategies for involving others and developing additional coordination projects. Discussion and comments from these workshops became the basis for the original coordination plan.

Beginning in 2008, MetroPlan was responsible for preparing annual updates to the plan. As part of the annual update process, MetroPlan typically does the following:

- Survey forms and a call for applications are sent out (via email and regular mail) to about 100 eligible applicants in the MetroPlan region, including private non-profits, governmental agencies, and other entities that provide transportation services for low-income, disabled, and elderly populations.
- Information about the plan and the grant programs are posted on Metro Plan website.
- NACOG and MetroPlan host a grant workshop and coordination meeting.



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**Appendix 10 | 5310 Project Scoring Criteria**

<b>Replacement Vehicles: 50 points</b>			<b>Coordination: 30 points</b>			<b>Project Management: 20 points</b>		
			<i>Existing Applicants</i>			<i>Existing Applicants</i>		
<i>Criteria</i>	<i>Actual Points</i>	<i>Points Possible</i>	<i>Criteria</i>	<i>Actual Points</i>	<i>Points Possible</i>	<i>Criteria</i>	<i>Actual Points</i>	<i>Points Possible</i>
How is this vehicle being used? Does this align with the COG/MPO’s Coordinated Plan? Is the vehicle filling an identified regional or service gap?		10	Applicant is active in regional coordination efforts (trainings, meeting participation, and ongoing communication) and these efforts are demonstrated through by policies, local support, or other collaborative efforts. For example: through letters of support, agreements, referrals, funding, etc.		15	Current program subrecipients are on track to fulfill their ADOT Contractual Exhibit A scope requirements.		5
Year 1 - Current mileage of vehicle ADOT estimated useful life based on mileage: Cutaway with Lift: 400,000 - 1 point per 18,000 miles over 300,000 miles, up to 480, 000 miles All others: 100,000 miles - 1 point per 10,000 miles over 80,000 miles, up to 180,000 miles		10	Attended 75% Coordinated meetings.		5	Submitting timely quarterly reports.		5

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Year 2 - Forecast mileage based on Year 1 reported mileage amounts. Mileage divided by age of vehicle = average annual mileage		10	Coordination activities are documented within grant application & results are provided to Mobility Managers (quarterly reports, etc.)		10	Applicants demonstrate that they have the capacity, knowledge, skills, and required resources to manage federal funds and equipment.		10
Age of vehicle replacing ADOT estimated useful life based on vehicle age. Cutaway with lift: 10 years - 1 point per year over 7 years, up to 17 years. All others: 8 years - 1 point per year over 5 years, up to 15 years.		10	<b>New applicant</b>			<b>New applicant</b>		
Will this vehicle be ADA accessible? If so, receive 10 points.		10	Applicant is knowledgeable and active in regional coordination efforts (trainings, meeting participation, and ongoing communication).		30	Applicant understands the capacity, knowledge, skills, and resources required to manage federal funds, equipment, and contractual requirements.		20
Need based on maintaining regional fleet in state of good repair. Is the cost of maintaining the vehicle becoming a burden to the agency due to increased maintenance		10						

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needs to keep the vehicle in a state of good repair?									
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<b>New/Expansion Vehicles: 50 points</b>			<b>Coordination: 30 points</b>			<b>Project Management: 20 points</b>		
			<i>Existing Applicants</i>			<i>Existing Applicants</i>		
<i>Criteria</i>	<i>Actual Points</i>	<i>Points Possible</i>	<i>Criteria</i>	<i>Actual Points</i>	<i>Points Possible</i>	<i>Criteria</i>	<i>Actual Points</i>	<i>Points Possible</i>
Does this project align with the COG/MPO's Coordinated Plan? Is the vehicle filling an identified regional or service gap?		10	Applicant is active in regional coordination efforts (trainings, meeting participation, and ongoing communication) and these efforts are demonstrated through by policies, local support, or other collaborative efforts. For example: through letters of support, agreements, referrals, funding, etc.		15	Current program subrecipients are on track to fulfill their ADOT Contractual Exhibit A scope requirements.		5
Describe the need based on existing fleet capacity. Describe how the vehicle is needed to serve additional clients, expand to new service areas, or provide new or expanded services?		20	Attended 75% Coordinated meetings.		5	Submitting timely quarterly reports.		5

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Is there staffing for operations and financial capacity for maintenance?		10	Coordination activities are documented within grant application & results are provided to Mobility Managers (quarterly reports, etc.)		10	Applicants demonstrate that they have the capacity, knowledge, skills, and required resources to manage federal funds and equipment.		10
Will this vehicle be ADA accessible? If so, receive 10 points.		10	<b>New applicant</b>		<b>New applicant</b>			
			Applicant is knowledgeable and active in regional coordination efforts (trainings, meeting participation, and ongoing communication).		30	Applicant understands the capacity, knowledge, skills, and resources required to manage federal funds, equipment, and contractual requirements.		20

<b>Operating: 50 points</b>			<b>Coordination: 30 points</b>			<b>Project Management: 20 points</b>		
			<b>Existing Applicants</b>			<b>Existing Applicants</b>		
<i>Criteria</i>	<i>Actual Points</i>	<i>Points Possible</i>	<i>Criteria</i>	<i>Actual Points</i>	<i>Points Possible</i>	<i>Criteria</i>	<i>Actual Points</i>	<i>Points Possible</i>
Does this project align with the COG/MPO's Coordinated Plan? Is the vehicle filling an identified regional or service gap?		10	Applicant is active in regional coordination efforts (trainings, meeting participation, and ongoing communication) and these efforts are demonstrated through by policies, local support,		15	Current program subrecipients are on track to fulfill their ADOT Contractual Exhibit A scope requirements.		5

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			or other collaborative efforts. For example: through letters of support, agreements, referrals, funding, etc.					
Is this service available to the general public, while prioritizing seniors and individuals with disabilities?		10	Attended 75% Coordinated meetings.		5	Submitting timely quarterly reports.		5
Is this program equip with an accessible vehicle and able to provide ADA trips?		10	Coordination activities are documented within grant application & results are provided to Mobility Managers (quarterly reports, etc.)		10	Applicants demonstrate that they have the capacity, knowledge, skills, and required resources to manage federal funds and equipment.		10
Applicant’s program provides a cost-effective approach to address transportation gaps in the region. Cost effective measures can include but are not limited to: <ul style="list-style-type: none"> <li>• Uses volunteer and other in-kind support</li> <li>• Utilizes other funding sources beyond Federal Transit Administration (FTA) programs for operations or capital</li> <li>• Other, please explain</li> </ul>		10	<b><i>New applicant</i></b>			<b><i>New applicant</i></b>		

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Programs are scaled to ensure operational sustainability		10	Applicant is knowledgeable and active in regional coordination efforts (trainings, meeting participation, and ongoing communication).		30	Applicant understands the capacity, knowledge, skills, and resources required to manage federal funds, equipment, and contractual requirements.		20
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<b>Other Capital - Preventative Maintenance: 50 points</b>			<b>Coordination: 30 points</b>			<b>Project Management: 20 points</b>		
			<i>Existing Applicants</i>			<i>Existing Applicants</i>		
<i>Criteria</i>	<i>Actual Points</i>	<i>Points Possible</i>	<i>Criteria</i>	<i>Actual Points</i>	<i>Points Possible</i>	<i>Criteria</i>	<i>Actual Points</i>	<i>Points Possible</i>
Is the need clearly described in the applicant’s application? Will the funding fulfill their need?		15	Applicant is active in regional coordination efforts (trainings, meeting participation, and ongoing communication) and these efforts are demonstrated through by policies, local support, or other collaborative efforts. For example: through letters of support, agreements, referrals, funding, etc.		15	Current program subrecipients are on track to fulfill their ADOT Contractual Exhibit A scope requirements.		5
Applicant describes both the financial and service impact of receiving and not receiving these funds.		15	Attended 75% Coordinated meetings.		5	Submitting timely quarterly reports.		5
Does the applicant show the cost calculation for their		20	Coordination activities are documented within grant		10	Applicants demonstrate that they have the		10

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funding request? Is the request for funding preventative a specific mechanical failure? If so, how does the applicant's cost to repair a mechanical failure of their vehicle(s) compare to replacing the vehicle(s)?			application & results are provided to Mobility Managers (quarterly reports, etc.)			capacity, knowledge, skills, and required resources to manage federal funds and equipment.		
			<b><i>New applicant</i></b>			<b><i>New applicant</i></b>		
			Applicant is knowledgeable and active in regional coordination efforts (trainings, meeting participation, and ongoing communication).		30	Applicant understands the capacity, knowledge, skills, and resources required to manage federal funds, equipment, and contractual requirements.		20

<b>Other Capital - Non-Intelligent Transportation System (ITS) Equipment: 50 points</b>			<b>Coordination: 30 points</b>			<b>Project Management: 20 points</b>		
			<i>Existing Applicants</i>			<i>Existing Applicants</i>		
<i>Criteria</i>	<i>Actual Points</i>	<i>Points Possible</i>	<i>Criteria</i>	<i>Actual Points</i>	<i>Points Possible</i>	<i>Criteria</i>	<i>Actual Points</i>	<i>Points Possible</i>

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Is the need clearly described in the applicant’s application? Will the funding fulfill their need?		15	Applicant is active in regional coordination efforts (trainings, meeting participation, and ongoing communication) and these efforts are demonstrated through by policies, local support, or other collaborative efforts. For example: through letters of support, agreements, referrals, funding, etc.	15	Current program subrecipients are on track to fulfill their ADOT Contractual Exhibit A scope requirements.	5
Applicant describes both the financial and service impact of receiving/not receiving these funds.		15	Attended 75% Coordinated meetings.	5	Submitting timely quarterly reports.	5
Does the applicant show the cost calculation for their funding request?		20	Coordination activities are documented within grant application & results are provided to Mobility Managers (quarterly reports, etc.)	10	Applicants demonstrate that they have the capacity, knowledge, skills, and required resources to manage federal funds and equipment.	10
			<b><i>New applicant</i></b>		<b><i>New applicant</i></b>	
			Applicant is knowledgeable and active in regional coordination efforts (trainings, meeting participation, and ongoing communication).	30	Applicant understands the capacity, knowledge, skills, and resources required to manage federal funds, equipment, and contractual requirements.	20



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<b>Intelligent Transportation System (ITS) Equipment: 50 points</b>			<b>Coordination: 30 points</b>			<b>Project Management: 20 points</b>		
			<i>Existing Applicants</i>			<i>Existing Applicants</i>		
<i>Criteria</i>	<i>Actual Points</i>	<i>Points Possible</i>	<i>Criteria</i>	<i>Actual Points</i>	<i>Points Possible</i>	<i>Criteria</i>	<i>Actual Points</i>	<i>Points Possible</i>
Is the need clearly described in the applicant’s application? Will the funding fulfill their need?		20	Applicant is active in regional coordination efforts (trainings, meeting participation, and ongoing communication) and these efforts are demonstrated through by policies, local support, or other collaborative efforts. For example: through letters of support, agreements, referrals, funding, etc.		15	Current program subrecipients are on track to fulfill their ADOT Contractual Exhibit A scope requirements.		5
Applicant describes both the financial and service impact of receiving/not receiving these funds.		10	Attended 75% Coordinated meetings.		5	Submitting timely quarterly reports.		5
Does the applicant show the cost calculation for their funding request? Does the application recognize ongoing costs associated with the ITS project?		10	Coordination activities are documented within grant application & results are provided to Mobility Managers (quarterly reports, etc.)		10	Applicants demonstrate that they have the capacity, knowledge, skills, and required resources to manage federal funds and equipment.		10
Does the requested ITS equipment benefit other regional providers? Does the applicant’s ITS plan		15	<i>New applicant</i>			<i>New applicant</i>		

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align with the State’s ITS Plan?					
			Applicant is knowledgeable and active in regional coordination efforts (trainings, meeting participation, and ongoing communication).		30
				Applicant understands the capacity, knowledge, skills, and resources required to manage federal funds, equipment, and contractual requirements.	20

<b>Mobility Management: 50 points</b>			<b>Coordination: 30 points</b>			<b>Project Management: 20 points</b>		
<i>Existing applicant</i>			<i>Existing Applicants</i>			<i>Existing Applicants</i>		
<i>Criteria</i>	<i>Actual Points</i>	<i>Points Possible</i>	<i>Criteria</i>	<i>Actual Points</i>	<i>Points Possible</i>	<i>Criteria</i>	<i>Actual Points</i>	<i>Points Possible</i>
Does this project align with the COG/MPO’s Coordinated Plan?		10	Applicant is active in regional coordination efforts (trainings, meeting participation, and ongoing communication) and these efforts are demonstrated through by policies, local support, or other collaborative efforts. For example: through letters of support, agreements, referrals, funding, etc.		15	Current program subrecipients are on track to fulfill their ADOT Contractual Exhibit A scope requirements.		5
Applicant demonstrates an understanding of Mobility		15	Attended 75% Coordinated meetings.		5	Submitting timely quarterly reports.		5

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Management goals and planning principles.								
Applicant has implemented or shown progress in implementing Mobility Management practices to share regional resources such as technology, training, equipment, service promotion, eligibility assessments, or other supports.		25	Coordination activities are documented within grant application & results are provided to Mobility Managers (quarterly reports, etc.)		10	Applicants demonstrate that they have the capacity, knowledge, skills, and required resources to manage federal funds and equipment.		10
<b><i>New applicants</i></b>			<b><i>New applicant</i></b>			<b><i>New applicant</i></b>		
Does this project align with the COG/MPO’s Coordinated Plan?		25	Applicant is knowledgeable and active in regional coordination efforts (trainings, meeting participation, and ongoing communication).		30	Applicant understands the capacity, knowledge, skills, and resources required to manage federal funds, equipment, and contractual requirements.		20
Applicant demonstrates an understanding of Mobility Management goals and planning principles.		25						



# METROPLAN

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## STAFF REPORT

**REPORT DATE:** March 16, 2023  
**MEETING DATE:** March 22, 2023  
**TO:** Honorable Chair and Members of the Board and TAC  
**FROM:** David Wessel, Transportation Planning Manager  
**SUBJECT:** *Stride Forward: Regional Transportation Plan Adoption*

### 1. Recommendation:

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

### 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.

Stride Forward has been through extensive public input including a 30-day comment period from March 2 through April 2, 2023. The plan meets federal requirements for fiscal constraint, performance measures, and public participation. 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 developed 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



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

## Overview

The regional transportation plan is presented in an executive summary with numerous supporting appendices. Appendices are in order of their reference in the executive summary with topics such as literature review, policy, and public participation.

Stride Forward, through the Onward Plan, recognizes and adopts current land use policies, voter-approved transportation projects and services, and federally awarded grants. Policies are a summary of those in the Flagstaff Regional Plan – including amendments addressing carbon neutrality and active transportation, and the MetroPlan Blueprint 2040, a regional transportation plan.

Stride Forward, through the Upward Concept, advises our member agencies on policies, strategies, and investments to employ to reach transportation-related carbon neutrality and other unfunded goals.

## Public Comments Received and Response

To date, 16 people submitted comments. Comments are in-line with those received during the planning process:

- Housing: Support for mid-density housing. Concerns for high-density housing mixed with the acknowledgment of its support for affordable housing.
  - Response: Stride Forward supports current housing plans to the extent fiscal constraint permits. Through the Upward Concept, it provides guidance for advancing affordable housing through changes to land use and transportation plans and investments.
- Transit: Fare-free service. Service to outlying communities.
  - Response: Stride Forward supports current transit plans to the extent fiscal constraint permits. Through the Upward Concept, it provides guidance for advancing transit and active transportation modes through changes to land use and transportation plans and investments.



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- Bicycle Facilities: Lack of connectivity and safety concerns.
  - Response: Stride Forward supports current bicycle plans to the extent fiscal constraint permits. Through the Upward Concept, it provides guidance for advancing active transportation modes through changes to land use and transportation plans and investments.
- Electric Vehicles: Subsidize and install charging stations.
  - Response: Stride Forward includes an Electric Vehicle Readiness Plan that includes strategies our member agencies may consider.

### Fiscal Constraint

Federal regulations require planned improvements not to exceed reasonably anticipated revenues. Revenue projections provided by the City of Flagstaff, Coconino County, and Mountain Line are the foundation for Stride Forward. These address voter-approved transportation sales taxes and account for population growth and occasional recessions. Also included are federally-awarded grants and state-shared revenue. County figures address revenues for the entire county and expenditures only within the MPO boundaries resulting in the large balance in the table below.

Table FP-1 – Revenues and Expenditure Summary by Horizon				
	Short-Term Cost	Mid-Term Cost	Long-Term Cost	Total through 2045
<b>City of Flagstaff</b>				
Revenue	\$280,100,000	\$236,100,000	\$682,200,000	\$1,198,400,000
Expenditure	\$323,300,000	\$300,700,000	\$448,000,000	\$1,072,000,000
Balance	-\$43,200,000	-\$64,600,000	\$234,200,000	\$126,400,000
<b>Coconino County</b>				
Revenue	\$132,100,000	\$149,300,000	\$454,800,000	\$736,200,000
Expenditure	\$81,900,000	\$88,100,000	\$225,500,000	\$395,500,000
Balance	\$50,200,000	\$61,200,000	\$229,300,000	\$340,700,000
<b>Mountain Line</b>				
Revenue	\$156,600,000	\$76,200,000	\$225,200,000	\$458,000,000
Expenditure	\$156,600,000	\$76,200,000	\$225,200,000	\$458,000,000
Balance	\$0	\$0	\$0	\$0

Note: All values are rounded to nearest hundred thousand.



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Expenditures are based on estimates provided to the Citizens Transportation Tax Commission and inflated to 2022 dollars. The Financial Plan acknowledges extreme inflation being experienced, the potential for debt financing, and the need to closely monitor the program and project scopes. This advice applies particularly to the City and its large capital outlays and the surplus indicated in the table.

## Performance

Stride Forward, via the Onward Plan, improves system performance over a “no investment” strategy as indicated in Blueprint 2040. It does not meet carbon neutrality goals for vehicle miles traveled or for modes shared by transit, pedestrians, and bicycles. However, with a 30% assumption for electric vehicle VMT by 2030 it approaches the target for greenhouse gas emissions. Upward achieves CNP goals for VMT and approaches the mode share goal with the 30% EV assumption exceeding the GHG emissions goal.

**Table 1 – Stride Forward Performance Measures**

Performance Measure		Target and Baseline	Target Reference	Onward Performance
	Vehicle miles traveled (VMT)	Maintain internal VMT at 2019 levels - 2,160,000 VMT regionally  836,000 Flagstaff internal VMT	CNP	2,550,000 region-wide <b>18.0% over target</b>  1,020,000 Flagstaff internal VMT <b>22.1% over target</b>
	Greenhouse Gases (GHGs) from Transportation in Metric tons of carbon dioxide equivalent (MTCO2e)	Reduce GHGs from transportation by 35% compared to 2030 business as usual - 147,900	CNP	205,572 <b>39.0% over target</b>



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	Total (%) mode share of walking/biking/transit trips	54% mode share by 2030	CNP	13.0% 41% under target
	Vehicle Hours Traveled (VHT)	No target established	Provides insight into congestion paired with VMT	96,000 hours

As in the current plan, Blueprint 2040, the vehicular level of service is projected to degrade on most arterials and many collectors across the region. Arterial connectivity improves, and with it system resiliency. The Upward Concept, with its large investments in transit, pedestrian, and bicycle modes and related decrease in vehicle miles traveled, also benefits the vehicular level of service.

MetroPlan elected to adopt ADOT performance-based planning goals and targets required by federal regulation. Calculations for the MetroPlan show the region meeting 1 out of 4 pavement condition targets, 1 out of 2 bridge condition targets, and 3 out of 5 safety targets. Travel time reliability is not available for the region and air quality goals do not apply. Implications for meeting goals lie with ADOT.

### Title VI and Accessibility

Access to a range of services by different modes will be compared between the region as a whole and traffic analysis zones in Title VI communities. Analysis reveals accessibility issues for Title VI communities on the urban fringe by most modes. Policy positions are needed to refine this further and future actions may be to address project prioritization, network improvements, or programmatic improvements (i.e., taxi voucher program) to address accessibility for these communities.

### Schedule

Adoption by the Board is scheduled for April 6, 2023.





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## 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.

Onward Plan Projected Expenses (constrained and through 2045):

- Proposition 419 projects: \$285,800,000
- Proposition 420 (Overpass): \$79,200,000
- Operations & Maintenance: \$707,000,000

Upward Concept Projected Expenses (unconstrained and through 2030):

- Double transit service: \$12.5 million additional annually
- Quadruple pedestrian and bike facilities: \$357 million through 2030
- Additional operations and maintenance not estimated

## 6. Alternatives

1. Adopt Stride Forward as presented. **(Recommended)** – the plan is the result of a rigorous process, meets federal requirements, and achieves set objectives, namely through the Upward Concept.
2. Remand Stride Forward to Staff to make changes. **(Not Recommended)**- Staff believes the plan is well-vetted, however, the TAC and Board could direct staff to make changes to address specific issues.
3. Do not adopt Stride Forward **(Not Recommended)** – Not adopting an RTP fails to comply with the federally mandated schedule.

## 7. Attachments

(Link) [Stride Forward | Regional Transportation Plan](#)



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3773 N Kaspar Drive  
Flagstaff, AZ 86004  
928-266-1293  
[www.metroplanflg.org](http://www.metroplanflg.org)

## STAFF REPORT

**REPORT DATE:** March 15, 2023  
**MEETING DATE:** March 22, 2023  
**TO:** Honorable Chair and Members of the Board and TAC  
**FROM:** Kate Morley, Interim Executive Director  
**SUBJECT:** *Arizona Legislative Update*

### 1. Recommendation:

None. This item is for discussion only.

### 2. Related Strategic Workplan Item

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

### 3. Background

The following transportation bills were all introduced at the state legislature this year and have an impact on transportation projects and planning within the region. At the TAC meeting, we will provide the latest status of the bills and an overview of what the impacts could be of the bills becoming law. In addition, we will discuss strategy for ensuring funding for projects in HB2543 come to the region.

**HB 2543 (appropriations; greater Arizona transportation projects)**, which would direct \$293.6 million to ADOT for 83 highway and road projects that have been designated as priorities by regional planning organizations. The bill is sponsored by Representative Tim Dunn (R-Yuma).

**SB 1313 (general plan; transportation; independent study)**, which would remove multimodal and bicycle paths from city general plans and would ban city general plans from including policies that reduce motor vehicle traffic capacity or impact emergency vehicle response times.

**SB 1314 (transportation system performance; ADOT)**, which would prohibit ADOT from considering or adopting motor vehicle travel mile reduction targets.



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**SB 1312 (vehicle mileage; tracking; tax; prohibitions)**, which would ban state and local governments from establishing vehicle mile travel reduction goals or imposing per-mile charges and would prohibit any tracking of someone's vehicle miles.

## 4. TAC and Management Committee Discussion

*Pending*

## 5. Fiscal Impact

Any amount of state funding through HB2543 will offset local costs for the delivery of these important projects. Specific project costs in HB2543 are:

- Lone Tree: Total Cost: \$106M, State Request: \$2.6M
- Hwy 89 Flood Mitigation: Total Cost: \$27.2M, State Request: \$5M
- Hwy 180 Flood Mitigation: Total Cost: \$5.6M, State Request: \$3M
- JWP Bridge: Total Cost: \$18M, State Request: \$5M

There is no direct cost related to the other house bills.

## 6. Alternatives

None. This item is for discussion only.

## 7. Attachments

RTAC Project Factsheets



## Project Overview

MetroPlan requests \$2,609,290 in support of one project: the **Lone Tree Corridor**.

The **Lone Tree Corridor** serves these needs:

- Safe, grade-separated railroad overpass connecting Lone Tree Road to Route 66.
- Arterial network alternative 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 tracks and future Rio de Flag
- Widening from 2-4 lanes
- Sidewalks, trails, bike lanes
- Protected traffic intersections

**Lone Tree** benefits Flagstaff and the region by:

- Less congestion Downtown
- Access to future growth areas
- Improved pedestrian and bicycle mobility and safety
- More effective evacuation 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:** \$2,609,290

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



## Contact Info

**Christine Cameron**

Capital Project Manager

928-213-2682

ccameron@flagstaffaz.gov



## Location

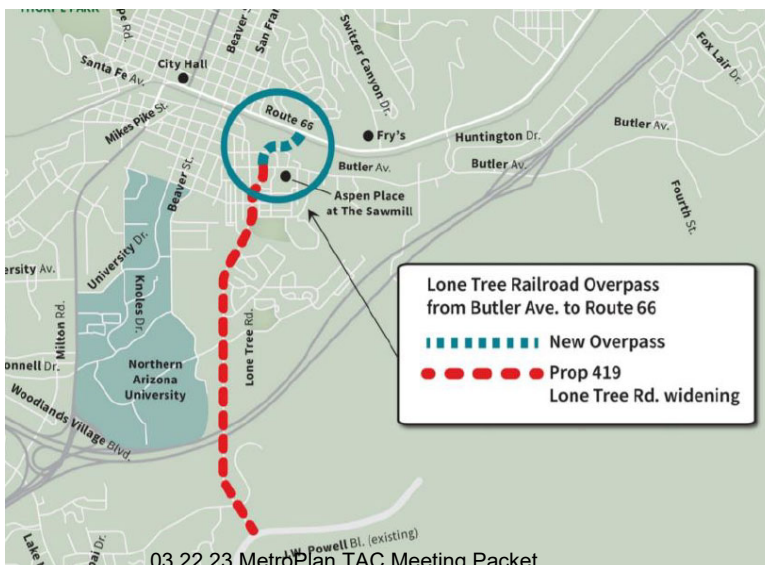


City of Flagstaff  
Coconino County  
AZ Legislative District 6  
**Flagstaff Region**



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## Vicinity Map & Site Photo



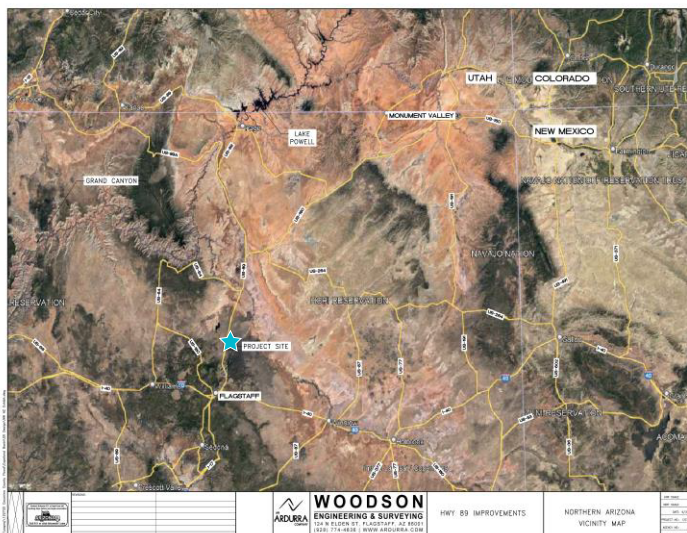
## Project Overview

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 three 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 includes:

- Government Tank Flood Corridor Detention Facilities
  - Construction of two new detention basins and expansion of an existing detention facility; Estimated cost is \$12 million.
- Hwy 89 Culvert Upsizing (Govt. Tank/North Fork locations)
  - Two new box culverts (3'X6' & 5'X8'); Est. cost \$3 M
- Copeland Detention Facility Expansion
  - 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, then the District would be responsible for the 5.7% match, which is \$690,000.

## Vicinity Map & Site Photo



## Project Lead

Coconino County Flood Control District

## Project Schedule

Dependent Upon Securing Funding

## Project Cost

**Total Project Cost:** \$27.2 million\*

**State Surplus Request:** \$20.4 million\*

**Local Contribution:** \$6.8 million (25%)\*

\*Assumes No FHWA ER Funds

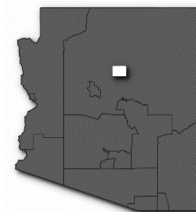
## Contact Info

**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



Severe Erosion Damage - Copeland Detention Facility

# Hwy 180 Flood Mitigation



## 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

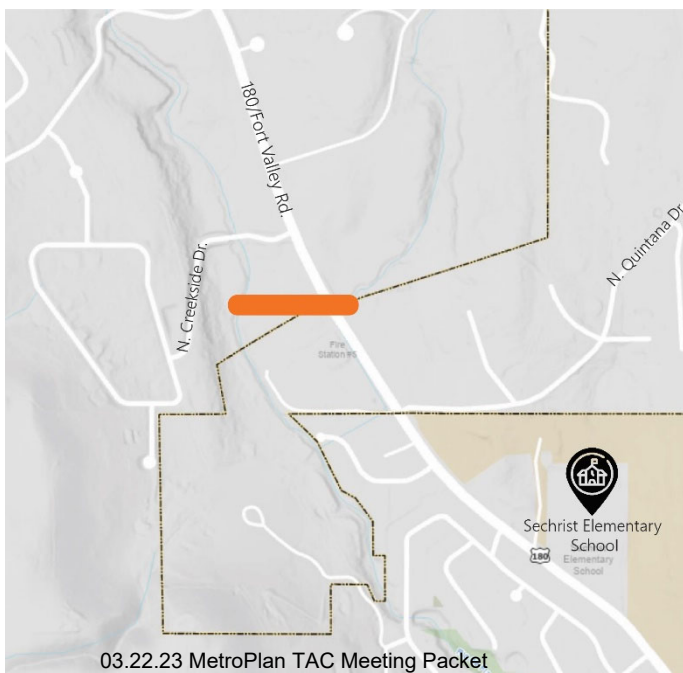
## Location



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



## Vicinity Map & Site Photo



03.22.23 MetroPlan TAC Meeting Packet



180/Fort Valley Road



Stevanna Way & 180

## Project Overview

Flagstaff requests \$5,000,000 in support of the JWP Bridge Widening

The J.W. Powell bridge widening serves these needs and major destinations:

- NAH Wellness Center and Tier 1 Trauma Center (opening 2025)
- Flagstaff Pulliam Airport
- Fort Tuthill Regional Park
- Oak Creek Canyon/Sedona
- Flagstaff Research and Development Park (in planning)

The J.W. Powell bridge widening includes:

- Construction of a four-lane minor arterial bridge over I-17
- Replacement of the existing 2-lane structure
- Addition of active transportation facilities per City guidance

The J.W. Powell bridge widening provides these benefits:

- Improved emergency medical response times
- Expanded regional medical service access
- Enhanced tourism-based economic activity
- Improved interstate highway operations

## Vicinity Map & Site Photo



### Project Lead

ADOT

### Project Schedule

Design FY 2023

Construction FY 2024

### Project Cost

**Total Project Cost:** \$18,000,000

**State Surplus Request:** \$5,000,000

**Local Contribution:** \$1,000,000 (6%)

**State Contribution:** \$9,000,000 (50%)

**Pending Contribution:** \$3,000,000 (17%)

### Contact Info

**David Wessel**

Planning Manager

928-699-3053

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

### Location



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





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## STAFF REPORT

**REPORT DATE:** March 15, 2023

**MEETING DATE:** March 22, 2023

**TO:** Honorable Chair and Members of the Board and TAC

**FROM:** Kate Morley, Interim Executive Director

**SUBJECT:** FY2022 Audit

### 1. Recommendation:

For information and discussion only.

### 2. Related Strategic Workplan Item

Guiding Principle: Builds Trust and Credibility

### 3. Background

Article 10 Section 2 of the MetroPlan bylaws state that an annual audit will be conducted in alignment with federal requirements. A competitive procurement for a qualified firm was conducted in July 2022 resulting in an award to Heinfeld Meech for a one-year contract with four, one-year options to renew.

Heinfeld Meech performed the following as required by Government Auditing Standards (GAS) and Title 2 U.S. Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, Audit Requirements for Federal Awards (Uniform Guidance):

- Considering MetroPlan's internal control over financial reporting,
- Tested internal controls over major Federal programs, and





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- Tested compliance with certain provisions of laws, regulations, contracts, and grant agreements that could have a direct and material effect on MetroPlan's financial statements and major federal programs.

Based on the draft report and feedback from the auditors, the following conclusions were reached:

- Financial statements fairly present the position of MetroPlan and governmental activities and have been prepared in conformity with accepted accounting principles in the United States,
- MetroPlan complied with all requirements that could have a direct and material effect on each of its major federal programs,
- There were no findings related to financial statements in accordance with Government Auditing Standards, and
- There were no findings or questioned costs related to federal awards.

The report filing is due by March 31, 2023.

While not material to the audit report, Heinfled Meech did identify opportunities for strengthening internal controls and several instances of noncompliance that did not meet reporting criteria. Specific areas were related to:

- Ensuring all parties sign documents confirming they received and reviewed the conflict of interest policy,
- Two instances of payments without appropriate documentation, and
- Payroll errors that have since been corrected, and
- The non-documentation of a public opening for a Request for Proposals (RFP).

Staff will debrief internal control recommendations with Heinfled Meech in April in order to update internal control policies and procedures.

## 4. TAC and Management Committee Discussion

Pending



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## 5. Fiscal Impact

There is no fiscal impact associated with the filing of the Audit.

## 6. Alternatives

None. This item is for discussion only.

## 7. Attachments

1. Draft Letter to Executive Board (*pending*)
2. Draft Single Audit Report FY 2022 (*pending*)



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## STAFF REPORT

**REPORT DATE:** March 10, 2023  
**MEETING DATE:** March 22, 2023  
**TO:** Honorable Chair and Members of the Board and TAC  
**FROM:** Mandia Gonzales, Transportation Planner &  
David Wessel, Planning Manager  
**SUBJECT:** MetroPlan Staff Project Updates

### 1. Recommendation:

For information and discussion only.

### 2. Related Strategic Workplan Item

#7 Complete West Route 66 Planning Process

#10 Explore ways to share staff resources to be more efficient and effective

#13 Lead efforts to facilitate multi-modal shift by applying for Safe Streets for All (SS4A) grant

### 3. Background

#### WEST ROUTE 66 CORRIDOR MASTER PLAN

Staff created a draft scope of work (see attachment) and a tentative schedule below. It is MetroPlans' intent to conduct this Corridor Master Plan in-house with potential technical support from our partners and consultant(s).

#### History

Steady development and the need for active transportation and transit mobility services are motivations for this plan. The 2004 Flagstaff Urban Mobility Study is the last major evaluation of this corridor and may no longer be aligned with current land use and transportation policy.



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## Tentative Project Schedule:

		DRAFT   W.Route 66 Corridor Master Plan																							
		CY 2023						CY 2024						CY 2025											
Task	Task Title	FY 2023		FY 2024						FY 2025															
		A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M
1	Project Initiation																								
2	Stakeholder and Public Outreach																								
3	Existing Conditions																								
4	Conduct Baseline Performance Assessment																								
5	Identify Potential Projects and Strategies																								
6	Select and Prioritize Solutions																								
7	Develop Draft Reports																								
8	Develop Final Reports																								
9	Board Review and Approval																								

## Discussion Items:

- Schedule for future development/future expansion of the corridor as this may impact the project timeline
- 419 funding for W. Route 66 project(s)
- City of Flagstaff, Coconino County, Mountain Line, ADOT – Staff contribution to the project (modeling, Syncro, etc.)

## Fiscal Impacts:

Currently, it is MetroPlan’s intent to conduct most all of this project in-house. A budget of \$200,000 has been previously approved and will support staff time, technical assistance from consulting firm(s), public outreach and materials.

## Next Steps:

Mandia Gonzales has been assigned as the project manager. Mandia and staff will reach out to our partner agencies in the coming months to conduct stakeholder interviews to further refine the scope of work, project boundaries, and partner’s capacity to participate, along with gaining valuable insight and history of the corridor, and any current or future projects along W. Route 66.

In addition to the stakeholder interviews, MetroPlan will be seeking partners to appoint a representative to join the W. Route 66 Project Advisory Committee (PAC) over the life of the project. The PAC will advise MetroPlan staff, provide critical feedback, and help to define the vision, goals, objectives, and performance measures of the corridor.



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## NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS (NACTO) MEMBERSHIP

MetroPlan is considering NACTO membership at the cost of \$7,500 in the FY2024 budget.

The mission of the National Association of City Transportation Officials (NACTO) is to build cities as places for people, with safe, sustainable, accessible, and equitable transportation choices that support a strong economy and vibrant quality of life.

NACTO does this by:

- Communicating a bold vision for 21<sup>st</sup>-century urban mobility and building strong leadership capacity
- Empowering a coalition of cities to lead the way on transportation policy at the local, state, and national levels
- Raising the state of practice for street design that prioritizes people walking, bicycling, and taking transit

MetroPlan believes the mission and practices align with Regional goals and could support current work at partner agencies to update policies, codes and standards.

NACTO has provided a forum for the exchange of ideas and best transportation practices among North American cities and helped ensure that cities are leading the way with forward-thinking transportation policy. NACTO is committed to empowering cities to realize their goals for stronger, safer, fairer transportation and communities, and looks forward to working with others who share this commitment

What's included in the membership:

- Technical assistance
- Peer-to-Peer learning opportunities/cohort opportunities
- Best practices/toolbox of design guides and policies
- Forums, workshops, virtual design charrettes (members only)
- Grant opportunities

NACTO works with transportation practitioners in member cities and agencies across a range of program areas:



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This membership fee would represent a significant increase to MetroPlan membership fees, currently budgeted at \$1,500. However, if partners can benefit from and will use the tools associated with membership, it could be a worthwhile investment. Staff are seeking feedback as to use and value

### Fiscal Impacts:

“Affiliate” Membership dues are \$7,500 (FY22) to \$9,375 (FY23)

## SAFE STREETS AND ROADS (SS4A)

The USDOT has initiated a series of *Initial Award Webinars*. Staff is participating to learn more about action planning expectations and grant administration. The grant agreement between USDOT and MetroPlan is estimated to be finalized within 45 - 60 days. Because this is a reimbursement program, work on the Vulnerable Road Users (VRU) Safety Plan will take place after the agreement is signed and the consultant procured.

At a recent SS4A awards webinar, we were informed that we should not expect our grant to be executed and work performed in time for the next round of implementation grants (FY2023). Having the [Regional Transportation Safety Plan \(RTSP\)](#) will be a huge advantage while we continue to identify more and/or more fine-grained projects for vulnerable users through the SS4A project in time for the following year’s submittals (FY2024). The VRU Safety Plan will be integrated with the current RTSP and will more likely be tagged on towards the end of that effort to reduce redundancies. The RTSP is scheduled for completion in December 2023



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and will produce an SS4A-compliant plan. This will enable MetroPlan partners to apply for future SS4A implementation grants for projects identified in the RTSP.

***The FY2023 Notice of Funding Opportunity (NOFO) for SS4A is expected to open in April.***

### Fiscal Impacts:

MetroPlan was awarded \$201,360 with a local match requirement of \$50,340. The local match requirement will be presented in the draft FY 2024 to be discussed at MetroPlan's Annual Strategic Advance.

### Next Steps:

- MetroPlan staff is reviewing the submitted scope of work and grant agreement template. MetroPlan does have the ability to make minor changes to the scope before finalizing the agreement. Staff is considering ways in which our current work on the [Regional Transportation Safety Plan](#) can influence or enhance the Vulnerable Road Users' Action Safety Plan. It's our goal to eliminate any redundancy and to ensure a quality project specific to pedestrians and bicyclists is achieved.
- **TAC to review the scope of work** as submitted in the SS4A application and provide recommendations on any additional tasks or tools (e.g., design guidelines) that would be helpful to the region and/or your agency. MetroPlan is bound by the available funding, with this, we cannot guarantee all recommendations can be incorporated.

**Please provide your feedback no later than April 7<sup>th</sup>.** You can submit your feedback to [mandia.gonzales@metroplanflag.org](mailto:mandia.gonzales@metroplanflag.org)

- FHWA Grant/Project kick-off meeting (*to be scheduled by FHWA Arizona*)



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## REGIONAL TRANSPORTATION SAFETY PLAN (RTSP)

The online survey closed with over 500 responses. Staff and Greenlight are analyzing the results. The Social Pinpoint interactive mapping tools remain available online through the website. Greenlight continues data analysis and is identifying safety emphasis areas. The next TAC presentation is tentatively anticipated for June.

### 4. Attachments

W. Route 66 Draft Scope

(Link) [NACTO membership brochure](#)

SS4A grant scope (*As submitted with the grant application*)

(Link) Social Pinpoint | [Interactive Mapping Tool](#)



**W. Route 66 | Scope of Work [DRAFT] - UPDATED 2/27**

Task		Responsibilities & Deliverables	Agency Roles
<b>1</b>	<b>Project Initiation</b>		
<p><b>Task objectives:</b> To ensure clarity and consensus regarding project objectives, partner agency roles, and administrative functions (i.e., reporting, invoicing, etc.). Also, to identify – and subsequently avoid – potential pitfalls to the planning process.</p>			
1.1	<b>MetroPlan to organize and administer a project kickoff meeting for regional partners</b>	MetroPlan will lead an internal kick-off meeting with staff and partner agencies. MetroPlan will plan and conduct an external kick-off meeting with regional partners identified by the partner agencies and perform introductory interviews with key regional partners and community stakeholders (e.g., large employers, schools, etc.) in order to gain a better understanding of expectations for project management, communications, and potential sensitivities that may affect the planning process.	<p><b>City of Flagstaff, Coconino County, Mountain Line, and ADOT:</b></p> <ul style="list-style-type: none"> <li>-Attend regional partner kickoff meeting, review interviewee list, and participate in interviews if needed.</li> </ul>
1.2	<b>Interview Key Regional Partners and Community Stakeholders</b>	<p>The internal and external kickoff meeting(s) will further define the vision, goals, and objectives of the Corridor Master Plan</p> <p><u>Deliverables:</u></p> <ul style="list-style-type: none"> <li>• Site visit by MetroPlan project manager and essential project support staff.</li> <li>• Internal kick-off meeting agenda and minutes</li> <li>• External kick-off meeting agenda and minutes.</li> <li>• Summary of interviews performed and key takeaways</li> <li>• Finalize project scope and deliverables</li> </ul>	
1.3	<b>Gather Relevant data, policies, and plans for study area from partners</b>		
1.4	<b>Finalize scope and schedule with Stakeholders/Project advisory committee (PAC)</b>		
<b>2</b>	<b>Public and Stakeholder Outreach</b>		
<p><b>Task objectives:</b> To engage both traditional and non-traditional stakeholders in the planning process by increasing public awareness, access to information, and opportunity to influence key decisions. Public input obtained through this effort will inform future project development and funding recommendations. The MetroPlan Technical Advisory Committee (TAC) members will help to ensure that the plan and the recommendations therein are vetted within their respective agencies/organizations and will provide a collective recommendation to the MetroPlan Board of Directors at the time of adoption.</p>			
2.1	<b>Organize and conduct a W. Route 66 Corridor Master Plan project advisory committee (PAC)</b>	<p>MetroPlan shall develop a list of regional stakeholders, organize the PAC meetings, agendas, provide written and oral project updates, facilitate discussions, and document stakeholder participation and input received.</p> <p><u>Deliverables:</u></p> <ul style="list-style-type: none"> <li>• Organize a PAC site visit (optional)</li> <li>• Project advisory committee meeting agendas.</li> <li>• Project updates to project advisory committee meetings and facilitate participation in the process.</li> <li>• Documentation of input received</li> </ul>	<p><b>City of Flagstaff, Coconino County, Mountain Line, and ADOT:</b></p> <ul style="list-style-type: none"> <li>- Provide agency representation to the PAC and regularly attend meetings</li> <li>- Recommend additional potential PAC members.</li> </ul>
2.2	<b>Develop a Public and Stakeholder Engagement Plan</b>	<p>MetroPlan shall develop a project website. This website will be the primary means for distributing information about the planning process. MetroPlan will lead the development of online tools used to collect public and stakeholder input, including: a community survey; a tool for reviewing and commenting on draft documents; and an interactive ArcGIS map or maps.</p> <p>MetroPlan will develop a project logo, graphics for presentations, social media, outreach events, etc.</p>	
2.3	<b>Plan and administer an online public outreach campaign for the Corridor Plan (Website content and Social Media)</b>	<p>MetroPlan shall prepare press releases, social media posts, and email blasts that direct audiences to the website for project-related documents and opportunities to participate in planning and decision-making processes. The materials should avoid jargon and should explain complex concepts and materials in a way that is easy to understand.</p> <p>The Flagstaff Region is home to a myriad of community-based organizations (CBOs) that represent a wide spectrum of residents. MetroPlan will identify and partner with multiple local CBOs in the outreach effort. to help leverage their ability to</p>	

2.4	Perform targeted outreach in adjacent Title VI Communities	<p>communicate with their respective audiences.</p> <p>MetroPlan will identify the Title VI Communities for targeted outreach.</p> <p>MetroPlan shall develop a community survey and other outreach strategies that effectively engage disadvantaged communities. Strategies could include direct outreach at locations along the corridor (e.g., mobile home parks, schools, shopping centers, public health centers, etc.) information booths at regional events (e.g., fairs, farmers 'markets, etc.), outreach on public transit routes on the corridor, and other methods not necessarily listed here. These tools will be used to better understand neighborhood-specific mobility barriers within the project area and identify corresponding services, programs, and infrastructure that may be used to overcome these challenges.</p> <p><u>Deliverables:</u></p> <ul style="list-style-type: none"> <li>• Project website content.</li> <li>• Project social media content and branding</li> <li>• Documentation of outreach efforts and materials.</li> <li>• Public notifications and documentation of their distribution.</li> <li>• Quantification/measurement of efficacy (e.g., number of exposures, etc.)</li> </ul>	
2.5	Plan and administer a public visioning event.	Need to define this further - budget, staff time, etc.	<p><b>City of Flagstaff, Coconino County, Mountain Line, and ADOT:</b></p> <ul style="list-style-type: none"> <li>• Review and comment on draft materials and provide support, if needed.</li> <li>• Help promote this event to their respective staff, elected officials, and constituents.</li> <li>• Send representation to attend the event.</li> </ul>
2.6	Develop corridor goals, objectives, and performance measures.	<p>After gathering information on existing conditions, public feedback, and the visioning event, MetroPlan in conjunction with partner agencies, will develop a mutually agreed-upon document defining corridor goals, objectives, and performance measures to help inform subsequent tasks.</p> <p>This document should incorporate public input solicited in the previous sub-tasks and be in alignment with the state corridor plan process, state goals, regional goals, and local goals.</p> <p><u>Deliverables:</u></p> <ul style="list-style-type: none"> <li>• Corridor goal and objective document</li> </ul>	<p><b>City of Flagstaff, Coconino County, Mountain Line, and ADOT:</b></p> <ul style="list-style-type: none"> <li>• Help define a set of mutually agreed upon corridor goals, objectives, and performance measures in alignment with state, regional, and local goals.</li> </ul>
<b>3 Gather Information on Existing Conditions</b>			
<p><u>Task Objective &amp; Future Application:</u> Corridor information is collected and gathered to inform an understanding of the corridor context, as well as current and possible future conditions, with the understanding that future conditions may vary depending on the planning choices made between now and that time. This task may occur simultaneously with Task 2 and should inform how outreach is performed.</p>			
3.1	Collect information on corridor context	<p>MetroPlan will collect information and produce a document describing the corridor's context, including (but not necessarily limited to):</p> <ul style="list-style-type: none"> <li>• Current context (population, employment, travel demand)</li> <li>• Future context (population, employment, travel demand)</li> <li>• Location, purpose, and users</li> <li>• Network and corridor designations</li> <li>• Issues of regional significance</li> <li>• The most current planning efforts and studies (local, regional, state, etc.)</li> <li>• Operational conditions in the corridor (bottlenecks, travel times, demand and delay trends, etc.)</li> </ul>	<p><b>City of Flagstaff, Coconino County, Mountain Line, and ADOT:</b></p> <ul style="list-style-type: none"> <li>• Provide any relevant and available materials.</li> <li>• Review suggestions and provide feedback.</li> </ul>
3.2	Literature review	<ul style="list-style-type: none"> <li>• Travel patterns (O-D, time-of-day, day of the week, different modes and mode choice in the corridor, trip purposes, socioeconomic characteristics, industry concentrations, employment, etc.)</li> <li>• Community characteristics <ul style="list-style-type: none"> <li>oDemographics</li> <li>oTitle VI/EJ communities</li> <li>oEconomic Base</li> </ul> </li> </ul>	

3.3	Identify and gather any additional data needs	<ul style="list-style-type: none"> <li>• Land use and place types (current and future)</li> <li>• Safety and Crash data</li> <li>• Driveway and access assessment</li> <li>• Street Grid Connectivity and Barriers Analysis</li> <li>• Intersection and Traffic Signal Analysis</li> <li>• Sidewalk/Bike lane inventory</li> <li>• System characteristics (freeway/highway, arterial, transit stops and routes, freight, complete streets)</li> <li>• Environmental scan</li> <li>o Drainage and flooding concerns along the corridor</li> <li>o Sensitive habitats</li> <li>o Hazardous materials sites</li> <li>o Air quality and noise</li> <li>o Areas susceptible to future changes in environmental conditions due to climate change (landslides, flooding, wildfire, etc.) – future climate change-related threats</li> <li>• Climate change vulnerabilities</li> </ul> <p>Deliverables:</p> <ul style="list-style-type: none"> <li>• Technical memo summarizing findings, outlining corridor description, basic system characteristics of the corridor and its unique elements within a larger national, State, and regional context.</li> <li>• Construct an ArcGIS online tool with a geo database and shapefiles.</li> </ul>	
<b>4 Conduct Baseline Performance Assessment</b>			
<p><u>Task Objective &amp; Future Application:</u> Identify and quantify performance issues, which will help inform future tasks. Does the corridor operate as a cohesive whole, or does it operate as a series of smaller, largely self-contained corridors? If the latter, what are they, how do they function, and who do they serve? Should these “mini-corridors” be considered individually, with their own unique challenges and goals?</p>			
4.1	Perform corridor performance assessment	<p>These assessments should go beyond describing a single “normal” operational condition derived from the average of different attributes. If adequate data is available or may be acquired, MetroPlan should describe and identify operational conditions within the corridor in the following situations:</p>	<p><b>City of Flagstaff, Coconino County, Mountain Line, and ADOT:</b></p> <ul style="list-style-type: none"> <li>• Provide relevant traffic data and/or recent traffic studies.</li> <li>• Review and advise.</li> </ul>
4.2	Perform arterial network performance measures	<ul style="list-style-type: none"> <li>• Extreme weather</li> <li>• Special events</li> <li>• Major incidents</li> </ul>	
4.3	Perform transit network performance assessment	<p>The criteria used to perform assessments may vary depending on the goals, objectives, and measures agreed-upon in Task 2.6 and will be agreed upon by the corridor team. However, typical criteria may include (but not necessarily be limited to): bottleneck location, delay, speed, productivity, peak hour excessive delay, travel time reliability, safety, pavement condition, transit ridership, transit service on-time percentage, transit service hours and frequency, number/type of transit-supportive infrastructure in corridor, freight productivity, truck VMT, truck travel time reliability, container transfers, type/number of complete street features within corridor, gap analysis, active transportation travel demand, active transportation level of traffic stress, active transportation safety, first/last mile access to transit, and multimodal network connectivity.</p>	
4.4	Perform freight assessment		
4.5	Perform complete streets/Active transportation assessment		
4.6	Perform Title VI/EJ assessment	<p><u>Deliverables:</u></p> <ul style="list-style-type: none"> <li>• Technical memo summarizing findings, including baseline performance levels.</li> <li>• A map and supporting documents to help identify Title VI and EJ Communities</li> </ul>	
4.7	Forecast Future performance	<p>MetroPlan will use the Regional Travel Demand Model to identify the scale and scope of performance issues in the future if no action is taken or if only already approved investments move forward.</p> <p><u>Deliverables:</u></p> <ul style="list-style-type: none"> <li>• Technical memo summarizing findings</li> </ul>	
4.8	Develop system profiles	<p>MetroPlan will develop system profiles to help visualize the results of the performance assessments. The purpose of these profiles is to characterize corridor performance and help identify issues to address. At a minimum, MetroPlan will develop system profiles for mobility, reliability, safety, and sustainability.</p> <p>For example, a system profile for sustainability might include pollutant and GHG emission estimates, VMT per capita in areas served by the corridor, and measures of multimodal accessibility and connectivity for households and employers.</p> <p>Profiles should also be created for any functional segments (i.e., “corridors within the corridor”) identified in previous tasks. Additional profiles may be suggested by the consultant or partner agencies.</p> <p><u>Deliverables:</u></p> <ul style="list-style-type: none"> <li>• Technical memo summarizing findings.</li> </ul>	
<b>5 Identify Potential Projects and Strategies</b>			

<b>Task Objective &amp; Future Application:</b> Identify potential projects and strategies for analysis and evaluation			
5.1	Identify arterial projects and strategies	Based on deliverables from Tasks 2-4, MetroPlan will identify potential projects and strategies to address the identified deficiencies and needs. Projects and strategies identified for evaluation will clearly identify the corridor objectives they are meant to address.  Consideration should be made of projects already planned and listed in the RTP and TIP, including whether those projects should be modified.  Once a set of projects and strategies are identified for evaluation, Metroplan and partner agencies consider how they may be integrated or otherwise work together to achieve maximum benefit. (This is meant to help the planning team to consider a holistic or "system" solutions rather than standalone approaches.)  <u>Deliverables:</u> • Technical memo listing identified projects. Information provided for each identified project should include: project name, location, type, short description/scope, short statement of purpose/need, and estimated total cost (capital + support). • Provide a toolbox of possible solutions for each unique segment.	<b>City of Flagstaff, Coconino County, Mountain Line, and ADOT:</b> • Review and comment on findings. • Suggest additional projects and/or strategies for consideration, if needed.
5.2	Identify transit projects and strategies		
5.3	Identify complete streets projects and strategies		
5.4	Identify freight projects and strategies.		
5.5	Identify climate change adaptation and resiliency projects and strategies.		
5.6	Define improvement projects		
5.7	Consider corridor integration options		
<b>6 Select and Prioritize Solutions</b>			
<b>Task Objective &amp; Future Application:</b> A recommended set of solutions for the corridor that can address the identified issues and opportunities and that align with the regional transportation plan (RTP), along with other local plans and policies. Forecast and modeled data will be used to set performance targets and track progress toward desired outcomes. The ultimate outcome is a more sustainable, adaptive, and resilient package of potential projects.			
6.1	Select and Prioritize Corridor Solution	MetroPlan and its partner agencies to select and prioritize projects and strategies that can address the identified issues and opportunities in the project area.  <u>Deliverables:</u> • Project list, prioritized and assigned short-, medium-, or long-term horizons based on need and potential grant funding. Group strategies into scenarios for future evaluation. • Develop conceptual (15%) drawings and designs based on stakeholder input that can be used to help address identified deficiencies. • Develop report of possible fund sources.	<b>City of Flagstaff, Coconino County, Mountain Line, and ADOT:</b> • Review and comment on findings
<b>7 Develop Draft Reports</b>			
<b>Task Objective &amp; Future Application:</b> The draft plan will synthesize the information collected and developed in Tasks 2–6 into a shared regional vision for the future of the W. Route 66 corridor and clearly outline MetroPlan and partner roles in achieving that vision. The vision need not be a uniform design corridor-wide, but should consider the presence, if any, of "corridors within the corridor" and the surrounding contexts. The draft plan will be shared with partner agencies and the public for review and comment, which will be incorporated into the final plan			
7.1	Prepare working draft for staff review.	MetroPlan shall utilize previously completed technical memos and findings as the basis for developing a cohesive and comprehensive working draft report. The body of the report shall be concise and written for nontechnical audiences. All versions of the report (i.e., working, public review, and final drafts) should include an executive summary.  Exhibits, tables, and other infographics shall be used wherever appropriate to convey technical concepts in a more approachable manner. The plan should include an implementation schedule (if possible) as well as the identification of responsibilities. The plan will outline how the corridor will be expected to operate, including recommended technical, organizational, and institutional arrangements necessary to achieve expected benefits.  Technical documentation of the planning process, public input, data, performance measure methodology, and other such elements shall be attached as appendices to the report.  <u>Deliverables:</u> • Working draft report	<b>City of Flagstaff, Coconino County, Mountain Line, and ADOT:</b> • Review and comment on the working draft report.
7.2	Prepare public review draft for SRTA staff review.	MetroPlan shall integrate input and direction received in response to the working draft report into a public review report. MetroPlan shall widely advertise the availability of the public review draft report and be available (in person or via video or teleconference) to participate in meetings with the MetroPlan Executive Board, Technical Advisory Committee, Management Committee, PAC, and others upon request.  <u>Deliverables:</u> • Public draft report • Presentation Materials	<b>City of Flagstaff, Mountain Line, and ADOT</b> • Review and comment on the working draft report.
<b>8 Develop Final Reports</b>			
<b>Task Objective &amp; Future Application:</b> The final plan will provide a shared regional vision for the future of the W. Route 66 corridor and clearly outline MetroPlan and partner roles. The plan will be referenced when developing and recommending specific projects, policies, programs, and other activities to the MetroPlan Executive Board and partner agencies.			

8.1	Prepare final draft	<p>MetroPlan shall integrate partner and public feedback in response to the public review draft report into a final draft to be presented to the TAC and Executive Board adoption.</p> <p><u>Deliverables:</u></p> <ul style="list-style-type: none"> <li>• Final report in PDF format and editable electronic format (e.g., Adobe InDesign, Microsoft Word, etc.)</li> <li>• Outreach materials explaining the final adopted plan, including a press release, social media content explaining elements of the plan, and material to be incorporated into the primary MetroPlan website once the project website goes offline.</li> </ul>	<p><b>City of Flagstaff, Coconino County, Mountain Line, and ADOT:</b></p> <ul style="list-style-type: none"> <li>• Review, approve, and send to the MetroPlan TAC and Executive Board for review and approval.</li> </ul>
<p><b>9 Board Review and Approval</b></p>			
<p><u>Task Objective &amp; Future Application:</u> Achieve formal buy-in from the SRTA board and other governing bodies as appropriate so that the SR 273 Multimodal Corridor Plan may be implemented.</p>			
9.1	Present final draft to governing bodies of partner agencies.	<p>MetroPlan shall verbally and visually summarize the W. Route 66 Corridor Plan process, findings, and recommendations at meetings of MetroPlan TAC and Executive Board.</p> <p><u>Deliverables:</u></p> <ul style="list-style-type: none"> <li>• Presentation materials</li> </ul>	<p><b>City of Flagstaff, Coconino County, Mountain Line, and ADOT:</b></p> <p>Review and approve plan for TAC and Ex. Board</p>

**VULNERABLE ROAD-USERS (VRU) SAFETY PLAN:**

MetroPlan staff and its partners plan to take an active role in the planning and implementation process of this project. We intend to carry this project forward into the future. However, if awarded SS4A Action Planning Grant, those funds will be used to support a consultant with the technical expertise to improve MetroPlan staff knowledge and capacity for implementing equitable safety projects into the future.



Estimated costs are based on recently received project proposals from other safety planning projects.

Task	Description	Deliverables	Est. Cost
<p><b>Task 1: Project Management &amp; Coordination</b></p>	<p>Develop a Work Plan that outlines project deliverables, activities, and schedules in coordination with MetroPlan. The Work Plan should outline the roles and responsibilities to execute a comprehensive VRU plan including the consultant, MetroPlan, technical advisory committee, and methodologies to address/achieve the outputs identified in the various tasks.</p> <p>Scope of Work modifications is encouraged to enable flexibility and innovation while completing project goals.</p>	<ul style="list-style-type: none"> <li>• The final scope of work or work plan, including project schedule, and clearly defined roles for consultant and project team.</li> <li>• Meeting agendas and detailed meeting notes for meetings with project sponsors, stakeholders, and public outreach, as appropriate.</li> </ul>	<p>\$21,150</p>
<p><b>Task 2: Stakeholder and Public Engagement Plan</b></p>	<p>MetroPlan in collaboration with the consultant will develop an innovative stakeholder and community outreach plan to ensure it satisfies the intent of SS4A, Title VI of the Civil Rights Act of 1964 the Executive Order on Environmental Justice 12898 that includes underserved communities and address their needs, and Executive Order 13985: Advancing Racial Equity and Support for Underserved Communities.</p>	<ul style="list-style-type: none"> <li>• Provide support and additional engagement materials such as presentation materials, maps, and social media content</li> <li>• Provide technical support for virtual webinars, presentations, or open houses for the public, community organizations, TAC and/or executive councils.</li> </ul>	<p>\$18,800</p>
<p><b>Task 3: Safe Systems Performance</b></p>	<p>Perform a comprehensive examination in the context of the Federal Highways Administration <i>Safe Systems Approach</i> of the current state of transportation safety for pedestrians and</p>	<p>The Final Report will include safety performance of roadways, multi-modal crash trends and crash rates, and an assessment of crash patterns with Title VI/underserved populations.</p>	<p>\$30,550</p>

	<p>bicyclists.</p> <ul style="list-style-type: none"> <li>• Safety performance of functionally classified roads</li> <li>• Regional multi-modal trends of crashes, crash rates</li> <li>• Assessment of crash patterns within Title VI populations</li> </ul>		
<b>Task 4: Identify Safety Emphasis Areas</b>	<p>Identify emphasis areas based (engineering, education, and enforcement) on crash history and trends using a minimum of 5 years of complete data (2017-2021) from appropriate sources.</p> <ul style="list-style-type: none"> <li>• Analysis of existing conditions and historical trends to baseline the level of crashes</li> <li>• Analysis of crash locations, severities, contributing factors, and behaviors</li> <li>• Analysis of systemic and specific safety needs</li> <li>• Geospatial identification of high-risk locations</li> <li>• Identify public education campaigns and programs</li> </ul>	The Final Report will include a summary of analyses used and the analysis results, along with identification of safety emphasis areas and geospatial identification of crash data and higher-risk locations.	\$14,100
<b>Task 5: Policy Development, Identification of Strategies &amp; Network Screening Methodologies, Prioritization of Safety Needs</b>	<p>The consultant will work with partner agencies to identify recommended goals, policies, and strategies. This includes developing an approach to incorporate “Vision Zero” and “Complete Streets” into local planning documents and safety features in local projects listed in the Transportation Improvement Program (TIP), and facilitating the introduction of Road Safety Assessments during project design.</p> <p>Apply network screening methodologies for ranking and prioritizing high-risk locations with a focus on methods that will (1) facilitate regional scale spatial analysis and evaluation; (2) enable partner agencies to apply equity-based scoring criteria per the Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan requirements; (3) enable partner agency capabilities to facilitate location-specific and community-specific spatial analyses and evaluations; and (4) develop a Vulnerable Users Roadway safety data and analysis improvement plan.</p>	<p>The Final Report will include an assessment of current policies, plans, and guidelines for the inclusion of safety elements.</p> <p>The Final Report will also include recommended goals, policies, and strategies along with guidance on how they can be incorporated into regional and local planning documents.</p>	\$25,850

	It is anticipated that partner agencies within our jurisdiction may adopt and use these policies beyond this project.		
<b>Task 6: Identify and Analyze Available Resources</b>	<p>Review of current programs, staffing, and funding resources available for transportation safety planning and implementation at the local, state, and federal levels.</p> <p>Identification of opportunities for improvements such as a streamlined safety funding process and collaboration that could lead to improved effectiveness of safety analysis, project development, and implementation by partner agencies.</p>	The Final Report will include an analysis of available resources and opportunities at the local, state, and federal levels for safety funding and improved safety analysis, project development, and implementation.	\$14,100
<b>Task 7: Implementation Plan</b>	<p>The implementation plan shall be specific to the identified Emphasis Areas documenting the measurable objectives and performance measures for each emphasis area.</p> <p>MetroPlan and partner agencies will use the implementation plan to develop project implementation schedules. The following shall serve as an implementation plan framework:</p> <ul style="list-style-type: none"> <li>• Incorporate information received from public engagement and stakeholders into the plan;</li> <li>• Determine the data requirements for each performance measure;</li> <li>• Identify a prioritized list of hot spots, along with roadway owner, required resources, and action steps for implementing the recommended countermeasure(s);</li> <li>• Identify a process to track countermeasure and action step implementation;</li> <li>• Provide guidance on how MetroPlan’s partner agencies can incorporate safety projects and programs into their respective capital improvement programs (CIPs);</li> <li>• Engage with ADOT District offices to encourage and support the development of safety projects and elements in state-level planning and state and federal grant opportunities.</li> <li>• Develop guidance on how to conduct annual evaluations of progress</li> </ul>	The Final Report will provide clear direction to our partner agencies on how to bring about safety improvements through the inclusion of the Implementation Plan.	\$28,200



<b>Task: 8 Project Identification, Justification, and Eligibility</b>	<p>Projects and strategies to address safety problems identified must include infrastructure, behavioral, and operational activities. An explanation of project prioritization criteria should also be provided.</p>	<p>The Final Report will include ranked lists of implementation projects. Implementation projects must include infrastructure, behavioral, and operational activities.</p>	<p>\$32,900</p>
<b>Task 9: Identify Performance Measures, Performance Evaluation Plan, &amp; Equity Analysis</b>	<p>Identify performance measures and develop a performance evaluation process/method to track and monitor the effectiveness of VRU safety programs and initiatives.</p> <p>Conduct an equity analysis of the plan, including the incorporation of equity-based scoring into the priority project ranking.</p> <p>Equity considerations include:</p> <ul style="list-style-type: none"> <li>• The identification of underserved communities through data;</li> <li>• Equity analysis shall be conducted in collaboration with appropriate partners;</li> <li>• Equity analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies</li> </ul>	<p>The Final Report will include an equity analysis of the plan with equity-based scoring of implementation projects.</p>	<p>\$23,500</p>
<b>Task 10: Final Plan</b>	<p>The Proposer will provide an Executive Summary and Final Report that will summarize all of the findings documented in the indicated Tasks. Information provided on each task shall be in non-technical language when possible and include the use of tables, graphs, and pictures. All public comments whether written or verbal shall be incorporated into the final report. A draft shall be provided to MetroPlan for review and comment before final production.</p>	<ul style="list-style-type: none"> <li>• Final Report document in electronic format</li> <li>• Electronic copies of all project files in data useable format</li> <li>• Maps and all relevant spatial data prepared for the Final Report.</li> </ul>	<p>\$30,550</p>

<p><b>Task 11: Post-project data collection and reporting</b></p>	<p>Establish a data and performance reporting systems for MetroPlan staff and partners.</p> <p>The framework should include but is not limited to:</p> <ul style="list-style-type: none"> <li>• The costs of each eligible project and strategy carried out using the grant.</li> <li>• The roadway safety outcomes and any additional benefits (e.g., increased walking, biking, or transit use without a commensurate increase in crashes, etc.) that each such project and strategy has generated, as— <ul style="list-style-type: none"> <li>○ Identified in the grant application; and</li> <li>○ Measured by data, to the maximum extent practicable; and</li> </ul> </li> <li>• The lessons learned and any recommendations relating to future projects or strategies to prevent death and serious injury on roads and streets.</li> </ul>	<p>Establish a quarterly data and performance reporting system that can be conducted by MetroPlan staff and meets the USDOT Public Access Plan.</p>	<p>\$12,000</p>
<b>Project's Estimated Total</b>			<b>\$251,700.00</b>



# METROPLAN

GREATER † FLAGSTAFF

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## STAFF REPORT

**REPORT DATE:** March 15, 2023

**MEETING DATE:** March 22, 2023

**TO:** Honorable Chair and Members of the Board and TAC

**FROM:** Kate Morley, Interim Executive Director

**SUBJECT:** Happening at Metroplan

This is the introduction of a new standing agenda item at MetroPlan to better convey activities that have been achieved and what is upcoming. The report provides an opportunity to recognize areas for better collaboration between agencies, build off each other's work, and enable partners to better leverage MetroPlan as a resource. It is also an opportunity to celebrate achievements.

1. Dave celebrates 26 years of service to the MPO and region on April 1. Accomplishments are too numerous to list but include the East 66/ Country Club connection, growth of the FUTS system, and multiple RTP and regional plans leading to the passage of initiatives like 419/ 420.
2. ADOT is seeking feedback on rest stops. The Parks (I-40W) and Christensen (I-17) stops are priorities with a focus on truck parking. There are several rest stops in or adjacent to the region which are important to economic development and quality of life. We are working with ADOT to include in priorities.
3. MetroPlan is taking a larger role in Bike Month. We will host a table at Earth Day advertising the event and engaging the public in planning activities. We hope to see you at activities in May.
4. MetroPlan is on social media! Please follow us!
  - a. Facebook: [@MetroPlanFlagstaff](#)
  - b. Instagram: [@metroplanflg](#)
5. We are beginning to draft our budget and work plan for the year. If there are items you are hoping we can assist you with in the next fiscal year, please let us know.



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6. Staff reviewed and provided feedback to the City on their AZ SMART Fund application. An award of AZ Smart Fund money could reduce the cash match needed for the Downtown Mile.
7. MetroPlan is hosting a VMT model and calculator workshop on March 29. This new tool will help the region make progress toward carbon neutrality goals.
8. Mandia is continuing her membership as an International Association of Public Participation (IAP2) member. IAP2 offers best practices, resources, and workshops that continue to improve MetroPlan's knowledge and strategies for conducting meaningful public engagement and outreach. This is a benefit to our projects, the region, and our partners.
9. The **MetroPlan Advance will be May 24, 1-4**. Please mark you calendars if you have not already.

## Strategic Workplan June 30, 2022 to December 31, 2023

### **Vision:**

To create the finest transportation system in the country.

### **Mission:**

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

### **Guiding Principles**

- MetroPlan is focused:
  - Adopts clearly delineated objectives
  - Provides ambitious and credible solutions
  - Strategically plans for political and financial realities and possibilities
- MetroPlan leads regional partners:
  - Provides targeted, effective and prolific communication to “speak with one voice”
  - Advocates for implementation, coordination and commitment
  - Provides collaborative leadership among and through its partners
  - Accountable for leveraging plans that lead to successful construction and services
- MetroPlan leverages resources:
  - Strategically leverages project champions and other plans
  - Writes and secures competitive grants
- MetroPlan plans for resiliency:
  - Invests time and resources to expand mode choice
- MetroPlan is fair and equally representative
- MetroPlan builds trust and credibility
  - Exhibits integrity in its work products
  - Exercises openness and transparency
  - Delivers on its promises

### **5 Year Horizon:**

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

## Measurable Objectives – ADOPTED 6/2/22

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

## MetroPlan Funding Matrix

Confidence or Probability Level:

High



Medium



Low



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

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

In-State Competitive Grants										
Source	Program	Abbreviation	Range Amount	Eligible Uses					Eligible Activity	NOFO* Est. date
				Staff	Overhead	Planning / Data	Construction	Match		
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									
Source	Program	Abbreviation	Amount	Eligible Applicants					
Source	Program	Abbreviation	Amount	MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
FHWA - ADOT	Metropolitan Planning	PL	\$110,000	✓					
FHWA - ADOT	State Planning & Research	SPR	\$125,000	✓					
FHWA - ADOT	Surface Transportation Block Grant	STBG	\$430,500	✓	✓	✓	✓	✓	✓
FTA	Metropolitan & Statewide Planning	5305	\$36,000	✓					
Local	General Funds	Local	\$27,500	✓					

In-State Competitive Grants									
Source	Program	Abbreviation	Range Amount	Eligible Applicants					
Source	Program	Abbreviation	Range Amount	MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
FHWA-ADOT	<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									
Source	Program	Abbreviation	Range Amount	Eligible Applicants					
				MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
FHWA - ADOT	Surface Transportation Block Grant	STBG	Varies (Formula based)	✓	✓	✓	✓	✓	✓
FHWA - ADOT	Carbon Reduction Program		Varies (Formula based)	✓					
FHWA - ADOT	<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									
Source	Program	Abbreviation	Range Amount	Eligible Applicants					
				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		<i>See information below</i>					
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	✓	✓	✓	✓	✓	✓