

AGENDA

Executive Board Meeting

10:00 AM

February 2, 2022

Join Zoom Meeting:

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

Meeting ID: 791 9911 5652

Dial-in: +1 408 638 0968US

In Person Option available:

6 E Aspen Ave, Suite 200

Hopi Building – 2nd Floor

Flagstaff, AZ 86004

Regular meetings and work sessions are open to the public. Persons with a disability may request a reasonable accommodation by contacting MetroPlan via email at rosie.wear@metroplanflg.org. 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 by contacting the MetroPlan at 928-266-1293 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 the Flagstaff City Council and/or the Coconino County Board of Supervisors present; however, no formal discussion/action will be taken by members in their role as the Flagstaff City Council and/or Coconino County Board of Supervisors.

Public Questions and Comments must be emailed to jeff.meilbeck@metroplanflg.org prior to the meeting or presented in person at the start of the meeting.

NOTICE OF OPTION TO RECESS INTO EXECUTIVE SESSION

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

EXECUTIVE BOARD MEMBERS

- ☐ Jim McCarthy, Flagstaff City Council, Chair
- ☐ Jeronimo Vasquez, Coconino County Board of Supervisors, Vice-Chair
- ☐ Patrice Horstman, Coconino County Board of Supervisors
- ☐ Austin Aslan, Flagstaff City Council
- ☐ VACANT, Mountain Line Board of Directors
- ☐ Regina Salas, Flagstaff City Council



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- ☐ Jesse Thompson, Arizona State Transportation Board Member
- ☐ Judy Begay, Coconino County Board of Supervisors (alternate)
- ☐ Becky Daggett, Flagstaff City Council (alternate)

METROPLAN STAFF

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

I. PRELIMINARY GENERAL BUSINESS

A. CALL TO ORDER

B. ROLL CALL

C. PUBLIC COMMENT

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

D. APPROVAL OF MINUTES

[Minutes of Regular Meeting: January 5, 2022](#)

(Pages 6-9)

II. CONSENT AGENDA

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

A. [Transportation Improvement Program amendments](#)

(Pages 10-17)

MetroPlan Staff: David Wessel

III. GENERAL BUSINESS

A. [Stride Forward Branding and Outreach update](#)

(Pages 18-20)

MetroPlan Staff: David Wessel

Recommendation: No recommendation is being made

B. [Unified Planning Work Program Amendment](#)

(Pages 21-23)

MetroPlan Staff: Dave Wessel

Recommendation: Staff recommends a Unified Planning Work Program Amendment be discussed and action possibly taken to amend the UPWP.

C. [Federal and State Funding Update](#)

(Pages 24-39)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: This item is for discussion only.

D. [Sustainable Transportation Toolbox Update](#)

(Pages 40-45)

MetroPlan Staff: Jeff “Miles” Meilbeck and David Wessel

Recommendation: Staff recommends that the Executive Board adopt the Scope of Work for the Sustainable Transportation Toolbox

E. [Lone Tree Overpass](#)

(Pages 46-50)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: No recommendation is being made

F. [Transportation Survey 2022 Report](#)

(Pages 51-52)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: Staff recommends the Executive Board adopt the 2022 Transportation Survey final report.

G. **Sun Transport Solutions Corporation (STSC) Update**

(Pages 53-54)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: No recommendation is being made, but the Executive Board may provide input on the process related to STSC.

H. **Items from MetroPlan Staff**

MetroPlan Staff: Jeff “Miles” Meilbeck

- Amtrak Update

Recommendation: This item is for discussion only.

I. **Executive Director Performance Review and Contract**

Councilmember McCarthy

Recommendation: Provide performance review as required by the current contract.

The Board may vote to go into executive session pursuant to ARS §38-431.03(A)(1) for MetroPlan Executive Director performance review.

V: **CLOSING BUSINESS**

A. **ITEMS FROM THE BOARD**

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

B. **NEXT SCHEDULED EXECUTIVE BOARD MEETING**

1. March 2, 2022

C. **ADJOURN**



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

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at www.metroplanflg.org on January 28th, 2022 at 11:00 am.

Dated this 28th Day of January 2022.

Mandia Gonzales, Transportation Planner

MEETING MINUTES

Executive Board Meeting

10:00 AM to Noon

January 5, 2022

Join Zoom Meeting:

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

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Public Questions and Comments must be emailed to jeff.meilbeck@metroplanflg.org to the meeting or presented in person at the start of the meeting.

NOTICE OF OPTION TO RECESS INTO EXECUTIVE SESSION

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



EXECUTIVE BOARD MEMBERS

- ☒ Jim McCarthy, Flagstaff City Council, Chair
- ☒ Jeronimo Vasquez, Coconino County Board of Supervisors, Vice-Chair
- ☒ Patrice Horstman, Coconino County Board of Supervisors – arrived at 10:30 am
- ☒ Austin Aslan, Flagstaff City Council
- ☐ VACANT, Mountain Line Board of Directors
- ☒ Regina Salas, Flagstaff City Council - excused at 10:18 am
- ☒ Jesse Thompson, Arizona State Transportation Board Member
- ☒ Judy Begay, Coconino County Board of Supervisors (alternate) - arrived at approximately 10:10 am
- ☐ Becky Daggett, Flagstaff City Council (alternate)

METROPLAN STAFF

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

OTHERS IN ATTENDANCE: Jason James (ARIZONA DEPARTMENT OF TRANSPORTATION), Ed Stillings (FEDERAL HIGHWAY ADMINISTRATION), Cheryl Barlow (BOARD OF SUPERVISORS - DIST. 4) – joined at 10:10 am

I. PRELIMINARY GENERAL BUSINESS

A. CALL TO ORDER

Chair McCarthy called the meeting to order at 10:01 am

B. ROLL CALL - See above

C. PUBLIC COMMENT – None

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

D. APPROVAL OF MINUTES

Minutes of Regular Meeting: December 1, 2021

(Pages 5-9)

Motion: Board member Regina Salas made a motion to approve the December 20, 2021, Regular Meeting Minutes Chair Jim McCarthy seconded the motion. Voted 5-0 to approve.

II. CONSENT AGENDA

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

There were no items on the consent agenda.

III. GENERAL BUSINESS

A. Federal and State Funding Update (Pages 10-11)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: This item is for discussion only.

Executive Director Jeff “Miles” Meilbeck presented a PowerPoint presentation on the Federal and State Funding update. No action was taken.

B. Regional Transportation Plan (RTP) update (Pages 12-14)

MetroPlan Staff: David Wessel

Recommendation: This item is for information only and no recommendation is being made.

Dave Wessel presented a PowerPoint presentation and update on the RTP. Mandia Gonzales presented a draft of the Stride Forward (RTP) website. No action was taken.

Jeff “Miles” Meilbeck presented on the City of Flagstaff (Sustainability) mini-grant and how it relates to the RTP efforts. No action was taken.

C. Downtown Mile Update (Pages 15-20)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: Staff recommends that the Boards authorize the Executive Director to amend the FY 22 Budget to move \$310,000 into the Downtown Mile project from other MetroPlan projects.

Motion: Board Member Regina Salas made a motion to amend the FY22 Budget to move \$310,000 into the Downtown Mile project. Vice-chair Jeronimo Vasquez seconded the motion. Voted 5-0 to approve.

D. Items from the MetroPlan Staff

1. Amtrak Update
2. Sun Transport Solutions Corporation (STSC) Update

Jeff “Miles” Meilbeck provided an Amtrak update. No updates from the last meeting. STSC (Solar Powered Elevated Tram) is in the process of forming a steering committee. Jeff “Miles” Meilbeck will chair the steering committee. No action was taken.

V: CLOSING BUSINESS

A. ITEMS FROM THE BOARD

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

Chair Jim McCarthy reminded board members to fill out Jeff “Miles” Meilbeck's annual evaluation form.

B. NEXT SCHEDULED EXECUTIVE BOARD MEETING

1. February 2, 2021

C. ADJOURN

Chair McCarthy adjourned the meeting at 10:56 am.



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

STAFF REPORT

REPORT DATE: January 27, 2022
MEETING DATE: February 2, 2022
TO: Honorable Chair and Members of the Executive Board
FROM: David Wessel, Planning Manager
SUBJECT: Transportation Improvement Program (TIP) Amendments

1. Recommendation:

- i** Staff recommends amending the TIP to confirm recent Mountain Line grant awards of \$300,000 for Operations Support Vehicles and \$4,375,581 for Phase 1 Campus Bus: CDL Test Course

2. Related Strategic Workplan Item (s)

- i** MetroPlan plans for resiliency:
 - Invests time and resources to expand mode choice

3. Background

- i** The TIP amendment recognizing Mountain Line grant awards from Federal Transit Administration is standard procedure. Mountain Line places unfunded projects in the illustrative or final year of the TIP. Mountain Line then pursues related grants and when awarded the actual grant amounts and expected year of obligation are reflected in the amended TIP. The awards include \$300,000 for Operations Support Vehicles and \$4,375,581 for Phase 1 Campus Bus: CDL Test Course.



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4. TAC and Management Committee Discussion

i *The TAC and Management Committee support this amendment*

5. Fiscal Impact

i *There is no fiscal impact to the MetroPlan work program*

6. Alternatives

- i**
1. *Approve the TIP amendment as presented for the Mountain Line grant awards. This allows the obligation of funds and project delivery to move forward. **Recommended***
 2. *Do not approve the TIP amendment. This prevents Mountain Line from obligating the funds and the projects cannot move forward. **Not recommended***

7. Attachments

i *Amended TIP Tables*
Mountain Line Letter of Request
Mountain Line Award Letters

Table 5. FY2021-2025: Transit Projects within the FMPO-area
 updated: J 3-Dec-21

Line #	Project Description	Fund Type	Current Year	2021	2022	2023	2024	2025
1	Operating Assistance, including Project Management	5307, including STIC	\$ 7,590,562	\$ 4,299,637	\$ 9,649,861	\$ 9,841,098	\$ 10,036,160	\$ 10,036,160
2	Operating Assistance CARES	5307 CARES	\$ 1,600,000	\$ 5,162,736				
3	Preventative Maintenance CARES	5307 CARES		\$ 220,000	\$ 220,000			
4	Passenger Shelters, Signs, and Poles	5307, STBG State Flex	\$ 102,741	\$ 101,978	\$ 101,978	\$ 101,978	\$ 101,978	\$ 101,978
5	Technology Upgrades Package	5307 Small Urban		\$ 445,726				
6	First Last Mile Infrastructure (capital)	5307 Small Urban		\$ 6,920,094				
7	High-Capacity Transit Route -Engineering and Environmental	5307	\$ 2,281,919					
8	Building Construction - Office Remodel	5339	\$ 500,000					
9	Downtown Connection Ctr - Acquire/Design/Construct	5307, 5339	\$ 6,827,938					
10	Preventative Maintenance	STBG Local	\$ 353,750					
11	Planning, Transportation Improvement Plan (CYMPO)	5307	\$ 264,000					
12	Route 66/Kaspar Intersection - Design/Construction	5307, 5339	\$ 2,777,814					
13	NAU Milton Rt 66 Campus Entry Study	5339	\$ 150,000					
14	NAU McConnell Dr. and Sidewalk Multimodal Improv. - Design	5339	\$ 444,750					
15	Replacement Paratransit Vehicles (2 Cutaway Buses)	5307	\$ 240,000					
16	Downtown Connection Ctr - Construct	5339	\$ 31,138,260					
17	Replacement Buses (Electric, total of 2)	5339	\$ 2,000,000					
18	Kaspar Master Plan - Expansion of Maintenance Facility	5307	\$ 250,000					
19	Bus Storage Facility (Campus Location)	5307, 5339	\$ 1,421,391					
20	Human Trafficking Awareness and Public Safety Initiative	5312		\$ 109,515				
21	Operations Support Vehicles	5339			\$ 300,000			
22	Phase 1 Campus Bus Storage: CDL Test Course	5307, 5339			\$ 4,375,581			
23	Electrification Infrastructure	unfunded						\$ 2,000,000
24	Plans and Planning, non-operations (TOD, Corridor, Mobility/OnDemand Studies)	unfunded						\$ 890,485
25	Bus Support Equip - Fare Collection	unfunded						\$ 250,000
26	Acquisition of Property for NAIPTA Expansion	unfunded						\$ 2,500,000
27	NAU McConnell Dr Multimodal Improvements	unfunded						\$ 7,000,000
28	NAU - Milton Campus Entry	unfunded						\$ 3,500,000
29	Kaspar Master Plan - Remodel and Electrification	unfunded						\$ 6,000,000
30	Bus Storage Facility (Campus Location)	unfunded						\$ 16,638,328
29	CDL Training and Testing Facility	unfunded						\$ 1,000,000
31	High-Capacity Transit - Acquisition/Construction	unfunded						\$ 27,000,000
32	High-Capacity Transit - Fleet Expansion	unfunded						\$ 10,000,000
33	Route and Route Infrastructure Improvements (capital)	unfunded						\$ 6,400,000
34	Park n Ride Transit Center	unfunded						\$ 3,000,000
35	Replacement Buses (Hybrid/Electric, total of 12)	unfunded						\$ 12,000,000
36	Replacement Paratransit Vehicles (Cutaway Buses, total of 4)	unfunded						\$ 1,000,000
37	First Last Mile Infrastructure (capital)	unfunded						\$ 13,100,000
37	Support vehicles	unfunded						\$ 300,000
TOTAL ALL CATEGORIES			\$ 57,943,125	\$ 17,259,686	\$ 14,647,420	\$ 9,943,076	\$ 10,138,138	\$ 122,716,951



Mountain Line

3773 N. Kaspar Drive · Flagstaff, AZ 86004 · 928-679-8900 · FAX 928-779-6868 · www.mountainline.az.gov

December 3, 2021

Mr. Dave Wessel
MetroPlan
6 E. Aspen Avenue, Suite 200
Flagstaff, Arizona 86001

Re: FY 2021-2025 Transportation Improvement Program Transit Table Amendment Request

Dear Mr. Wessel,

Please consider this request for an amendment to the FY2021-2025 Transportation Improvement Program Transit Table. This request is to update the transit TIP table dated June 4, 2021, to reflect the newly awarded federal funding per the attached award notice.

- Section 5339 Small Urban Operations Support Vehicles
- Section 5339 Statewide Phase 1 Campus Bus: CDL Test Course
- Section 5307 Small Urban Phase 1 Campus Bus: CDL Test Course

These projects are identified in the Transit Table as attached to this request. The changes are as follows:

- Line 21 (new) \$300,000 for Operations Support Vehicles; shifted from unfunded Line 37 (old) \$300,000 which no longer exists.
- Line 22 (new) \$4,375,581 for Phase 1 Campus Bus: CDL Test Course; shifted from unfunded line 29 (old) \$1,000,000 which no longer exists.

We appreciate your assistance amending the TIP so these changes are captured. Please do not hesitate to contact me with questions and concerns.

Regards,

Kate Morley
Deputy General Manager
Mountain Line
928.679.8908

Cc: Heather Dalmolin, CEO and General Manager, Mountain Line
Jeff Meilbeck, Executive Director, MetroPlan

Attach: Final ADOT Award Notice: FY21 5307-5339



December 2, 2021

Kate Morley
Agency Administrator
Northern Arizona Intergovernmental Public Transportation Authority
3773 N. Kaspar Drive
Flagstaff AZ 86004

Subject: FY2021 ADOT Competitive Funds Award Letter: 5307 Small Urban and 5339 Bus and Bus Facilities Funds for NAIPTA

Dear Ms. Morley:

The Federal Transit Administration (FTA) allocates funds to the governor of the State of Arizona for the Small Urbanized Areas. ADOT administers these funds on behalf of the governor. The following Section 5307 Small Urbanized Area Funds and 5339 Bus and Bus Facilities Statewide funds have been awarded to Northern Arizona Intergovernmental Public Transit Authority (NAIPTA) through the ADOT FY 2021 Competitive Application process.

Competitive Funding Award 2021					
Recipient Agency	Recipient ID	Small Urbanized Area	Project Title	Federal Award	FFY 2019 Apportionment
NAIPTA	6743	Flagstaff, Az	Operations Support Vehicles	\$240,000	5339 Statewide
NAIPTA	6743	Flagstaff, Az	Phase I Campus Bus Storage: CDL Test Course	\$2,718,588	5307 Small Urbanized Area
NAIPTA	6743	Flagstaff, Az	Phase I Campus Bus Storage: CDL Test Course	\$781,877	5339 Statewide

This award letter and the split letter should be included in the grant application to FTA. The funding needs to be obligated by October 2022. Additionally at least 1% must be allocated to security projects as certified to ADOT and FTA. If there are any questions, please contact Deborah Brunner at 602-712-7106.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jill Dusenberry", is displayed within a light gray rectangular border.

Jill Dusenberry
Transit Group Manager

cc: Heather Dalmlolin, NAIPTA
Deborah Brunner, 5311 Program Manager
Sara Allred, Assistant Transit Manager
Arianna Valle, FTA
Jeff Meilbeck, FMPO

Multimodal Planning

Douglas A. Ducey, Governor
John S. Halikowski, Director
Dallas Hammit, State Engineer
Gregory Byres, Division Director

December 2, 2021

Ray Tellis
Regional Administrator
Federal Transit Administration - Region 9
90 7th Street, Suite 15300
San Francisco CA 94103

Subject: FFY2021 Split Letter for ADOT Competitive Funding Applications - Small Urbanized Areas

Dear Mr Tellis,

Competitive Funding Pool Among Multiple Direct Recipients in a Small Urbanized Area

AZ DOT allocates a portion of funding by competitive selection. As the Designated Recipient for Small Urbanized Areas and per requirements set forth in FTA Circulars 9030 (for §5307 Urbanized Area), and 5100 [for §5339(a) Bus and Bus Facilities], AZ DOT allocates formula funding to the Direct Recipients as indicated below:

Competitive Funding Award 2022

Recipient Agency	Recipient ID	Small Urbanized Area	Project Title	Federal Award	FFY 2019 Apportionment
NAIPTA	6743	Flagstaff, Az	Operations Support Vehicles	\$240,000	5339 Statewide
NAIPTA	6743	Flagstaff, Az	Phase I Campus Bus Storage: CDL Test Course	\$2,718,588	5307 Small Urbanized Area
NAIPTA	6743	Flagstaff, Az	Phase I Campus Bus Storage: CDL Test Course	\$781,877	5339 Statewide
City of Sierra Vista	7258	Sierra Vista, Az	Pathway Connectivity Program - Buffalo Soldier Trail	\$790,052	5339 Statewide
City of Sierra Vista	7258	Sierra Vista, Az	Pathway Connectivity Program - State Route 92	\$546,059	5339 Statewide

Public Transportation Security Projects - AZ DOT certifies that NAIPTA will expend, at least, 1% of the FFY apportionment of §5307 Urbanized Area funding (\$27,186) on “public transportation security projects.”

As identified in the Governor’s Designation letter dated October 22, 2013, AZ DOT, as the Designated Recipient, authorizes the reassignment/reallocation of 5307 and 5339(a) funds to the Direct Recipients named herein. The undersigned agree to the amounts allocated/reassigned to each Direct Recipient. Each Direct Recipient is responsible for their application to FTA to receive such funds and assumes the responsibilities associated with any award for these funds.

If you have any questions or comments, please contact Sara Allred, Assistant Transit Manager at sallred@azdot.gov or 602-712-4498.

Sincerely,



Jill Dusenberry
Transit Group Manager

cc: Darin Allan, FTA
Arianna Valle, FTA
Deborah Brunner, ADOT
Heather Dalmolin, NAIPTA
Jeff Pregler, Sierra Vista
Karen Lamerton, SVMPO

Ted Matley, FTA
Sara Allred, ADOT
Kate Morley, NAIPTA
Linda Jones, Sierra Vista
Yolanda Velasquez, Sierra Vista
Jeff Meilbeck, FMPO



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STAFF REPORT

REPORT DATE: January 27, 2022
MEETING DATE: February 2, 2022
TO: Honorable Chair and Members of the Executive Board
FROM: David Wessel, Transportation Planning Manager
SUBJECT: *Stride Forward: Branding and Outreach Update*

1. Recommendation:

i *This item is for information only and no recommendation is being made.*

2. Related Strategic Workplan Item

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

3. Background

i *Overall, Stride Forward is on schedule, task, and budget. This period's primary work products are Tasks 2, 3, and 5 or Trends, Model Update, and Public Involvement. Staff is pleased to report significant advancements or progress in each.*

Task 2. Literature Review/Trend Analysis: *Burgess & Niple presented analytical maps showing accessibility risk at last month's meeting. These are being updated to reflect MetroPlan Title VI methodologies permit stronger conclusions.*

Task 3. Regional Model Update: *Model updates from 2017 to 2019 are virtually complete. The model calibrates well against data for all modes.*

Task 5. Public Involvement: *This is the area of greatest activity and achievement. Branding is complete: "Stride Forward" is the plan process branding and "Onward" and "Upward" are the respective titles for the stay-the-course and sustainability future concepts. A branding narrative is worked into the website. A social media campaign launched on January 26th starting with an invitation to stakeholders to follow Stride Forward on Facebook, etc., and to share the invitation with their*



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supporters. This will be followed by a posting to the Stride Forward Facebook page and social media accounts which in turn direct people to the website. The website was presented at the TAC meeting and launched later that day. This includes the first online survey with an announcement sent to the 3000 registered users of the Flagstaff Community Forum and over 100 responses received the first morning. Stakeholders are responding positively to requests for meetings, and scheduling for February and March is in progress. Presentations have been made to Peak Engineering, FUSD Board, Coconino Hispanic Advisory Council, Chamber Business Advocacy Committee, and more. Staff is pleased to report the random sample survey fieldwork is complete. 412 city and 269 county surveys were collected. A separate survey report will be presented to the TAC.



Other tasks are also underway:

Task 4. Scenario Development: The methodology for population and employment projections and distribution is complete and the transition of previous projection data to the new model format is nearing completion, a significant step for the “Onward” concept and ahead of schedule.

Task 6. Policy Development: not initiated

Task 7. Equity Analysis: Not formerly initiated, however, Burgess & Niple produced a proof of concept map showing pedestrian access from pharmacies via the street and trail network at 5, 10, and 15-minute distances. Access from residential areas to jobs, grocery stores, and other key destinations by each mode will be measured. Comparisons for at-risk communities to the entire region will be made to assess equity. This analysis will also be useful in crafting and evaluating future land use patterns that reduce vehicle miles traveled.

4. TAC and Management Committee Discussion

i The TAC and Management Committee are supportive of the approach and work to date.



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5. Fiscal Impact

i *The RTP is a major FY2022 work program product and all of the activities described above have either been budgeted or absorbed by staff within existing budgets.*

6. Alternatives

i *No action is being recommended and therefore no alternatives are being provided.*

7. Attachments

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

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

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

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



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STAFF REPORT

REPORT DATE: January 27, 2022
MEETING DATE: February 2, 2022
TO: Honorable Chair and Members of the Executive Board
FROM: David Wessel, Planning Manager
SUBJECT: Unified Planning Work Program (UPWP) Amendments

1. Recommendation:

- i** Staff recommends amending the UPWP to redirect \$210,000 in Surface Transportation Block Grant funds and \$100,000 in PL funds to the Downtown Mile planning project and to assign \$100,000 in mini-grant funds to the Sustainable Transportation Toolbox project.

2. Related Strategic Workplan Item (s)

- i** Measurable Objective 16:
Evaluate how MetroPlan can best support the Milton Railroad underpass through design, funding, environmental work, or other approaches by 12-31-2021. The scope will include consideration of the Downtown Connection Center, Rio De Flag project and other "Downtown Mile" projects.

Measurable Objective 4:
Develop a regional approach to maintaining vehicle miles at 2019 levels by 12/31/2022

3. Background

- i** Agenda item III. As of January 26, 2022, MetroPlan TAC meeting on the Downtown Mile (DTM) project clearly explains the reasoning behind the staff recommendation. In short, Staff deems the Downtown Mile project more urgent and important than the W. Route 66 and Lone Tree Traffic Interchange projects. Further, there are \$110,000 unprogrammed STBG funds remaining from the mini-grant program. The shift of funds will enable the City



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of Flagstaff to proceed more expeditiously with planning work critical to several large projects in the Downtown Mile. In return, work will be deferred and the scope reduced on the other two projects, West Route 66 and the Lone Tree Traffic Interchange. \$180,000 is already programmed for the DTM bringing the total MetroPlan contribution to the project to \$490,000.

MetroPlan's choice to amend the UPWP is based on a commitment from the City of Flagstaff to accept and utilize the funds in a timely way on the DTM. Although verbal commitments from City staff have been provided and the MetroPlan Board has authorized the use of funds, there is no formal written agreement between the City and MetroPlan regarding the details of the agreement. As such, If MetroPlan amends the UPWP and the City of Flagstaff chooses to not use the funds, MetroPlan will need to amend the UPWP again in the future. MetroPlan would prefer to avoid multiple UPWP amendments.

Transfer From	Transfer To	Fund Source	Amount	Match Required from City
Lone Tree Traffic Interchange	DTM (UPWP)	FHWA-PL	\$100,000	\$6,044.54
West Route 66	DTM (TIP)	FHWA-STBG	\$100,000	\$6,044.54
Mini Grant	DTM (TIP)	FHWA-STBG	\$110,000	\$6,648.99
Downtown Mile	Not applicable: Programmed	FHWA-PL/SPR	\$180,000	\$17,400.00
Total			\$490,000	\$36,138.07

4. TAC and Management Committee Discussion

i The TAC supported amending the UPWP if the Management Committee and Board chose to do so. The City Manager's office committed to providing the required local match and supported amending the UPWP.



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5. Fiscal Impact

i MetroPlan has already budgeted \$180,000 of federal funds and \$17,400 local funds for the DTM Plan in the FY22 Budget.

An additional \$310,000 is being transferred which brings the total MetroPlan contribution to \$490,000. The additional local match will be \$18,738 and the City of Flagstaff will provide this additional local match.

6. Alternatives

- i** 1. Support the UPWP amendment as presented. The advantage of this alternative is that it positions the City to expend funds almost immediately.
2. Defer the UPWP amendment to May, to be included in the adoption of the FY23&24 UPWP. The disadvantage is that this alternative may create a delay in the City's progress on the DTM project.

7. Attachments

i None



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STAFF REPORT

REPORT DATE: January 27, 2022
MEETING DATE: February 2, 2022
TO: Honorable Chair and Members of the Executive Board
FROM: Jeff “Miles” Meilbeck, Executive Director
SUBJECT: Federal and State Funding Update

1. Recommendation:

i *This item is for discussion only. No recommendation is being made.*

2. Related Strategic Workplan Item

i *Secure \$2 Million in additional resources, including Signal Technology, by 12-31-2022.*

3. Background

i *There are many developing items related to state and federal funding. The Bipartisan Infrastructure Law (BIL) also known as the Infrastructure Investment and Jobs Act (IIJA) has many impacts to be considered. Staff is studying the legislation and attending trainings with peers and partners to understand and maximize the opportunities that exist. Further, the RTAC State Funding Initiative continues to advance and staff will provide an update on that effort.*

Highlights:

- It appears that MetroPlan may be eligible to receive additional formula funding. Formula funding is a grant program that is distributed based on population.*
- BIL has established population thresholds to require the distribution of formula funds to communities of 50,000 to 200,000 people. This is a*



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significant development because in prior years all funds were distributed by ADOT.

- *It remains to be seen if formula distribution will be a more advantageous financial impact for the MetroPlan region.*
- *MetroPlan is working with other small MPO's through the RTAC to attempt to arrive at a clear advocacy position with ADOT regarding funding distribution.*
- *MetroPlan wants to see the data for historic statewide distributions of federal funds so we have a basis for comparison.*
- *There are a number of competitive grant programs that will be unveiled in the next 6 months for which MetroPlan may be eligible to compete.*

4. TAC and Management Committee Discussion

- i** *This item was not discussed by the Management Committee or the TAC due to a lack of time on the agenda.*

5. Fiscal Impact

- i** *The fiscal impacts are still being studied, and distribution tables are being developed by Federal and State governments.*

6. Alternatives

- i** *None provided.*

7. Attachments

- i** *AMPO Summary of BIL Programs and Funding*

OFFICE OF THE SECRETARY

Nationally Significant Multimodal Freight and Highway Projects (INFRA)

2022	2023	2024	2025	2026	Total	
\$1.640	\$1.640	\$1.640	\$1.540	\$1.540	\$8.000	Guaranteed
\$1.000	\$1.100	\$1.200	\$1.300	\$1.400	\$6.000	Subject to Future Appropriations
\$2.640	\$2.740	\$2.840	\$2.840	\$2.940	\$14.000	Total Potential Funding

- ELIGIBLE ENTITIES - State or a group of States, MPO that serves an urbanized area with a population of more than 200,000 individuals, unit of local government or a group of local governments, a political subdivision of a State or local government, a special purpose district or public authority with a transportation function, including a port authority, a Federal land management agency that applies jointly with a State or group of States, a tribal government or a consortium of tribal governments, a multistate corridor group, a multistate or multijurisdictional group of entities described previously.
- PROJECTS - A highway freight project carried out on the National Highway Freight Network, a highway or bridge project carried out on the National Highway System, a freight project that is—(I) *a freight intermodal or freight rail project; or (II) within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility, or a railway-highway grade crossing or grade separation project; and a wildlife crossing project, a surface transportation infrastructure project that is located within the boundaries of or functionally connected to an international border crossing area in the United States, a project for a marine highway corridor designated by the Secretary, a highway, bridge, or freight project carried out on the National Multimodal Freight Network.*
- Not less than 15% is set aside for small projects which are grants of at least \$5M. 30% of the 15% is reserved for rural areas.
- Adds “a project to replace or rehabilitate a culvert, or to reduce stormwater runoff for the purpose of improving habitat for aquatic species” as a new eligible project cost.
- Additional considerations for the Secretary in making a grant: the *enhancement of freight resilience to natural hazards or disasters, including high winds, heavy snowfall, flooding, rockslides, mudslides, wildfire, wildlife crossing onto the roadway, or steep grades; whether the project will improve the shared transportation corridor of a multistate corridor organization, if applicable; and prioritizing projects located in States in which neither the State nor an eligible entity in that State has been awarded a grant under this section.*
- If there is left over funding in the program, the Secretary shall use the funds to make awards to small projects.
- 60% federal share is continued. 80% federal share for small projects is new. Federal share for projects in states with low population density (not more than 80 persons per square mile of land area) can use the benefits of 23USC Section 120 which allows for a federal share higher than 80% (aka sliding scale).
- The time between when a recipient is selected and the date when a grant agreement is signed, the grant recipient may spend non-federal funds on the project and those funds may be credited to the non-federal share of the grant with approval of the Secretary.
- There is established a \$150m/year State Incentives Pilot Program that gives priority to applicants that offer a greater non-federal share relative to other applicants in the program. Project sponsor must offer to provide at least a 50% match to get into the pilot program. Funds from a secured loan may be used to satisfy the non-federal share. 10% of the program funds each year are reserved for small projects. 25% of the program funds each year are reserved for rural projects.

Local and Regional Project Assistance (RAISE/BUILD/TIGER)

2022	2023	2024	2025	2026	Total	
\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$7.500	Guaranteed
\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$7.500	Subject to Future Appropriations
\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$15.000	Total Potential Funding

- ELIGIBLE ENTITIES - A State, territory, unit of local government, a public agency or publicly chartered authority established by 1 or more States, a special purpose district or public authority with a transportation function, including a port authority, a federally recognized Indian Tribe or a consortium of such Indian Tribes, a transit agency, and a multi-State or multijurisdictional group of entities previously listed.
- PROJECTS - A highway or bridge project, transit project, a passenger rail or freight rail transportation project, a port infrastructure investment, including — inland port infrastructure; and a land port-of-entry, the surface transportation

components of an airport project, a project for investment in a surface transportation facility located on Tribal land, the title or maintenance responsibility of which is vested in the Federal Government, a project to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species, and any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goal of the program.

- Minimum grant in an urbanized area - \$5M
- Minimum grant in a rural area - \$1M
- Grants are capped at \$25M
- NOFO must be published not later than 60 days after the funds are made available. Applications must be sent to the Secretary within 90 days of the published NOFO.
- Secretary shall evaluate applications to the extent the project – improves safety, improves environmental sustainability, improves the quality of life of rural areas or urbanized areas, increases economic competitiveness and opportunity, including increasing tourism opportunities; contributes to a state of good repair; and improves mobility and community connectivity.
- Awards shall be made no later than 270 days after the funds become available.
- The Federal share is 80% but may be higher at the Secretary's discretion in rural areas or areas of persistent poverty.
- Not more than 50% of the funds are allocated to rural areas.
- Not more than 50% of the funds are allocated to urbanized areas.
- Not less than 1% of the total amount made available shall be awarded for projects in historically disadvantaged communities or areas of persistent poverty.
- Not less than 5% of the annual amounts shall be made available for the planning, preparation, or design of eligible projects.
- The Secretary shall take into consideration geographical and modal diversity when making awards.

NEW National Infrastructure Project Assistance

2022	2023	2024	2025	2026	Total	
\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000	Guaranteed
\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$10.000	Subject to Future Appropriations
\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$15.000	Total Potential Funding

- ELIGIBLE ENTITIES – State or group of States, MPO, unit of local government, political subdivision of a State, special purpose district or public authority, Indian tribe; partnership between Amtrak and 1 or more of the previously listed, or a group of any of the previously listed.
- PROJECTS – A Highway, bridge, intermodal freight (including public ports) or freight rail project that provides a public benefit, transit, intercity passenger rail, or a group of any of the previously listed projects.
 - Must have eligible project costs reasonably anticipated to equal or exceed \$500M unless it is a smaller project under the set-aside.
 - 50% of the funds are set-aside for projects that cost between \$100M and \$500M.
- Eligible projects costs include development phase activities, construction, acquisition of real property and other activities.
- Grant may be awarded to single-year or multi-year agreements.
- The Secretary may only provide a full grant in a single year if all reviews required under NEPA with respect to the applicable project have been completed before the receipt of any program funds.
- Applications must include a plan for data collection and analysis on the projects impact and accuracy of any forecast prepared during the development phase. Further information should be included in the NOFO.
- The Secretary shall ensure geographical distribution and a balance between rural and urban areas.
- A grant may not exceed 60% of cost, but other Federal funds may be used for a maximum 80% Federal assistance.
- The Secretary will assign a rating to each project. In awarding grants, the Secretary shall give priority to projects to which the Secretary has assigned a rating of “highly recommended.”
- 90 days after enactment, the Secretary is required to publish a notice that explains the rating system that will be used to evaluate applications.
- Congress can take legislative action to disapprove funding for a project.

NEW National Culvert Removal, Replacement, and Restoration Grant Program

2022	2023	2024	2025	2026	Total	
\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$1.000	Guaranteed
\$0.800	\$0.800	\$0.800	\$0.800	\$0.800	\$4.000	Subject to Future Appropriations
\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000	Total Potential Funding

- ELIGIBLE ENTITIES – State, unit of local government, Indian tribe.
- PROJECTS – A project for the replacement, removal, and repair of culverts or weirs that— would meaningfully improve or restore fish passage for anadromous fish; and with respect to weirs, may include— infrastructure to facilitate fish passage around or over the weir; weir improvements.
- Priority shall be given to projects that would improve fish passage for— anadromous fish stocks listed as an endangered species or a threatened species, anadromous fish stocks identified that could reasonably become listed as an endangered species or a threatened species, anadromous fish stocks identified as prey for endangered species, threatened species, or protected species, including Southern resident orcas, or anadromous fish stocks identified as climate resilient stocks, and projects that would open up more than 200 meters of upstream habitat before the end of the natural habitat.
- Federal share is 80%.

NEW Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program

2022	2023	2024	2025	2026	Total	
\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.500	Guaranteed
\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.500	Subject to Future Appropriations
\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$1.000	Total Potential Funding

- ELIGIBLE ENTITIES – State, a political subdivision of a State, a Tribal government, a public transit agency or authority, a public toll authority, MPO, and a group of 2 or more eligible entities previously listed applying through a single lead applicant.
- PROJECTS – Grants may be used to carry out one or more of the following – coordinated automation, connected vehicles, intelligent sensor-based infrastructure, systems integration, commerce delivery and logistics, leveraging the use of innovative aviation technology, smart grid, and smart technology traffic signals.
- Grants may be used for development phase activities including preliminary engineering and design work, and construction phase activities.
- Grants may not be used for traffic or parking enforcement, costs of preparing an application, or to purchase or lease a license plate reader.

NEW Safe Streets and Roads for All Grants

2022	2023	2024	2025	2026	Total	
\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000	Guaranteed
\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$1.000	Subject to Future Appropriations
\$1.200	\$1.200	\$1.200	\$1.200	\$1.200	\$6.000	Total Potential Funding

- ELIGIBLE ENTITIES – MPOs, a political subdivision of a State, a federally recognized Tribal government, and multijurisdictional group of entities previously listed.
- PROJECTS – A project to develop a comprehensive safety action plan, to conduct planning, design, and development activities for projects and strategies identified in a comprehensive safety action plan, or to carry out projects and strategies identified in a comprehensive safety action plan. The grants support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives.
- No more than 15% of the funding may be awarded in a single state.
- Not less than 40% of the funds shall be awarded to develop a comprehensive safety action plan.
- The Secretary has 180 days from when funds are made available to solicit applications.
- The Federal share is 80%.
- Recipients have 5 years to spend the grant.

FEDERAL HIGHWAY ADMINISTRATION**NEW Bridge Investment Program**

2022	2023	2024	2025	2026	Total	
\$2.447	\$2.487	\$2.497	\$2.522	\$2.547	\$12.500	Guaranteed
\$0.600	\$0.640	\$0.650	\$0.675	\$0.700	\$3.265	Subject to Future Appropriations
\$3.047	\$3.127	\$3.147	\$3.197	\$3.247	\$15.765	Total Potential Funding

- **ELIGIBLE ENTITIES** - A State or a group of States, MPO that serves an urbanized area with a population of over 200,000, a unit of local government or a group of local governments, a political subdivision of a State or local government, a special purpose district or public authority with a transportation function, a federal land management agency, a Tribal government, or a consortium of Tribal governments, a multistate or multijurisdictional group of entities described previously.
- **PROJECTS** - A project to replace, rehabilitate, preserve, or protect 1 or more bridges on the National Bridge Inventory. An eligible project includes (i) bundle bridges regardless of the financial characteristics of each bridge; and a project to replace or rehabilitate culverts for the purpose of improving flood control and improved habitat connectivity for aquatic species.
- **Eligible project costs** – (1) Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; (2) construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements directly related to improving system performance; and (3) expenses related to the protection of a bridge, including seismic or scour protection.
- Defines a large project as one costing greater than \$100M.
 - Grants to large projects must not be less than \$50M and be adequate to fully fund the project.
- Non-large projects – grants must be not less than \$2.5M and be adequate to fully fund the project.
- 50% of the amounts for the program that are derived from the Highway Trust Fund (50% of \$3.25B) are reserved for large projects.
- Grants for large projects may not exceed 50% of the eligible project costs.
- Grants for other eligible projects may not exceed 80% of the eligible project costs.
- Federal share of other eligible projects is 80%.
- Federal assistance from others may be used to satisfy the non-federal share. Federal assistance is capped at 80% in most cases.
- Total Federal assistance for off-system bridges is capped at 90%.
- Federal land management agencies may use their own funds to satisfy the remaining share above the amount provided in grant.
- The Secretary will assign ratings to projects.
- The Secretary will give priority to applications from States that have applied before under certain conditions.
- Amounts awarded may be used to pay the subsidy and administrative costs under TIFIA.
- Projects awarded not less than \$100M may utilize multiyear grant agreements.
- In the case of a bridge owned by a Federal land management agency for which that agency applies for a grant under the program, the agency— (A) shall consider options to divest the bridge to a State or local entity after completion of the project; and (B) may apply jointly with the State or local entity to which the bridge may be divested.
- The Secretary shall reserve some of the funds from the Highway Trust Fund for Tribal transportation -\$16M growing to \$18M.

NEW Congestion Relief Program

2022	2023	2024	2025	2026	Total	
\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.250	Guaranteed
\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	Subject to Future Appropriations
\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.250	Total Potential Funding

- **ELIGIBLE ENTITIES** - A State, for the purpose of carrying out a project in an urbanized area with a population of more than 1,000,000. MPO, city, or municipality, for the purpose of carrying out a project in an urbanized area with a population of more than 1,000,000.
- Funds may be used for a project or an integrated collection of projects, including planning, design, implementation, and construction activities to reduce highway congestion, reduce economic and environmental costs associated with that congestion, including transportation emissions, and optimize existing highway capacity and usage of highway and transit systems.

- PROJECTS - Deployment and operation of an integrated congestion management system; deployment and operation of a system that implements or enforces high occupancy vehicle toll lanes, cordon pricing, parking pricing, or congestion pricing; deployment and operation of mobility services, including establishing account-based financial systems, commuter buses, commuter vans, express operations, paratransit, and on-demand microtransit; and incentive programs that encourage travelers to carpool, use nonhighway travel modes during peak period, or travel during nonpeak periods.
- Tolling on the Interstate is permitted under certain conditions and with approval of the Secretary on up to 10 projects.
- Minimum award is \$10M.
- Federal share is 80%.

NEW Charging and Refueling Infrastructure Program

2022	2023	2024	2025	2026	Total	
\$0.300	\$0.400	\$0.500	\$0.600	\$0.700	\$2.500	Guaranteed
\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	Subject to Future Appropriations
\$0.300	\$0.400	\$0.500	\$0.600	\$0.700	\$2.500	Total Potential Funding

- ELIGIBLE ENTITIES - A State or political subdivision of a State; a metropolitan planning organization; a unit of local government; a special purpose district or public authority with a transportation function, including a port authority; an Indian tribe; a territory of the United States; an authority, agency, or instrumentality of, or an entity owned by, 1 or more entities previously listed; or a group of entities previously listed.
- At a minimum, the application shall include a description of how the applicant considered accessibility of the facility, engagement with stakeholders, location of the station or fueling site, technology advancements, long-term operation and maintenance, assessment of the estimated emission reduction, and other considerations.
- An eligible entity receiving a grant shall only use the funds to contract with a private entity for acquisition and installation of publicly accessible facility.
- Facilities should be located along the alternative fuel corridor establish under federal law, except for projects under the Community grants program where facilities can be located on any public road or in other publicly accessible locations.
 - 50% of the funds are reserved for Community grants.
 - In addition to the eligible entities, Community grants may also be awarded to a State or local authority with ownership of publicly accessible transportation facilities.
 - Eligible projects - development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and the acquisition and installation infrastructure that is directly related to the charging or fueling of a vehicle, including any related construction or reconstruction and the acquisition of real property directly related to the project.
- Operating assistance may be provided to a private operator for the first 5 years.
- An eligible entity may use a portion of the funds to acquire and install traffic control devices located in the right-of-way to provide directional information.
- Priority shall be given to projects in rural areas, low and moderate-income neighborhoods, and communities with few private parking spaces or a high ratio of multi-unit dwellings.
- Maximum grant is \$15M.
- Up to 80% Federal share.

NEW Rural Surface Transportation Grant Program

2022	2023	2024	2025	2026	Total	
\$0.300	\$0.350	\$0.400	\$0.450	\$0.500	\$2.000	Guaranteed
\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	Subject to Future Appropriations
\$0.300	\$0.350	\$0.400	\$0.450	\$0.500	\$2.000	Total Potential Funding

- ELIGIBLE ENTITIES - a State; a regional transportation planning organization; a unit of local government; a Tribal government or a consortium of Tribal governments; and a multijurisdictional group of entities previously listed.
- PROJECTS – A highway, bridge, tunnel, highway freight, safety, integrated mobility management system, a project on a publicly owned highway or bridge that provides or increases access to an agricultural, commercial, energy, or intermodal facility that support the economy of a rural area.
- Applicants may bundle 2 or more similar projects that are on the Statewide TIP and awarded to a single contractor or consultant.

- Eligible projects costs include development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements.
- Among several requirements the project is reasonably expected to begin construction not later than 18 months after obligation of funds.
- Minimum grant of \$25M.
- 80% federal share. Up to 100% for projects under Appalachian Development Highways or the Denali Commission.
 - Federal assistance other than a grant under the program may be used to satisfy the non-Federal share of the cost of a project carried out with a grant under the program.
- 10% of the funds each year are reserved for small projects less than \$25M.
- 25% of the funds each year are reserved for the Appalachian Development Highway System.
- 15% of the funds each year are reserved for rural roadways that high rates of fatalities based on the average rate in the US.
- Congress may pass a joint resolution disapproving projects on a list provided by the USDOT.

NEW PROTECT Grants (Resiliency)

2022	2023	2024	2025	2026	Total	
\$0.250	\$0.250	\$0.300	\$0.300	\$0.300	\$1.400	Guaranteed
\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	Subject to Future Appropriations
\$0.250	\$0.250	\$0.300	\$0.300	\$0.300	\$1.400	Total Potential Funding

- ELIGIBLE ENTITIES — States or political subdivision of a State, MPO, a unit of local government, a special purpose district or public authority with a transportation function, including a port authority, an Indian tribe, a Federal land management agency that applies jointly with a State or group of States, a multi-State or multijurisdictional group of entities listed previously.
- PROJECTS – Construction activities to improve the ability of an existing surface transportation asset to withstand 1 or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, wildfires, extreme weather events, and other natural disasters.
 - Highway, transit (including service), ports, intercity passenger rail.
- Grant types:
 - Planning grants
 - Resilience Grants
 - Resilience Improvement Grants
 - Community Resilience and Evacuation Route Grants
 - At-Risk Coastal Infrastructure Grants
- Planning grants receive 100% Federal share.
- Resilience grants receive 80% Federal share, but 100% for Tribal projects.
- Other Federal funds may be used as the non-Federal share.
- Not more than 40% of a Resilience grant may be used for the construction of new capacity.
- Not more than 10% of a Resilience grant may be used for development phase activities such as planning, environmental review, and other such activities.
- 25% of the funds are set-aside for rural areas outside an urbanized area over 200,000 in population.
- Not less than 2% of the funds are set-aside for grants to Indian tribes.

NEW Reduction of Truck Emissions at Port Facilities

2022	2023	2024	2025	2026	Total	
\$0.080	\$0.080	\$0.080	\$0.080	\$0.080	\$0.400	HTF + AA
\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	Subject to Future Appropriations
\$0.080	\$0.080	\$0.080	\$0.080	\$0.080	\$0.400	Total Potential Funding

- The Secretary shall award grants to fund projects that reduce emissions at ports, including through the advancement of port electrification.
- Federal share is 80%.
- Grants shall be made by April 1 of each year.

- The Secretary shall coordinate with EPA and other Federal agencies in carrying out the program.

Nationally Significant Federal Lands and Tribal Projects

2022	2023	2024	2025	2026	Total	
\$0.055	\$0.055	\$0.055	\$0.055	\$0.055	\$0.275	Guaranteed
\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$1.500	Subject to Future Appropriations
\$0.355	\$0.355	\$0.355	\$0.355	\$0.355	\$1.775	Total Potential Funding

- ELIGIBLE ENTITIES – Tribes, Federal Land management agencies, and States and local government if sponsored by a Tribe or Federal Land management agency.
- PROJECTS – Funds may be for a project on a federal lands transportation facility, a Federal lands access transportation facility, or a tribal transportation facility.
- Funds may be used for construction, reconstruction, and rehabilitation, but not for design.
- Minimum cost of \$12.5M.
- 50% of the funds shall be used for eligible projects on Federal lands transportation facilities and Federal lands access transportation facilities and 50% shall be used for eligible projects on tribal transportation facilities.
- 100% Federal share for Tribal projects.

NEW Healthy Streets Program

2022	2023	2024	2025	2026	Total	
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Guaranteed
\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.500	Subject to Future Appropriations
\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.500	Total Potential Funding

- ELIGIBLE ENTITIES – States, MPOs, a unit of local government, a Tribal government, and a nonprofit organization working in coordination with an entity previously listed.
- PROJECTS – A grant may be used for the deployment of cool pavements and porous pavements and to expand tree cover and mitigate urban heat islands, to improve air quality, and other climate projects.
- Priority is given to projects in low-income communities or disadvantaged communities, other partnerships.
- 80% of the grants are reserved for urbanized areas.
- 80% federal share, that can be waived for economic hardship.
- Maximum grant is \$15M.

NEW Wildlife Crossings Pilot Program

2022	2023	2024	2025	2026	Total	
\$0.060	\$0.065	\$0.070	\$0.075	\$0.080	\$0.350	Guaranteed
\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	Subject to Future Appropriations
\$0.060	\$0.065	\$0.070	\$0.075	\$0.080	\$0.350	Total Potential Funding

- ELIGIBLE ENTITIES – A State highway agency, or an equivalent of that agency; MPO; a unit of local government; a regional transportation authority; a special purpose district or public authority with a transportation function, including a port authority; an Indian tribe, including a Native village and a Native Corporation; a Federal land management agency; or a group of any of the entities listed previously.
- PROJECTS - Projects that seek to achieve a reduction in the number of wildlife-vehicle collisions; and improve habitat connectivity for terrestrial and aquatic species.

NEW Prioritization Process Pilot Program

2022	2023	2024	2025	2026	Total	
\$0.010	\$0.010	\$0.010	\$0.010	\$0.010	\$0.050	Guaranteed
\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	Subject to Future Appropriations
\$0.010	\$0.010	\$0.010	\$0.010	\$0.010	\$0.050	Total Potential Funding

- ELIGIBLE ENTITIES – MPOs serving population over 200,000, States.

- PROJECTS – Grants are used to support a transparent planning process that uses a data-driven approach to score projects for selection that are identified for inclusion in the plan.

NEW Reconnecting Communities Pilot Program

2022	2023	2024	2025	2026	Total	
\$0.195	\$0.198	\$0.200	\$0.202	\$0.205	\$1.000	Guaranteed
\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	Subject to Future Appropriations
\$0.195	\$0.198	\$0.200	\$0.202	\$0.205	\$1.000	Total Potential Funding

- ELIGIBLE ENTITIES
 - Planning Grants – State, unit of local government, Tribe, MPO, Non-profit organization.
 - Construction Grants – State, unit of local government, Tribe, MPO, Non-profit organization.
- PROJECTS
 - Planning - planning studies to evaluate the feasibility of removing, retrofitting, or mitigating an existing eligible facility to restore community connectivity.
 - Construction - the removal, retrofit, or mitigation of an eligible facility (*a highway or other transportation facility that creates a barrier to community connectivity, including barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors*); and the replacement of an eligible facility with a new facility that— (i) restores community connectivity; and (ii) is sensitive to the context of the surrounding community; and otherwise eligible for funding under highway laws.
- Planning grants may not exceed \$2M. Federal share is 80%.
- Construction grants must be \$5M and above. A grant may only be used for 50% of the cost of the project, but other Federal assistance may be used for a maximum cap of 80% of the eligible project costs.
- Priority shall be given to an application from a community that is economically disadvantaged.

NEW Active Transportation Infrastructure Investment Program (\$200M/year Gen Fund Authorization) This program does not have any guaranteed funding.

- ELIGIBLE ENTITIES - MPO, regional planning organization, State, multistate group of governments, Indian tribe.
- PROJECTS - Projects to provide safe and connected active transportation facilities in an active transportation network or active transportation spine.
- Not less than 30% of the funds for constructing active transportation networks that connect people with public transportation, businesses, workplaces, schools, residences, recreation areas, and other community activity centers
- Not less the 30% of the funds to eligible projects that construct active transportation spines.
- NOFO must be published not later than 30 days from when funds become available.
- Not later than 150 days after funds are made available the Secretary shall select grant recipients.
- 80% federal share, but 100% for disadvantaged communities.

FEDERAL RAILROAD ADMINISTRATION**Consolidated Rail Infrastructure and Safety Improvement Grants (CRISI)**

2022	2023	2024	2025	2026	Total	
\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000	Guaranteed
\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000	Subject to Future Appropriations
\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$10.000	Total Potential Funding

- ELIGIBLE ENTITIES – States (including the District of Columbia), a group of States, an Interstate Compact, a public agency or publicly chartered authority established by 1 or more States, a political subdivision of a State, Amtrak & other Rail Carriers providing intercity rail passenger transportation, Class II/III Railroads and Associations that represent a Class II/III Railroads, Rail Carriers & Equipment Manufacturers, in partnership with at least 1 of previous entities, Federally recognized Indian Tribes, Transportation Research Board, University Transportation Centers engaged in rail-related research, Non-profit labor organizations representing rail employees.
- PROJECTS - Capital projects (such as track, station and equipment improvements, congestion mitigation, grade crossings, and track relocation, and safety technology), Regional rail and Corridor service development plans, safety programs, workforce development and training activities, measures that prevent trespassing, research, testing to advance innovative rail projects, preparation of emergency plans for communities through which hazardous materials are transported by rail, rehabilitating (remanufacturing, procuring, or overhauling) locomotives provided that such activities result in a significant reduction of emissions.
- The purpose of the program is to fund projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.

NEW Railroad Crossing Elimination Program

2022	2023	2024	2025	2026	Total	
\$0.600	\$0.600	\$0.600	\$0.600	\$0.600	\$3.000	Guaranteed
\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$2.500	Subject to Future Appropriations
\$1.100	\$1.100	\$1.100	\$1.100	\$1.100	\$5.500	Total Potential Funding

- ELIGIBLE ENTITIES - A State (including the District of Columbia, Puerto Rico, and other United States territories and possessions), a political subdivision of a State, a federally recognized Indian Tribe, a unit of local government or a group of local governments, a public port authority, MPOS, a group of entities previously described.
- PROJECTS - A highway-rail or pathway-rail grade crossing improvement project (including acquiring real property interests) involving — grade separation or closure (including through the use of a bridge, embankment, tunnel, or combination thereof), track relocation, the improvement or installation of protective devices (other means to improve the safety and mobility of people and goods at highway-rail grade crossings), a group of related projects previously described that would collectively improve the mobility of people and goods, or the planning, environmental review, and design of an eligible project described previously.
- Applicants are required to obtain the necessary approvals from any impacted rail carriers or real property owners before proceeding with the construction. This will not apply to planning projects if the applicant agrees to work collaboratively with rail carriers and right-of-way owners.
- 20% of the grant funds available shall be reserved for projects located in rural areas or on Tribal lands.
- Not less than 5% of the grant funds shall be reserved for projects in counties with 20 or fewer residents per square mile.
- Not less than 25% of the grant funds set aside for planning projects shall be awarded for projects located in rural areas or on tribal lands.
- Not more than 20% of the grant funds may be selected for projects in any single State.
- No grant awarded shall be for less than \$1,000,000, except for a planning grant.
- The Federal share of the cost may not exceed 80 percent of the total cost of the project. Applicants may count costs incurred for preliminary engineering associated with highway-rail and pathway-rail grade crossing improvement projects as part of the total project costs.

Federal State Partnership for Intercity Passenger Rail Grants

2022	2023	2024	2025	2026	Total	
\$7.200	\$7.200	\$7.200	\$7.200	\$7.200	\$36.000	Guaranteed
\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$7.500	Subject to Future Appropriations
\$8.700	\$8.700	\$8.700	\$8.700	\$8.700	\$43.500	Total Potential Funding

- The bill transforms the current Federal-State Partnership for State of Good Repair (SOGR) grant program into this new program that is more open to new capacity, not just SOGR.
- Of the \$36B five-year total in guaranteed funding, not more than \$24B shall be for projects for the Northeast Corridor.
- Not later than 1 year after the date of enactment and every 2 years thereafter, the Secretary shall create a predictable project pipeline that will assist Amtrak, States, and the public with long-term capital planning by publishing a Northeast Corridor project inventory.
- ELIGIBLE ENTITIES - A State (including the District of Columbia), a group of States, an Interstate Compact, a public agency, or publicly chartered authority established by 1 or more States, a political subdivision of a State, Amtrak (acting on its own behalf or under a cooperative agreement with 1 or more States), Indian Tribe, or any combination of the entities previously listed.
- PROJECTS –
 - A project to replace, rehabilitate, or repair infrastructure, equipment, or a facility used for providing intercity passenger rail service to bring such assets into a state of good repair,
 - A project to improve intercity passenger rail service performance, including reduced trip times, increased train frequencies, higher operating speeds, improved reliability, expanded capacity, reduced congestion, electrification, and other improvements, as determined by the Secretary,
 - A project to expand or establish new intercity passenger rail service,
 - A group of related projects described in paragraphs (1) through (3),
 - The planning, environmental studies, and final design for a project or group of projects described above.
- Projects on the NEC must be consistent with NEC Project Inventory. For projects that benefit intercity and commuter rail services on the NEC only make project selections when Amtrak and the public authorities providing commuter rail passenger transportation identify funding necessary and comply with implementation agreements under law.
- The Secretary shall reserve not less than 45% of the amounts for projects not located along the Northeast Corridor, of which not less than 20% shall be for projects that benefit (in whole or in part) a long-distance route. The Secretary shall reserve not less than 45% of the amounts for projects listed on the Northeast Corridor project inventory.

FEDERAL TRANSIT ADMINISTRATION

Fixed Guideway Capital Investments Grants

2022	2023	2024	2025	2026	Total	
\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$8.000	Guaranteed
\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$15.000	Subject to Future Appropriations
\$4.600	\$4.600	\$4.600	\$4.600	\$4.600	\$23.000	Total Potential Funding

- ELIGIBLE ENTITIES – State and local government agencies, including transit agencies.
- ELIGIBLE ACTIVITIES –
 - *New Starts and Small Starts*: Design and construction of new fixed-guideways or extensions to fixed guideways (projects that operate on a separate right-of-way exclusively for public transportation, or that include a rail or a catenary system).
 - *Small Starts*: Design and construction of corridor-based bus rapid transit projects operating in mixed traffic that represent a substantial investment in the corridor and emulate the features of rail.
 - *Core Capacity*: Design and construction of a corridor-based investment in an existing fixed guideway system that improves capacity not less than 10 percent in a corridor that is at capacity today or will be in 10 years. The project may not include elements designed to maintain a state of good repair.

- *Joint intercity rail/public transportation project*: Design and construction elements attributable to the public transportation portion of the total project cost based on projected use of the new segment or expanded capacity of the project corridor, not including elements designed to achieve a state of good repair.
- Federal Share -The maximum CIG share varies by project type, with New Starts: 60 percent, Small Starts: 80 percent, and Core Capacity: 80 percent. Total federal funds for any project type may not exceed 80 percent.
- Revises the Small Starts and New Starts eligibility thresholds. Small Starts are now projects with a total estimated project cost of less than \$400,000,000 and that are seeking CIG funding of less than \$150,000,000. New Starts are projects with a total estimated project cost of \$400,000,000 or more or that are seeking CIG funding of \$150,000,000 or more.

NEW State of Good Repair Rail Vehicle Replacement

2022	2023	2024	2025	2026	Total	
\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$1.500	Guaranteed
\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	Subject to Future Appropriations
\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$1.500	Total Potential Funding

- ELIGIBLE ENTITIES – State and local governments.
- ELIGIBLE ACTIVITIES – To fund capital projects for the replacement of rail rolling stock. Program requirements and funding allocation amounts will be identified in a Notice of Funding Opportunity.
- Not more than three new competitive awards to eligible projects may be announced each fiscal year. FTA may select projects for multi-year awards.

Bus & Bus Facilities Grants

2022	2023	2024	2025	2026	Total	
\$0.376	\$0.384	\$0.394	\$0.402	\$0.412	\$1.968	Guaranteed
\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	Subject to Future Appropriations
\$0.376	\$0.384	\$0.394	\$0.402	\$0.412	\$1.968	Total Potential Funding

- ELIGIBLE ENTITIES – The program makes funding available to states, designated recipients, and local governmental entities that operate fixed route bus service to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low- or no- emission vehicles or facilities.
- PROJECTS – Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.
- Applicants are required to submit a zero-emission fleet transition plan with their applications.

Low and No Emission Bus Grants

2022	2023	2024	2025	2026	Total	
\$1.122	\$1.123	\$1.125	\$1.127	\$1.129	\$5.626	Guaranteed
\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	Subject to Future Appropriations
\$1.122	\$1.123	\$1.125	\$1.127	\$1.129	\$5.63	Total Potential Funding

- ELIGIBLE ENTITIES – The program makes funding available to states, designated recipients, and local governmental entities that operate fixed route bus service to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low- or no- emission vehicles or facilities.
- PROJECTS – Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.
- Applicants are required to submit a zero-emission fleet transition plan with their applications.

NEW All Stations Accessibility Program

2022	2023	2024	2025	2026	Total	
\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$1.750	Guaranteed
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Subject to Future Appropriations
\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$1.750	Total Potential Funding

- The program is to upgrade the accessibility of legacy rail fixed guideway public transportation systems for people with disabilities, including those who use wheelchairs.
- ELIGIBLE ENTITIES – States and local government authorities
- PROJECTS –
 - Projects to repair, improve, modify, retrofit, or relocate infrastructure of legacy stations or facilities for passenger use, including load-bearing members that are an essential part of the structural frame, to meet or exceed current ADA standards for buildings and facilities; or
 - Planning related to pursuing public transportation accessibility projects, assessments of accessibility, or assessments of planned modifications to legacy stations or facilities for passenger use.
 - An eligible entity may not use a grant awarded under this program to upgrade a station or facility for passenger use that is already accessible to and usable by people with disabilities, including individuals who use wheelchairs, according to standards for new construction under Title II of the Americans with Disabilities Act of 1990 (42 U.S.C. 12131 et seq.)
 - Eligible activities apply only to legacy stations or facilities that are currently inaccessible.
- The Federal share is 80% of net project costs.

NEW Electric or Low-Emitting Ferry Program

2022	2023	2024	2025	2026	Total	
\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000	Guaranteed
\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	Subject to Future Appropriations
\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000	Total Potential Funding

- ELIGIBLE ENTITIES – TBD with the NOFO.
- PROJECTS – The purchase of electric or low-emitting ferry vessels that reduce emissions by using alternative fuels or on-board energy storage systems and related charging infrastructure to reduce emissions or produce zero onboard emissions under normal operation.

NEW Ferry Service for Rural Communities

2022	2023	2024	2025	2026	Total	
\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$1.000	Guaranteed
\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$1.000	Subject to Future Appropriations
\$0.400	\$0.400	\$0.400	\$0.400	\$0.400	\$2.000	Total Potential Funding

- The IJA establishes a Ferry Service for Rural Communities Program that makes federal resources available to states to ensure basic essential ferry service is provided to rural areas.
- ELIGIBLE ENTITIES – States.
- ELIGIBLE ACTIVITIES - Capital and operating assistance for a ferry service that operated a regular schedule at any time during the five-year period ending March 1, 2020 and served not less than two rural areas located more than 50 sailing miles apart.

FEDERAL AVIATION ADMINISTRATION**NEW Airport Terminal Program**

2022	2023	2024	2025	2026	Total	
\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000	Guaranteed
\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	Subject to Future Appropriations
\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000	Total Potential Funding

- ELIGIBLE ENTITIES –
 - 55% of the funds are for large hub airports.
 - 15% of the funds are for medium hub airports.
 - 20% of the funds are for small hub airports.
 - 10% of the funds are for nonhub and nonprimary airports.
- PROJECTS – The Secretary shall consider projects that
 - Increase capacity and passenger access,
 - Replace aging infrastructure,
 - Achieve compliance with the Americans with Disabilities Act and expand accessibility for persons with disabilities,
 - Improve airport access for historically disadvantaged populations,
 - Improve energy efficiency, including upgrading environmental systems, upgrading plant facilities, and achieving Leadership in Energy and Environmental Design (LEED) accreditation standards,
 - Improve airfield safety through terminal relocation, and
 - Encourage actual and potential competition.
- The Federal share shall be 80% for large and medium hub airports.
- The Federal share shall be 95% for small hub, nonhub, and nonprimary airports.
- NOFO must be issued no later than 60 days from enactment of the bill.
- The Secretary may consider projects that qualify as “terminal development” (including multimodal terminal development), projects for on-airport rail access projects, and projects for relocating, reconstructing, repairing, or improving an airport-owned air traffic control tower.
- The Secretary shall provide a preference to projects that achieve a complete development objective, even if the project is phased.
- The Secretary shall prioritize projects that have received partial awards.

MARITIME ADMINISTRATION**Port Infrastructure Development Program**

2022	2023	2024	2025	2026	Total	
\$0.450	\$0.450	\$0.450	\$0.450	\$0.450	\$2.250	Guaranteed
\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	Subject to Future Appropriations
\$0.450	\$0.450	\$0.450	\$0.450	\$0.450	\$2.250	Total Potential Funding

- ELIGIBLE ENTITIES – State, political subdivision of a State, public agency or publicly chartered authority established by 1 or more States, special purpose district with a transportation function, an Indian Tribe or a consortium of Indian Tribes, a multistate or multijurisdictional group of entities previously described, a lead entity previously described jointly with a private entity or group of private entities, including the owners or operators of a facility, or collection of facilities at a port.
- PROJECTS OR PACKAGE OF PROJECTS THAT - is either within the boundary of a port or outside the boundary of a port (but is directly related to port operations or to an intermodal connection to a port) and, will be used to improve the safety, efficiency, or reliability of — the loading and unloading of goods; the movement of goods into, out of, around, or within a port (such as for highway or rail infrastructure, intermodal facilities, freight intelligent transportation systems, and digital infrastructure systems); or environmental mitigation measures and operational improvements directly related to enhancing the efficiency of ports and

intermodal connections to ports; or to provide financial assistance to 1 or more projects for development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, permitting, and preliminary engineering and design work.

- **ADDITIONAL PROJECTS** – Projects that improve the resiliency of ports to address sea-level rise, flooding, extreme weather events, earthquakes, and tsunami inundation, as well as projects that reduce or eliminate port-related criteria pollutant or greenhouse gas emissions, including projects for-
 - Port electrification or electrification master planning
 - Harbor craft or equipment replacements/retrofits
 - Development of port or terminal micro-grids
 - Providing idling reduction infrastructure
 - Purchase of cargo handling equipment and related infrastructure
 - Worker training to support electrification technology
 - Installation of port bunkering facilities from oceangoing vessels for fuels
 - Electric vehicle charge or hydrogen refueling infrastructure for drayage, and medium or heavy-duty trucks and locomotives that service the port and related grid upgrades
 - Other related to port activities including charging infrastructure, electric rubber-tired gantry cranes, and anti-idling technologies



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STAFF REPORT

REPORT DATE: January 27, 2022
MEETING DATE: February 2, 2022
TO: Honorable Chair and Members of the Executive Board
FROM: Jeff “Miles” Meilbeck, Executive Director
David Wessel, Transportation Planning Manager
SUBJECT: Sustainable Transportation Toolbox Update

1. Recommendation:

i Staff recommends the Board adopt the scope of work for the Sustainable Transportation Toolbox project.

2. Related Strategic Workplan Item

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

Develop a regional approach to maintaining vehicle miles at 2019 levels by 12/31/2022

3. Background

i The MetroPlan Board and TAC approved a partnership with the City Sustainability Program to create a “sustainable transportation toolbox” in coordination with MetroPlan’s Stride Forward planning effort. The project has a goal of “reducing vehicle miles traveled”. Further, sustainability wants to provide tools for analyzing the impacts of transportation policies and projects on “vehicle miles traveled (VMT) and other relevant metrics”. These goals are in significant alignment and working on them in partnership has the potential to increase the effectiveness of both efforts.

The sustainability project also proposes to educate transportation staff from all MetroPlan partner agencies about emerging trends and innovative tools. This approach ties directly



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to one of the elements of MetroPlan's 5-year Horizon. Specifically, MetroPlan is committed to being an organization that "shares innovative practices that enhance member agency's abilities to deliver transportation improvements". While MetroPlan is already working on funding innovations (such as statewide collaborations) and technology innovations (such as smart signals), the sustainability project represents another dimension of innovation.

A "MetroPlan Sustainability Intentions" document signed by both MetroPlan and Sustainability is attached as reference.

The scope of work for the sustainability toolbox project is also attached.

Staff is asking for Executive Board support of the scope of work.

4. TAC and Management Committee Discussion

i *The TAC adopted the scope and the Management Committee endorsed the action.*

5. Fiscal Impact

i *None. This item is already budgeted and the expenditure approved.*

6. Alternatives

- i** 1) *Adopt the scope (recommended)*
- 2) *Make recommendations to adjust the scope*
- 3) *Do not adopt the scope*

7. Attachments

i *Sustainable Transportation Toolbox Scope*

MetroPlan mini-grant

SCOPE - draft

MetroPlan seeks to hire a consulting team (Team) to advance climate action in the Flagstaff region. Transportation represents a rich opportunity as the region's leading contributor to greenhouse gasses. This work will challenge the status quo and expand the thinking around best practices and evaluation processes of transportation system planning and project planning and design. The work consists of two phases with separate contracts and funding sources. In Phase I, the Team will build off the significant policy foundation that exists and develop performance targets for existing and new development that will achieve carbon neutrality goals. This contract will be managed and funded by MetroPlan. In Phase II, the Team will develop infrastructure standards and related regulatory language, including an improved development review and transportation impact analysis process to achieve the quality of infrastructure and networks needed to meet carbon neutrality goals. This contract will be managed and funded by the City of Flagstaff.

For reference: performance standards define IF, WHEN, and sometimes HOW MUCH and WHICH infrastructure to build. Development standards define the technical specifications for types of infrastructure (WHAT to build).

MetroPlan and the City of Flagstaff have policy positions supportive of and requiring the management of transportation demand, the encouragement of multi-modal transportation choices, and the reduction of transportation emissions in order to address climate change. The City's and MetroPlan's policy documents supporting these positions include:

- The **Blueprint 2040 Regional Transportation Plan** (2017) calls for a renewed commitment to multi-modalism, protecting the environment, and greater investments in managing transportation demand. It is important to note that MetroPlan: Stride Forward, the next iteration of the regional transportation plan, is underway and climate action is central to this effort.
- The **Flagstaff Carbon Neutrality Plan** (CNP, 2021) calls for a Big Shift in transportation and land use planning, to prioritize walking, biking and transit and reduce automobile dependency. CNP success depends on vehicle miles traveled being reduced to 2019 levels and maintaining that level of vehicle travel over the coming decades. This will require a transformation in the way we plan development and transportation systems, and the way Flagstaff residents and visitors get around town.
- The **Active Transportation Master Plan** (pending adoption) sets a policy framework and guidance for developing regulations and standards that better support bike and pedestrian transportation and provides guidance on key infrastructure investments.
- The **Flagstaff Regional Plan 2030** (2014) sets a vision for a sustainable, resilient community that encourages efficient transportation modes, better connectivity, and active stewardship. Policies relevant to a more balanced transportation system include, but are not limited to:
 - o The Policy E 1.5. Promote and encourage the expansion and use of energy-efficient modes of transportation: Public transportation, bicycles, pedestrians.
 - o Policy CC 4.1. Design streetscapes to be context sensitive and transportation systems to reflect the desired land use while balancing the needs of all modes for traffic safety and construction and maintenance costs.
 - o Policy T 1.1. Integrate a balanced, multimodal, regional transportation system.
 - o Policy T 1.2. Apply Complete Street Guidelines to accommodate all appropriate modes of travel in transportation improvement projects.
 - o Policy T 1.6. Provide and promote strategies that increase alternate modes of travel and demand for vehicular travel to reduce peak period traffic.
 - o Policy T 3.1. Design and assess transportation improvement plans, projects, and strategies to minimize negative impacts on air quality and maintain the region's current air quality.

- Policy T 3.2. Promote transportation systems that reduce the use of fossil fuels and eventually replace them with carbon neutral alternatives.
- Policy T 3.8. Promote transportation options such as increased public transit and more bike lanes to reduce congestion, fuel consumption, and overall carbon emissions and promote walkable community design
- Goal E&C 2: Achieve carbon neutrality for the Flagstaff community by 2030.
- Policy E&C 2.2. Promote investments that create a more connected and efficient community, decrease emissions from transportation and building energy, and strengthen climate resiliency.
- Policy E&C 2.3. Review and revise existing regulations, standards, and plans (codes, ordinances, etc.) to reduce community greenhouse gas emissions.

The Regional Plan is also starting its update cycle with considerable foundation work ongoing now.

Additionally, other METROPLAN agency partners have or are working on their own climate goals all of which will benefit from a more balanced transportation system and a more resilient Flagstaff.

- NAU's Climate Action Plan is expected to specify a goal for carbon neutrality by 2030 or 2035, and is strongly supported by NAU President Cruz Rivera.
- Mountain Line's 5-year plan notes the importance of reducing emissions through reduced driving and greater transit ridership. Mountain Line also adopted a Zero Emissions Bus plan calling for the conversion of its fleet to zero emission vehicles.
- On October 26, 2021, the Coconino County Board of Supervisors directed staff to develop the County's first climate goals.

Phase ONE: Metroplan managed and funded

The consulting team will:

1. Conduct a workshop on best practices and emerging trends:

A workshop led by national experts in transportation planning, transportation demand reduction, and new tools to reimagine transportation and reduce transportation emissions. This workshop will be designed for transportation and planning staff from all METROPLAN partner agencies and local consulting engineering firms. The workshop will provide a space for learning, brainstorming, and collaboration, to accomplish the following goals:

- a. Increase understanding of best practices and emerging trends to build transportation systems that better serve multiple community goals and reduce transportation emissions. Review how these best practices have been implemented in peer/aspirational communities.
- b. Increase understanding of the available tools for incorporating climate impacts and other community goals into development review, transportation planning, engineering and implementation. Discuss how the City and other partners can incorporate these tools into existing processes.
- c. Review the existing transportation network within MetroPlan's region, discussing the network's strengths, weaknesses, and opportunities to further analyze and strengthen effectiveness.
- d. Excite staff and the development community about this process and their abilities to achieve regional policy objectives.

This workshop may take place over multiple days, as recommended by the Team.

2. Develop and evaluate tools for assessing transportation climate impacts:

- a. Evaluate the Regional Transportation Model for how it can best evaluate VMT impacts of private developments and infrastructure investments.
 - b. Recommend and develop, if necessary, complementary tools needed to evaluate VMT for development projects, infrastructure projects and mitigation actions.
3. **Develop performance standards** for existing developments, new developments, and public infrastructure. The development of the performance standards and the revisions to the TIA process should strongly align with or rely on the results from the MetroPlan Stride Forward Regional Transportation Plan (RTP) process. The City has historically been strong in policy statements and infrastructure standards and weak in the middle ground between them. In this task the Team will help bridge that gap with performance measures and targets in the context of area types (i.e., urban, suburban, activity centers). For example:
 - a. The standards will incorporate measurements for vehicle miles traveled (VMT) production, and strategies to reduce VMT and incorporate transportation demand management (TDM).
 - b. Bicycle and Pedestrian level of service standards including considerations of system density or frequency, comfort and convenience
 - c. The standards will address multimodal intersection level of service standards and warrant processes
 - d. The standards may address housing and employment density thresholds.

Phase TWO: City of Flagstaff funded and managed

Phase Two will be subject to funding availability and adequate performance on Phase One as agreed to by the City and MetroPlan. It requires a contract award and separate notice to proceed from the City of Flagstaff. It is offered here as context for Phase I.

During Phase Two, the Team will develop revisions and amendments to development regulations and standards, integrating and coordinating them to best implement the performance objectives developed in Phase One. This work will include citations to support rational nexus and proportional share. The following regulations and standards will be reviewed and revised as needed:

- The City of Flagstaff zoning code, including but not limited to:
 - a. Parking requirements
 - b. Development requirements, including specifications for providing connections to FUTS trails, parking lots, etc.
 - c. May include density bonuses or other mechanisms to induce beneficial land use patterns
- City of Flagstaff engineering standards (including TIA processes) for contextually sensitive street cross-sections and intersection designs, including but not limited to:
 - a. Lane widths;
 - b. Presence of turn lanes;
 - c. Sidewalk standards;
 - d. Bike facility standards;
 - e. Crossing standards, warrants and locations;
 - f. Bus stop and pullout standards and warrants; and
 - g. **Transportation impact analysis (TIA) and warrants processes**, in order to incorporate these performance standards. The development and revision of the TIA process will include:
 - i. The evaluation of the existing MetroPlan Regional Transportation model's ability to serve these purposes, and its ability to be adapted as needed; and
 - ii. The augmentation of the model to address the impacts of induced demand and travel demand management. This may include the adaptation of existing tools and calculators used in other jurisdictions

- iii. The inclusion of TDM tools, including incentives, to reduce vehicular transportation demand.
 - iv. Examination and improvement of multi-modal trip generation calculations.
- City of Flagstaff Subdivision codes, including but not limited to:
 - a. Connectivity standards and/or system density standards for all modes internal to the development and external connections to the development.

Foundational work

Significant work has already been done to support the evolution of transportation planning in Flagstaff and learn from peer communities, including:

VTM Calculations & Performance Measures

- Regional Transportation Model: The model was recently upgraded to a true 4-step model with capacity for transit assignment and bicycle assignment. The influence of bicycle comfort and presence of bicycle and pedestrian facilities is also included.
- Literature review in support of the Metroplan Stride Forward RTP. This includes the latest research on VMT reductions strategies and TDM activities.
- MetroPlan Blueprint 2040 - this regional transportation plan contains numerous tables of desired standards in different contexts. The use of pedestrian, bicycle and transit levels of service may serve as a basis for performance standards.

Development Standards

- The Active Transportation Master Plan (pending adoption) outlines planning considerations and design guidelines that describe the standards and policies needed to support active transportation. It includes numerous peer comparisons.
- The MetroPlan Blueprint 2040 - this regional transportation plan contains numerous tables of desired standards in different contexts. The use of pedestrian, bicycle and transit levels of service may serve as a basis for performance standards.



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STAFF REPORT

REPORT DATE: January 27, 2022
MEETING DATE: February 2, 2022
TO: Honorable Chair and Members of the Executive Board
FROM: Jeff “Miles” Meilbeck, Executive Director
SUBJECT: Lone Tree Railroad Overpass (LTOP)

1. Recommendation:

i This item is for discussion only. No recommendation is being made.

2. Related Strategic Workplan Item

i 19. Participate in City-led outreach and design efforts on the Lone Tree Corridor (JWP to Butler) and Lone Tree Railroad Overpass (LTOP) through 12-31-2022

3. Background

i Proposition 420 to build the LTOP was approved by voters in November 2018. After Proposition 420 was passed, City Council approved a Carbon Neutrality Plan (CNP) which calls for, among other things, maintaining vehicle miles traveled at 2019 levels and reducing emissions. The current City Council is now in a position of deciding how the LTOP will be designed. The Council is considering arguments ranging from canceling the project altogether, to building a 4 lane overpass complete with bicycle and pedestrian infrastructure.

As a Metropolitan Planning Organization, Greater Flagstaff MetroPlan is responsible for long-range and coordinated transportation planning in the region. This responsibility usually takes the form of a 25-year plan and bringing resources to bear on funding approved projects. For example, MetroPlan was involved in the development of BluePrint 2040 which identified the LTOP as a project in 2017.



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MetroPlan was also involved in educating voters about the contents of Proposition 420 when it was being considered by voters.

MetroPlan's role warrants intentionality once again as the City of Flagstaff considers the design of the LTOP. MetroPlan's renewed consideration is based on a number of factors that have shifted in recent years:

- *As mentioned earlier in this report, the CNP was approved by Council after LTOP funding was approved by voters.*
- *MetroPlan has been an independent organization since July 2020 and now has a more autonomous governance structure and voice.*
- *MetroPlan has launched its newest 25-year planning process known as "Stride Forward", which will evaluate the region's transportation system and provide a transportation plan through 2045. Stride Forward will consider two transportation concepts:*
 - *Onward: A 25-year concept based on currently approved projects and land use. Examples are propositions 419 and 420 and other member agency approval processes.*
 - *Upward: A transportation planning concept that considers more sustainable options. The upward concept will be designed to meet performance benchmarks such as maintaining vehicle miles traveled at 2019 levels and reducing emissions.*
- *The MetroPlan Executive Board consists of 3 members of Flagstaff City Council, 2 members of the Coconino County Board of Supervisors, 1 member of the Mountain Line Board of Directors, and 1 member of the Arizona Department of Transportation.*
- *The Council's decision on the design of the LTOP will likely come many months before the Stride Forward plan is completed.*

MetroPlan has at least two options for how we may choose to engage in the LTOP discussion, and those alternatives are provided below.



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4. Alternatives

- i** 1. *Recognize the City of Flagstaff's autonomy in choosing the appropriate LTOP design and support their decision-making process. This alternative recognizes that the City is carefully considering the appropriate design for their community and evaluating both traditional and more sustainable solutions. The advantage of this alternative is that MetroPlan recognizes the sovereignty of its member agencies in coming to design decisions on their own. The disadvantage of this alternative is that MetroPlan may have a strong opinion and want it considered. As an organization with a vision to "create the finest transportation system in the country", choosing not to provide a recommendation may be seen as a missed opportunity and an abdication of our responsibility to realize our vision. Another risk is that MetroPlan may miss an opportunity to support its member agency in its decision-making process. As a transportation planning organization, MetroPlan's opinion may benefit the decision-making process by providing another informed perspective to Council.*
- 2. *Provide a recommendation to Flagstaff City Council on the LTOP design. This alternative recognizes MetroPlan's autonomous role, vision and acts on it. For example, if MetroPlan has an opinion on which design would be best at "creating the finest transportation system in the Country" it could express that opinion. The advantage of this alternative is that MetroPlan is highly engaged in the design and may be able to support the decision-making process of its member agency by providing an informed perspective. The disadvantage of this alternative is that it may be perceived as an intrusion on a member agency that is capable of making its own decisions without MetroPlan's input.*

Considerations:

MetroPlan's role in the design of particular transportation projects may vary over time. There may be times when MetroPlan chooses to make a specific design recommendation and there may be times when MetroPlan defers to the member agency. For example, when projects are being carefully vetted or are weighing a variety of good alternatives, MetroPlan may choose to stand back. Conversely, if MetroPlan feels a project or opportunity is not being given due attention, MetroPlan may choose to step in.

When considered through the lens of adequate attention, it is MetroPlan staff's perspective that the City of Flagstaff is engaging in a robust discussion. The City is carefully considering the design of the LTOP, bringing in expert resources, and



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engaging the community. There does not seem to be an imperative for MetroPlan to add something to the discussion that is missing. The member agency is doing an excellent job in evaluating the project. Furthermore, the design of the LTOP, while important to the region's transportation system, does not make or break MetroPlan's ability to realize our vision of "creating the finest transportation system in the Country". Indeed, the definition of "finest" comes from community processes just like the one the City is currently conducting on LTOP.

Ultimately, MetroPlan's role in the LTOP decision-making process will be most effective if it is considered carefully by the TAC, Management Committee, and Board.

5. TAC and Management Committee Discussion

i Pending

6. Fiscal Impact

i There is no cost for MetroPlan to make a recommendation to City Council on the final design of the LTOP.

7. Attachments

i Summary Slide of 5 LTOP Design Scenarios

LTO & Butler – Intersection Summary

Evaluation Criteria	1 Typical	2 Full Build-Out	3 Single Left-Turn Lanes	4 Balanced	5 Traditional
Protected/Separated Bicycle Facilities	N/S Legs	All Legs	All Legs	N/S Legs	N/S Legs
Pedestrian Crossing Length/Time	26.0 s	24.6 s*	24.6 s*	26.0 s	21.5 s
Total Fuel Used (Gallons/Hr) (2026)	57.0	58.2	91.8	56.3	100.3
Vehicle User Delays (2026)	46.9 s	47.8 s	73.9 s	47.0 s	117.4 s
ROW Impacts	None	SW/NE/NW	SW/NE/NW	SW	None
Construction Cost**	\$1,800,000	\$2,100,000**	\$2,100,000**	\$1,900,000**	Sim to Alt 1

Legend:

- 5 – Great
- 4 – Good
- 3 – Average
- 2 – Below Ave
- 1 - Poor



* Time is from channelized island to opposite curb

** Does not include additional right-of-way costs



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STAFF REPORT

REPORT DATE: January 27, 2022

MEETING DATE: February 2, 2022

TO: Honorable Chair and Members of the Executive Board

FROM: Jeff “Miles” Meilbeck, Executive Director

SUBJECT: *Transportation Survey 2022 Report*

1. Recommendation:

i Staff recommends the Board adopt the Transportation Survey 2022 report.

2. Related Strategic Workplan Item

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

3. Background

i MetroPlan conducted a statistically valid survey of 672 part-time and full-time residents of the MetroPlan region. Survey results have been compiled into a report for consideration for adoption. Staff will provide an overview of the report and facilitate discussion at the TAC meeting.

The final report was shared with the Stride Forward Advisory Group and staff will be asking the Board for adoption on February 2, 2022.

4. TAC and Management Committee Discussion

i The TAC adopted the final report and the Management Committee endorsed the report.



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5. Fiscal Impact

i None

6. Alternatives

- i**
- 1) *Adopt the survey (recommended).*
 - 2) *Make recommendations to adjust the survey before adoption*
 - 3) *Do not adopt the survey*

7. Attachments

i Link: [Transportation Survey Final Report](#)



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STAFF REPORT

REPORT DATE: January 27, 2022
MEETING DATE: February 2, 2022
TO: Honorable Chair and Members of the Executive Board
FROM: Jeff “Miles” Meilbeck, Executive Director
SUBJECT: Sunshine Transport Solutions Corporation (STSC)

1. Recommendation:

i None. This item is for information only

2. Related Strategic Workplan Item

i This item is not related to an adopted Measurable Objective. However, the ambitious scope of this project is consistent with MetroPlan’s vision of “creating the finest transportation system in the Country”

3. Background

i Sunshine Transport Solutions Corporation (STSC) is a private company that is interested in exploring the deployment of its technology in the Flagstaff area. STSC technology is ambitious and innovative in that it proposes a privately funded driverless vehicle system operating along a fixed guideway.

Based on transit studies in Flagstaff over the past 20 years, a system of this scope and expense has been seen as unrealistic for the public sector. Studies have suggested that more traditional solutions may be viable. For example, one solution proposed is a Bus Rapid Transit (BRT) system where buses operate every 10 to 15 minutes along a fixed route. The local transit authority, Mountain Line, has been working on a BRT system for a number of years and BRT technology is still being explored.

STSC wants to explore the possibility of using driverless vehicles along a fixed guideway in a manner that does not require a public sector investment. Such



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a possibility is intriguing from a planning perspective, and exploring the idea seems consistent with MetroPlan's vision. For this reason, MetroPlan's Executive Director offered to serve on a steering committee for STSC to stay engaged in their exploratory efforts. Theoretically, an STSC type project would improve the transportation system without increasing taxpayer costs.

On November 3, 2021, the MetroPlan Board authorized the MetroPlan Executive Director to Chair an STSC steering committee. Furthermore, the MetroPlan Board Chair, Flagstaff City Councilmember Jim McCarthy, subsequently volunteered to serve on the steering committee.

The first meeting of the Steering Committee was held on January 14th. The meeting focused on an introduction of the concept and asked the steering committee to identify the strengths and weaknesses they perceived.

The next meeting of the steering committee will be on February 11, 2022

4. TAC and Management Committee Discussion

i *This item was briefly discussed and no direction was provided.*

5. Fiscal Impact

i *At this time only staff time will be expended on this project. No additional funds have been budgeted and the work hours would be absorbed.*

6. Alternatives

i *No recommendation is being made and no alternatives are provided.*

7. Attachments

i *None*

FMPO Funding Sources & Eligible Applicants Matrix

Prepared February 2020

Annual Funding									
Source	Program	Abbreviation	Range / Amount	Eligible Applicants					
				MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
Federal Highway Administration	Metropolitan Planning	PL	\$122,000	✓					
FHWA-ADOT	State Planning & Research	SPR	\$125,000	✓					
FHWA	Surface Transportation Block Grant	STBG	\$466,000	✓	✓	✓	✓	✓	✓
Federal Transit Administration	Metropolitan & Statewide Planning	5305d	\$38,000	✓					

In-State Competitive Grants									
Source	Program	Abbreviation	Range / Amount	Eligible Applicants					
				MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
FHWA	Highway Safety Improvement Program	HSIP	\$5,000,000	✓	✓	✓		✓	✓
FHWA	Transportation Alternative Program	TAP	\$1,000,000		✓	✓	✓	✓	✓
FTA-ADOT	Metropolitan & Statewide Planning	5305e	\$300,000	✓			✓		✓
FHWA	Railway Highway Crossings Program				✓	✓		✓	
FHWA	Federal Lands Access Program	FLAP	\$250,000 - \$30,000,000		✓	✓		✓	
State of Arizona	Special Appropriation		\$3,000,000 - \$20,000,000	✓	✓	✓	✓	✓	✓














In-State Partnership Opportunity									
Source	Program	Abbreviation	Range / Amount	Eligible Applicants					
				MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
FHWA	Surface Transportation Block Grant	STBG, etc.	Varies	✓	✓	✓	✓	✓	✓









National Competitive Grants									
Source	Program	Abbreviation	Range / Amount	Eligible Applicants					
				MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
USDOT	Better Utilizing Investments to Leverage Development	BUILD	\$5,000,000-\$200,000,000	✓	✓	✓	✓	✓	✓
FHWA	Infrastructure for Rebuilding America	INFRA	\$5,000,000 - \$100,000,000		✓	✓	✓	✓	✓
FHWA	Advanced Transportation and Congestion Management Technologies Deployment	ATCMTD	\$60,000,000 nationwide		✓	✓	✓	✓	✓
FRA	Consolidated Rail Infrastructure and Safety Improvements	CRISI	\$250,000,000 nationwide		✓	✓		✓	
U.S. Congress	Special Appropriation		varies	✓	✓	✓	✓	✓	✓


FMPO Funding Sources & Eligible Uses Matrix










Prepared February 2020

Confidence or Probability Level  High  Medium  Low

Annual Funding									
Source	Program	Abbreviation	Amount	Eligible Uses					
				Staff	Overhead	Planning / Data	Construction	Match	Non-eligible Activity
Federal Highway Administration	Metropolitan Planning	PL	\$122,000						
FHWA-ADOT	State Planning & Research	SPR	\$125,000						
FHWA	Surface Transportation Block Grant	STBG	\$466,000						
Federal Transit Administration	Metropolitan & Statewide Planning	5305	\$38,000						

In-State Competitive Grants									
Source	Program	Abbreviation	Range Amount	Eligible Uses					
				Staff	Overhead	Planning	Construction	Match	Non-eligible Activity
FHWA	Highway Safety Improvement Program	HSIP	\$5,000,000						
FHWA	Transportation Alternative Program	TAP	\$1,000,000						
FTA-ADOT	Metropolitan & Statewide Planning	5305	\$300,000						
FHWA	Railway Highway Crossings Program								
FHWA	Federal Lands Access Program	FLAP	\$250,000 - \$30,000,000						
State of Arizona	Special Appropriation		\$3,000,000 - \$20,000,000						

In-State Partnership Opportunity									
Source	Program	Abbreviation	Range Amount	Eligible Uses					
				Staff	Overhead	Planning	Construction	Match	Non-eligible Activity
FHWA	Surface Transportation Block Grant	STBG, etc.	Varies						

National Competitive Grants									
Source	Program	Abbreviation	Range Amount	Eligible Uses					
				Staff	Overhead	Planning	Construction	Match	Non-eligible Activity
USDOT	Better Utilizing Investments to Leverage Development	BUILD	\$5,000,000-\$200,000,000						
FHWA	Infrastructure for Rebuilding America	INFRA	\$5,000,000 - \$100,000,000						
FHWA	Advanced Transportation and Congestion Management Technologies Deployment	ACTMTD	\$60,000,000 nationwide						
FRA	Consolidated Rail Infrastructure and Safety Improvements	CRISI	\$250,000,000 nationwide						
U.S. Congress	Special Appropriation		varies						

Strategic Workplan

June 30, 2021 to December 31, 2022

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

Technical

1. Complete MetroPlan's long range Regional Transportation Plan and have it adopted by the Board by 12-31-2022
2. Initiate the West Route 66 planning process by 12/31/2021
3. Develop a plan to support electrification of public and private vehicle fleets by 12/31/2022
4. Develop a regional approach to maintaining vehicle miles at 2019 levels by 12/31/2022
5. Define what it means to be "the finest transportation system in the Country".
6. Investigate opportunities to promote multimodal transportation offerings and routes via mobile app by December 31, 2022.
7. Update the project prioritization matrix by June 2021, run all projects through the matrix by October 2021 including the possibility of three (3) I-40 pedestrian underpass locations.

Relational

8. Develop a feedback loop to keep the Board, TAC and Management Committee apprised of changes to priorities and the reasons for those changes and have adopted by 10-31-2021.
9. Develop a structured, transparent process to bring issues to the table in a timely way to enhance communication and understanding between member agencies by June 30, 2021

Financial and Funding

10. Continue mini grant program and award a project that has multi-agency benefit by 12-31-21.
11. Explore traditional and creative funding mechanisms and provide a report on how to establish a diverse and stable funding strategy for transportation construction and maintenance by 6-30-2022.
12. Educate State Leadership about the value of indexing the gas tax for inflation with goal of State action by June 30, 2022.
13. Identify and scope projects for federal and state earmarks by 12-31-2021
14. Secure \$2 Million in additional resources, including Signal Technology, by 12-31-2022.
15. Evaluate and determine need for additional staff to achieve strategic goals by 10-31-2021.
16. Evaluate how MetroPlan can best support the Milton Railroad underpass through design, funding, environmental work or other approaches by 12-31-2021. Scope will include consideration of the Downtown Connection Center, Rio De Flag project and other "Downtown Mile" projects.
17. Participate in, review, and take formal action in support of -- or recommending adjustments to -- ADOT's Milton/Hwy 180 plan by 12-31-2021.
18. Support member agency broadband efforts by writing letters of support and including broadband funding in grant requests and planning documents by 12-31-2022.
19. Participate in City-led outreach and design efforts on the Lone Tree Corridor (JWP to Butler) and Lone Tree Railroad Overpass through 12-31-2022
20. Consider pursuing an additional \$300,000 for the Lone Tree TI design by 12-31-2022